



Peter J. Hicks, Jr.
Public Service Engineer

721
CITY OF PROVIDENCE - RHODE ISLAND

The Public Service Engineer

112 Union Street, Providence, R. I. 02903

November 5, 1964

Mr. Vincent Vespia
City Clerk
City Hall
Providence, Rhode Island

Dear Mr. Vespia:

I enclosed herewith the bill of the Narragansett Electric Company for the month of October, 1964 for the street lighting of the City of Providence.

The total net amount of the bill is \$41,322.37.

Very truly yours,

Peter J. Hicks, Jr.
PUBLIC SERVICE ENGINEER

PJH, JR: jd

IN CITY COUNCIL

NOV 19 1964

APPROVED:

CLERK

Received of Department of City Clerk November 24, 1964.

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PROVIDENCE, R.I.



City Plan Commission

EDWARD WINSOR, *Chairman*

ALBERT BUSH-BROWN

EDWARD J. COSTELLO

WALTER H. REYNOLDS, *Mayor*

JERRY LORENZO

HARRY PINKERSON, *Secretary*

RALPH MATERA

RAYMOND J. NOTTAGE

FRANK H. MALLEY, *Director*

DIETER HAMMERSCHLAG, *Deputy Director*

Suite 103, City Hall,

Providence, Rhode Island 02903

November 9, 1964

The Honorable City Council
of the City of Providence
City Hall
Providence, R. I.

Gentlemen:

I have the pleasure to transmit to you herewith the City Plan Commission Master Plan for Providence, a guide for development to the year 1975.

As you know, preparation of a city-wide general or master plan is a responsibility of the City Plan Commission, as set forth in the 1944 Ordinance which created the Commission.

This Plan updates and supercedes the previous city-wide master plan, as published in its several component parts between 1946 and 1953.

Need for a thorough-going revision of the earlier Master Plan had become increasingly apparent as the tempo of urban life forced the creation of new policies for dealing with city development problems. But perhaps the most compelling reason was that the various Federal aid programs which are contributing so much to the existence or preparation of such a master plan.

This document, being a summary version of the Master Plan, is necessarily brief and general. More detailed reports covering various elements of the Plan are in preparation -- circulation, public schools, recreation and other public facilities -- which will be published in the future.

In essence the Master Plan is a system of policy recommendations regarding the City's physical development and improvement, made to the City Council and other public bodies whose decisions affect city development. At the same time it serves as a guide for the Commission itself in programming capital improvements, handling referrals on zoning and public property, proposing street changes and new public facilities, and advising on urban renewal activities.

November 9, 1964

It is hoped that this Plan, and its expanded parts to be presented subsequently, will be a useful guide to the City Council in making the innumerable and complex decisions that it must make.

This revised Master Plan has been several years in the making. It continues many policies and proposals of the previous Master Plan and encompasses the proposals of College Hill and Downtown Providence 1970, as well as plans and programs of the Providence Redevelopment Agency and other public agencies.

The Plan is bold and optimistic for the future of Providence. It calls for a level of investment in the City's future somewhat above that of the recent past, and envisions a revitalized prosperous community that takes full advantage of its natural and man-made potential.

It is important that the Commission's new Master Plan appear at this particular juncture, for this is indeed the beginning of a new era for Providence. Nearing completion is the Fox Point hurricane barrier, which will free Downtown from flood hazard and give the green light to heretofore restrained private construction. Also taking shape is the freeway system, giving Providence an accessibility equal to any city in the country and reestablishing her downtown as the focus of the metropolitan area. The important urban renewal projects of Lippitt Hill, Central-Classical, and Weybosset Hill are now in execution; and the two largest projects, East Side and Railroad Relocation, are advancing in planning. The unique Westminster Pedestrian Mall is under construction. Other important developments such as the Providence River channel dredging, are soon to occur which will enhance the City's economic growth prospects.

The Master Plan has been prepared concurrently with the City's revised Community Renewal Program now being printed. With these two documents the City will have the basic information and policy guidelines to proceed wisely and vigorously with comprehensive action programs that can make Providence a prosperous, dynamic and attractive metropolitan center in tune with mid 20th century urban life.

IN CITY COUNCIL

NOV 19 1964

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

Vincent Crespi
CLERK

Respectrully submitted,

Edward Winsor

EDWARD WINSOR
CHAIRMAN
CITY PLAN COMMISSION

EW:MMH

November 11, 1964

City of Providence
City Council

It is the policy of the City of Providence to provide for the health, safety and general welfare of its citizens.

Administrative and financial matters are handled by the City Manager and the City Council. The City Council is the governing body of the City of Providence.

The City of Providence is a city of the first class. It is the policy of the City of Providence to provide for the health, safety and general welfare of its citizens.

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Respectfully submitted,

City of Providence
City Council

DEPT. OF CITY CLERK
PROVIDENCE, R.I.

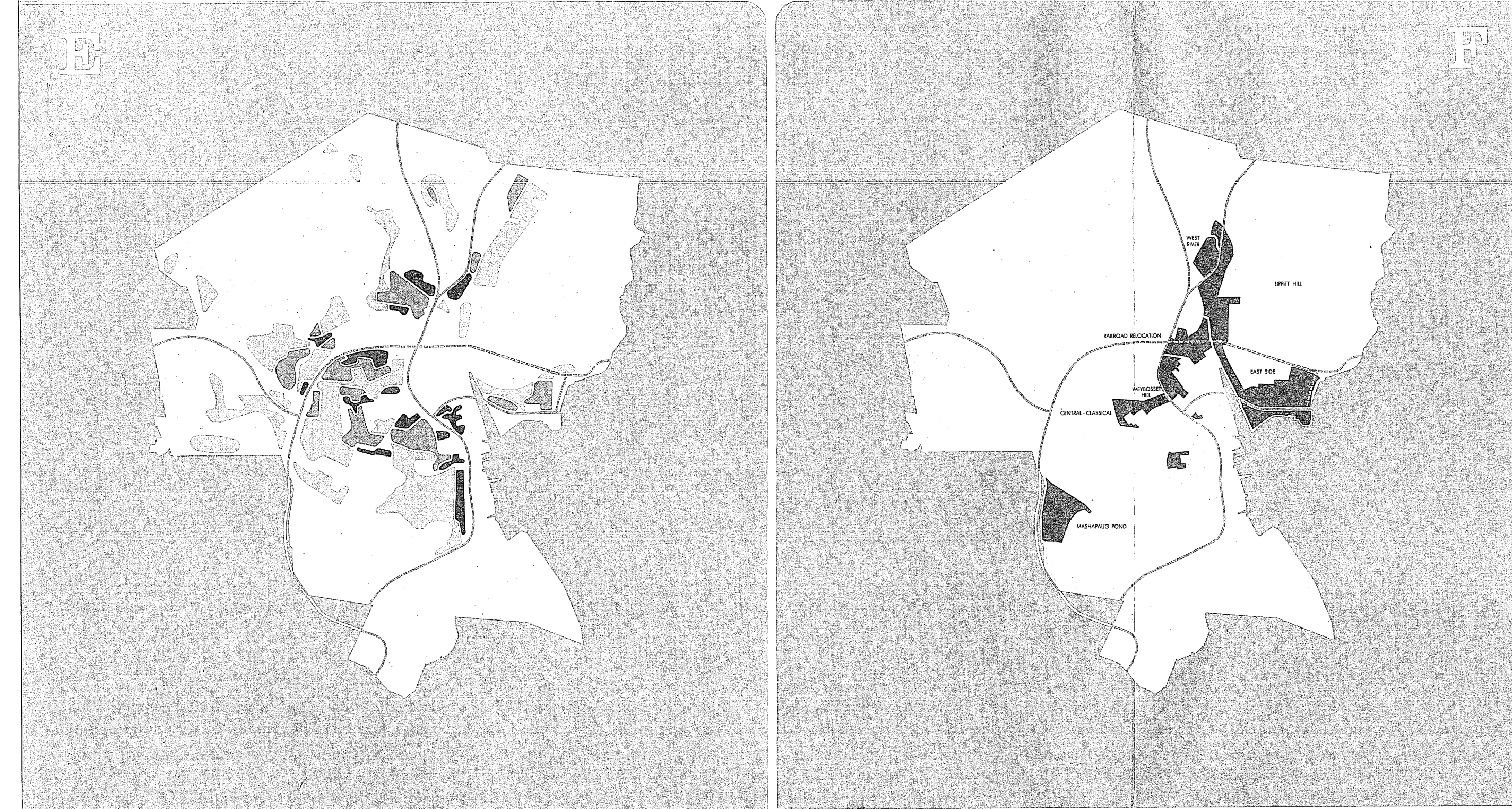
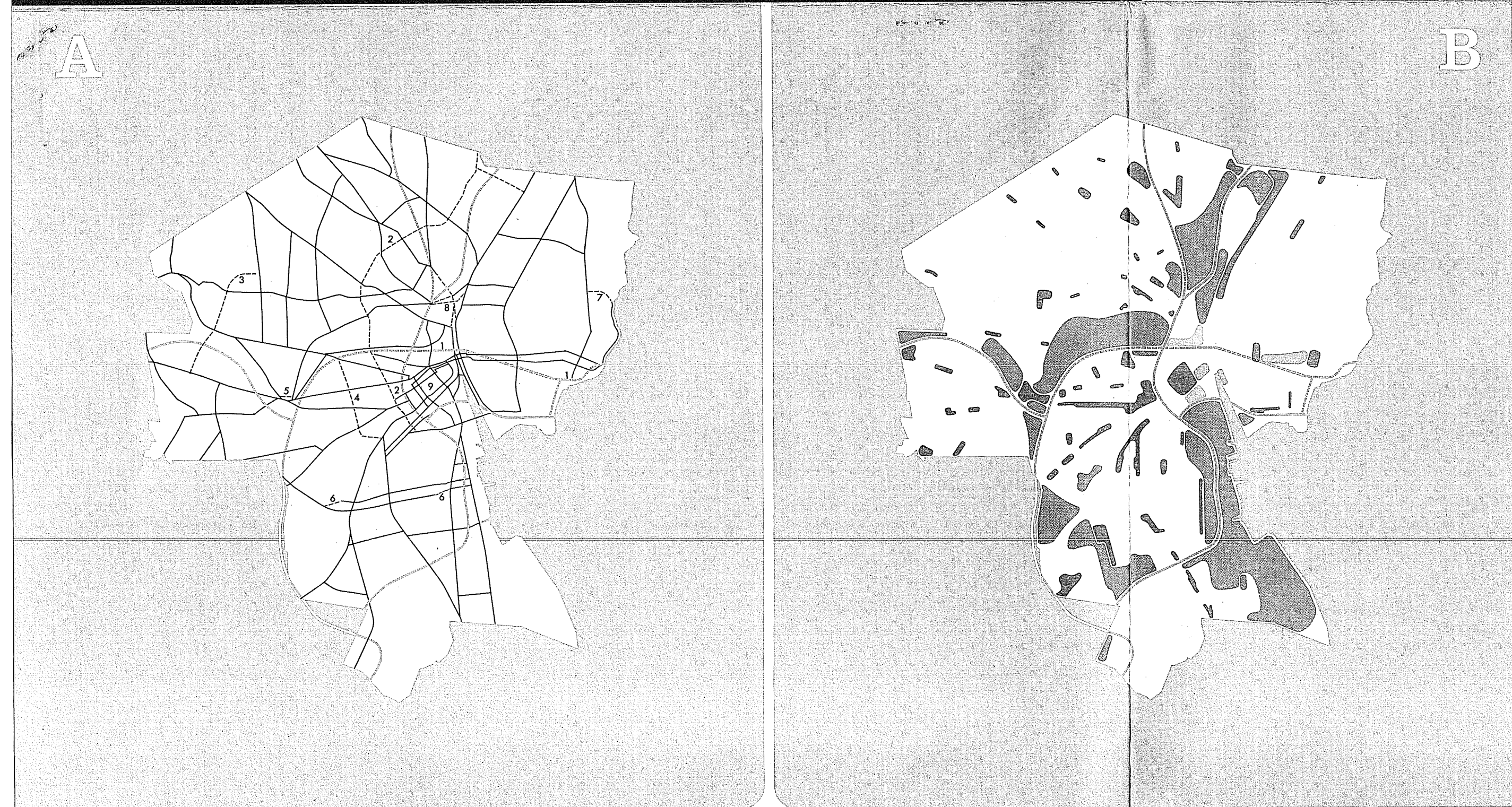
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THE MASTER PLAN

PREPARED BY THE CITY PLAN COMMISSION FOR THE CITY OF PROVIDENCE



CIRCULATION

The foregoing section has described the setting for the proposals for circulation, land use, and community facilities given below.

Increasing demand for more driving places are causing radical changes in our channels of movement, and thus in the form and character of urban areas. Streets have been identified according to four levels of service: limited access freeways, major arterials, collectors, and local streets. The *Master Plan* shows existing and proposed freeways and arterials and indicates their relationship to land uses. The completed system will include a total of 18 miles of freeway and 95 miles of arterials. An estimated 3,700 acres, or 25 percent of the total city area, will be devoted to circulation.

FREWAY SYSTEM

Except for one proposal, the freeway system shown on this Plan is essentially the same as that already built or committed for construction by the State Department of Public Works.

The State program includes the following freeway routes:

Route I-95, the Federal Interstate freeway providing the major route to Boston and the northeast and New York and points south, is now being built through the heart of Providence. Its alignment in a north-south direction forms the western boundary of the downtown business district.

I-195: Immediately south of Downtown, I-95 interchanges with *Route I-195*, which proceeds easterly across the *Providence* and *Seekonk* Rivers to Fall River and Cape Cod. The George M. Cohan Boulevard and Washington Bridge segments of this route are soon to be rebuilt for freeway standard.

US-6: Movement to the west will be provided by linking existing *Olinville Expressway* to I-95 via a new freeway connector along the railroad, joining I-95 in a new turbine interchange southwest of the Capitol. West of Olinville, US-6 will be rebuilt on a new freeway alignment to the State line and the Connecticut Turnpike.

RI-146: North of the Capitol, I-95 will interchange with the *Louisquisset* Pike, already built, which proceeds northwesterly to Woonsocket and Worcester.

RI-2: An alternative north-south route is provided by existing *Huntington Expressway* (Route 2) running from *Olinville Expressway* south to an interchange with I-95 in Cranston.

FREWAY PROPOSAL

These freeways, seemingly so ample for today's traffic needs, may fall short of the projected peak hour demand by a surprisingly early date. It is estimated that Downtown-directed traffic will overload the soon-to-be-rebuilt Cohan Boulevard. In order to supplement I-95 and also relieve Angell and Waterman Streets on the East Side, a new freeway link is proposed (see 1, *Plan A*, opposite). Under this proposal the new Red Bridge, now under construction, will be connected to a new east-west freeway, which will utilize the existing railroad tunnel under the East Side and meet new US 6 and I-95 at the proposed Civic Center

interchange noted above. A limited access River Drive is proposed between the new Red Bridge and Cohan Boulevard following the westerly edge of the Seekonk River. With the above proposed addition the freeway system should be adequate to handle projected traffic through at least 1975.

ARTERIAL STREETS

Bridges freeways for high speed travel the City must have improved local thoroughfares. These arterials are characterized by 80-foot rights-of-way where possible and intersections with signals rather than grade separation. To minimize the enormous cost of acquiring new rights-of-way, this Plan proposes connecting certain existing streets by short lengths of new street to afford new through movement wherever there is a demonstrated need.

By means of the gravity model technique and analysis by electronic computer, present and future traffic volumes on existing facilities were estimated and the demand for additional capacity determined. These estimates have contributed toward proposals for the nine new arterial and freeway routes shown on *Plan A* and described as follows:

(1) The east-west freeway tunnel connector proposed above.

(2) A north-south four lane route parallel to I-95 to the west of Downtown, extending from Point Street to Smith Street and utilizing Stewart, Dean, Raymond, and Berkshire Streets. In a later stage, this route will be extended northwesterly to Silver Spring Street via a new bridge over RI-146.

(3) A connection between Hartford and Mount Pleasant Avenues by way of Glenbridge Avenue, Cannopet Street, and a new street to be built across one corner of Triggs Memorial Park.

(4) A north-south connection through Federal Hill by joining Knight and Bridgman Streets.

(5) A one-way loop at Olinville, utilizing Riverside Drive for westbound and Olinville Square for eastbound flow.

(6) A pair of one-way streets east-west across South Providence, utilizing Totter Avenue, Public Street, and Huntington Avenue. The easterly end of this route will connect with Allens Avenue and ramps to I-95, and the westerly end with Huntington Expressway.

(7) An extension of River Drive north from new Red Bridge, connecting it with Blackstone Boulevard.

(8) A realignment of streets through the Randall Square area, to be done as part of the East Side Renewal Project.

(9) A system of Downtown one-way opposing local streets within the freeway loop, utilizing mostly existing streets, as proposed in the Downtown Master Plan.

These arterials, though of moderate capacity, will be continuous routes supplementary to the freeways. Street widening and realignment will be done mostly under urban renewal. Other measures for improving traffic flow are parking restrictions, progressive signalization, channelization, reduction of access, median strips, and one-way routing.

LOCAL STREETS

Collector streets provide access to freeways and arterials from important origins and destinations. Local streets merely provide access to property. Local streets which happen to join thoroughfares may be interrupted or realigned, thus forcing

through traffic to take other routes. Specific proposals for improvement of collector and local streets must be deferred to the level of neighborhood planning.

PARKING

The Downtown Master Plan proposed a system of parking garages and landscaped lots and suggested public subsidy or control as a means of reducing rates and thus making Downtown more accessible. Elsewhere throughout the City all new developments or new uses are required to have adequate off-street parking in the amount specified in the zoning ordinance.

MASS TRANSPORTATION

It is recognized that an adequate system of public transportation will continue to be necessary to transport children and old people as well as others who are not able or do not choose to drive. In recent years the use of mass transit has declined sharply in all cities. Patronage of the United Transit Company in 1963 was less than one-quarter of its 1946 volume. This is obviously due to increasing availability of automobiles and highways, but probably also reflects inadequacy and high cost of present service. Thus the apparent preference for automobiles in this three-year program, which because 70 to 80 percent of all UTC riders travel to Downtown, the future of Downtown is highly dependent on the maintenance and improvement of transit service. Tenseous preoccupation with vehicular traffic and the availability of federal highway aid have tended to obscure the pressing need for improvement of public transportation.

Fundamentally the public requires better service for less money. Measures which could improve bus service with the aim of increasing patronage include: increasing the frequency of service, adding public subsidy or control as a means of reducing rates and thus making Downtown more accessible. Acquisition and operation of transit by the new State Transportation Authority now appears to be the most feasible long-range alternative.

The plight of the New Haven Railroad is indeed critical. It is now apparent that only merger or assistance by state and Federal governments can prevent cessation of rail service. It is hoped that a suitable solution can be found soon.

As a prerequisite to the continuance of Federal Highway funds after July 1965, the 1962 Federal Aid Highway Act makes mandatory the development of a comprehensive transportation and land use planning program for the State. Such a program has now begun under grants from both the Bureau of Public Roads and Housing and Home Finance Agency. The program will involve mass transit and rail service as well as highways. Providence is participating with other communities and State agencies in this three-year program, which will explore such questions as the proper allocation of resources between highways and transit and the probable effect of prospective land use patterns on the various modes of transportation.

The City Plan Commission urges the speedy execution of the State's Transportation Program, which will help determine the future role, design, and operation of public transportation in Providence.

LAND USE

The *Master Plan* proposes, in generalized terms, the future amount and distribution of land in various uses throughout the City. It allocates this scarce resource among the several competing activities according to their needs and the inherent suitability of the land itself, taking into account existing use commitments, space requirements of the various uses, location and interrelationship of activities, market demand, economic and social pressures, and achievability under prevailing means of implementation.

The following table shows how the City's land was used in 1963, and the land use allocation proposed for 1975:

LAND USE	1961 INVENTORY	1963 INVENTORY	PLAN FOR 1975
1 vacant	1,910	1,038	2,400
2 Residential	3,239	36.9	3,935
3 Commercial	572	4.7	625
4 Industrial	1,597	12.4	1,989
5 Institutional	2,351	19.4	2,640
6 Total net land	9,361	77.3	9,989
7 Circulation	2,241	22.7	3,392
8 Total City Land	12,102	100.0	12,381

The *Plan* proposes utilization of all vacant land in one category or another, and, for those parts that are unbuildable, use as public open space. The following sections describe and present the reasoning behind the land use proposals summarized above.

INDUSTRIAL USE

The *Plan* areas proposed for 1975 a total net area (street area excluded) of 1,800 acres for all categories of industrial use: manufacturing, goods handling, utilities, and railroad uses. Land in indus-

trial use increased from 1,422 acres in 1946 to 1,584 acres in 1953, then fell to 1,507 in 1961 because of freeway takings. The 1946 *Master Plan* proposed 1,680 acres.

The trend toward one-story construction, off-street parking, and expandable plants makes necessary the allocation of 300 additional acres over the 1961 inventory. This need is illustrated by the 160-acre increase in industrial use between 1946 and 1953, a time of marked employment decline. Also the proposed increase reflects the City's policy to give priority to the development and expansion of economic activity.

Employment projections for Providence made recently by independent marketability consultants show a moderate gain of 18,000 workers by 1975. When converted to demand for new industrial plant, this growth suggested a need for an estimated six to seven acres of new floor space and perhaps twelve acres in new plant sites annually over the next decade. To the resulting approximately 120 acres needed by 1975 should be added some 80 acres for new wholesaling, utility, and terminal uses not included in the projections. The remaining 100 acres should be earmarked as land reserve for unanticipated or specialized needs, thus giving Providence a competitive advantage in site offerings. Besides the proposed 300 acres in new sites, much of the 1,500 acres in existing industry has become underutilized and will be ripe for new development by 1975.

Industrial Location

Proposed industrial areas are shown on *Plan B* and, in relation to other uses, on the *Master Plan*. Industrial development is proposed in four major

districts: the Woonasquett Valley to the west, the Moshassuck Valley to the north, and the Providence River area to the south, and the Mashapaug Pond area to the southwest. All four have freeway and rail access and are zoned for manufacturing. Basically, the *Plan* consolidates industry into these four districts plus several smaller ones and calls for gradual elimination of the older nonconforming industrial uses elsewhere, particularly those in residential areas. Within the proposed districts, which are expanded to their natural boundaries, unrelated uses are eliminated and the recovered space reorganized for efficient use of the land.

Since few large vacant sites remain in Providence, new industrial space must be provided mainly through urban renewal. West River Industrial Park, a project now fully developed, has twelve new plants on 60 acres and will employ an estimated 2,900 persons. The 130-acre Mashapaug Pond project, now developing at the edge of the City, plus 30 acres in the centrally located Randall Square project, will together provide half the additional acreage called for in this *Plan*. The *Plan* includes improvement of deep water port facilities and related industrial activities along the westerly edge of the harbor, filling to the pierhead line, and extension of the district westward to Eddy Street.

COMMERCIAL USE

The *Plan* proposes some 625 acres by 1975 for

	COMPLETED	PROPOSED
INDUSTRY	1,597	1,989
OFFICE	572	625
COMMERCIAL	1,597	1,989
PARKING	1,597	1,989

Of all new construction, some 2,400 units are proposed for single detached sale houses on lots averaging 7,500 sq. ft., to be built mostly on outlying areas on vacant tracts. Half the total acreage proposed for residence is for singles. Some 400 two-family units are also projected from current trends if demand remains slack and vacancies high. But if the vacancy rate is reduced to a normal five percent, total households would be about 66,000, or about the same as today. Total population would then be at 190,000.

An objective of the housing program is to accommodate especially those persons who are or will be employed in Providence and those in the productive age group (20-44 years). But the program must also provide for those of low income, homeless, the elderly, and the minorities—groups not fully served by the private real estate market.

Most of the housing in 1975 will still be that which exists today, much of it already 50 years old. On the proper maintenance and rehabilitation of existing housing stock depends the meeting of the above goals and, in fact, the future desirability of Providence as a residential community. Therefore the code enforcement program must be vigorously continued.

Although the goals suggested for demolition, land development, and new construction are higher than the record of the past decade when no public programs operated to renew residential areas or stimulate market demand, they are within the City's capacity. Given the leadership, economic incentive, and willingness of people to work together for the common good, they can be achieved and a better living environment created.

CARRYING OUT THE PLAN

The *Master Plan* is actually carried out through countless decisions by public and private groups and individuals, each with its own set of objectives which may or may not be in line with the public interest. The generalized objectives of the *Master Plan* become factors in this decision-making process through their influence in urban renewal projects, the Community Renewal Program, neighborhood plans, the Capital Improvement Program, zoning, and similar action or regulatory programs.

URBAN RENEWAL

Urban renewal is a process of direct public and private action to eliminate blight and return deteriorated or substandard urban real estate to a physically sound and economically healthy condition. It aims to improve physical conditions and to bring about normal growth and development through normal private enterprise. Under the Housing Act of 1949, the Federal Government makes available to municipalities loans and grants for urban redevelopment, a form of renewal in which blighted or substandard properties are assembled, cleared, improved as necessary, and disposed of for appropriate public or private uses. Two-thirds of the net project cost is defrayed by Federal grants and one-third by local sources.

Urban renewal has now been broadened to include, besides redevelopment, the improvement or rehabilitation of existing structures and conservation of neighborhoods. Public action here is

commercial uses of all kinds: retail and wholesale trade, consumer and business services, offices, automotive uses, and general business. These activities, which in 1946 utilized 378 acres, had increased by 1961 to 572 acres, a gain of 200 acres despite a substantial population loss. The 1946 *Master Plan* proposed 542 acres. This rapid increase in commercial acreage in the face of declining population is due to changes in operating methods, preference for one-story commercial buildings, which are expanded to their natural boundaries, unrelated uses are eliminated and the recovered space reorganized for efficient use of the land.

Demand for new commercial sites derived from Providence's share of prospective gain in retail sales was estimated by marketability consultants at about four acres per year over the next decade. To the resulting 40 acres of new retail sites needed by 1975 are added 13 acres for new non-retail business. Thus a 53-acre net increase in commercial uses over the 1961 inventory is called for, representing actually the provision of much more than that acreage to compensate for elimination of numerous marginal or badly located commercial uses.

Commercial Location

The largest concentration of business uses is the 70 acres of Downtown. Another 40 acres are contained in two major sub-centers, Olinville and Wayland Square. The 130-acre Mashapaug Pond sub-centers such as Rochambeau Avenue, Thayer Street, Chalkstone Avenue, Willard Center, and Hoyle Square. The remaining 300 acres (half the total) occur in commercial strips along major streets and in scattered locations.

Proposed distribution of commercial uses is shown in generalized form on *Plan B* and, in rela-

tion to other uses, on the *Master Plan*. Future downtown development was proposed in the Downtown Master Plan. The major sub-center on the West Side, Olinville Square, is to be strengthened with significant amounts of new development. The other major sub-center, on the East Side, Wayland Square, which has attracted a concentration of professional offices, is proposed for expansion.

Other sub-centers containing perhaps 15 or 20 establishments each are proposed at strategic street intersections substantially in their present locations. Strip business zones along major streets should be consolidated within reasonable limits to give compactness and focus to commercial groupings. Local shopping clusters of six or less establishments, although not shown on the *Plan*, are distributed throughout neighborhoods to serve local vital trade. Isolated streets should be allowed to remain, although their use should be discouraged. However, it is recognized that future shopping facilities will be larger, fewer, and more automobile oriented.

Strip service areas catering primarily to motorized consumers are proposed along certain major routes where they will not impede traffic flow nor adversely affect adjacent property.

The *Plan* also proposes consolidating wholesale activities in a special wholesaling district to be developed in the Randall Square area.

INSTITUTIONAL USE

The *Plan* allocates some 2,640 acres for all classes of institutional and public use. These are mostly service functions having to do with health, education, culture, social welfare, recreation,

government, religion, burial, or similar public or private nonprofit activities. Although normally exempt from the real estate tax, they are of increasing importance in providing jobs and generating market demand for goods and services.

Despite the City's declining population, space needs for these activities have increased steadily in recent years from 2,120 acres in 1946 to 2,350 in 1961 and will continue to gain as institutions assume an ever greater responsibility for the meeting of human needs. This *Plan* proposes some 289 acres more than the 1961 inventory, primarily to meet the space needs of private schools and colleges (95 acres), public parks and playgrounds (149 acres), and public schools (23 acres).

Because most institutional and public uses represent large capital investments not readily transferable, most are assumed to remain in their present locations and expand where necessary and feasible. Local community facilities (i.e., parks, playgrounds, and schools) are discussed below and will be considered in subsequent detailed reports. Other proposed institutional or public uses must be located on the basis of their respective needs and on surrounding areas.

Rising demand for higher education is forcing the physical expansion of Providence's institutions of higher learning. This *Plan* recognizes the expansion needs of Brown University, Rhode Island School of Design, Rhode Island College, Providence College, Bryant College, and others.

Reflecting the increasing importance of the public sector, a new center for government and the performing arts is to be built in the Railroad Relocation project as part of the Downtown Master Plan.

COMMUNITY FACILITIES

Public facilities to serve residential areas include public schools, playgrounds, parks, libraries, fire and police stations, water supply, sewage disposal, health and welfare services, and many others.

Although the *Master Plan* indicates sites for most of these, this report will discuss only three—public schools, recreation, and parks. Other facilities will be discussed in subsequent reports.

PUBLIC SCHOOLS

The present school plant consists of 40 elementary schools (with either K-3 or K-6 grade organizations), eight junior highs (grades 7-9), and four high schools (mostly grades 10-12). Two of the elementary facilities share quarters with junior highs. Enrollment in 1963 was, for elementary, 15,836; junior high, 5,337; and high school, 6,436. Some 12,000 children were also enrolled in parochial schools.

Despite the decline of population generally, public school enrollment in the 1950's was actually stable, due mainly to the increasing length of the average school career. Public school enrollment projected to 1975 will decline only about 1,300, or 4.5 percent. Elementary (including kindergarten) will then stand at an estimated 15,100; junior high, at 5,400; and high school, at 5,800. If new development occurs as envisioned in the foregoing residential plan, somewhat higher enrollment figures may be expected.

The chief liabilities of the present school plant are: (1) inefficiencies resulting from an excessive number of small facilities; (2) obsolescence of facilities; (3) disparities in spacing and location of facilities with respect to child population; (4) inadequate play space; and (5) lack of special

facilities, such as cafeterias and libraries, not justifiable in older buildings. Much progress has already been made in correcting these conditions.

The *Master Plan* for Public School Sites, prepared by the City Plan Commission in 1950, proposed eventual replacement of 40 of the 52 then existing elementary schools with 14 modern facilities, plus conversion of one junior high to elementary use.

Five of the recommended priority schools of that report have now been built: Fox Point, Joslin, Flynn, Fogarty, and Camden Avenue. A sixth, in the Lippitt Hill renewal project, will be built during 1964-65, replacing the Jenkins, Doyle, and already abandoned Vee schools. Ten of the elementary facilities proposed for closing in the 1950 Plan have been closed. In fact, since 1930 some 59 of the 110 schools then existing have been abandoned. Thus, good progress has been made in replacement and consolidation of old facilities.

The long-range plan for elementary schools calls for replacement of the older, less efficient, and poorly located facilities with modern consolidated ones. The interim plan calls for modernization of the older remaining schools worth preserving—those which can still give years of useful service.

In the first phase of the program two new elementary schools plus one addition are proposed for construction by 1975, in the following order:

(1) Addition to the present Nelson Street School, containing eight classrooms, cafeteria, and assembly room, to cope with overcrowding and rising population. Funds have been requested for 1965.

(2) A new 700-pupil facility in the Elmwood section to replace the elementary wing of the shared

Gilbert Stuart Junior High building and the very old Hammond Street School. Funds are requested for 1966-67.

(3) A new 600-pupil school in the Annex district to be built on presently open land, replacing the Merino and Laurel Hill "Annex", the latter located within the Oliver Hazard Perry Junior High building.

Some time after 1975 new elementary facilities will be needed in the Mount Pleasant section, Mantion section, and West End to replace buildings which by then will be obsolete. With construction of the above proposals, service area boundaries may be shifted and further consolidations and school closings achieved if desired, although extended walking distance and dangerous street crossing for small children are factors to be weighed in such closing.

Under the School Department's program of modernization all of the older school buildings, with the exception of those to be replaced under above proposals (2) and (3), have been, or are soon to be, modernized. For a fraction of the cost of new construction, such modernization can extend the useful life of a building many years. Cafeterias are proposed in all consolidated schools, thus halving the amount of walking required and making possible the extension of service areas. With the completion of the above program of elementary school modernization and construction, the City will have eight facilities built since 1950 and 25 to 29 older modernized ones.

The City's eight junior high schools are mostly in good condition, fairly well located, and reasonably modern. Some require modernization and others lack adequate recreation space. There is now unused capacity in all eight schools, and when the elementary sections of the two shared buildings are discontinued, as proposed above, there will be additional space. Consolidation into seven facilities is proposed in order to achieve economies and an enriched curriculum. The Samuel Bridgman Junior High can be converted immediately to a regular playground, separating the age groups whose recreation needs differ, and reduce the need for youngsters to cross dangerous streets. About 80 of these playgrounds are proposed throughout the City. The first such lot is now under construction on the site of the former Candace Street School.

At the high school level the significant development will be the James L. Hanley Education Center in the Central-Classical renewal project. This will include a complete new plant for Classical High, an addition to Central High, and new athletic fields for both schools. An \$845-million bond issue has been approved and construction scheduled for 1965.

PLAYGROUNDS

The City has wisely secured sites over the years for a variety of recreational uses and now has 14 playfields, 38 playgrounds, and 24 parks or other public spaces. Though they differ in size, the average playfield contains over six acres and the average playground, over two acres. Within a half mile of almost every household is at least one play-ground and within a mile, at least one playfield.

The *Master Plan* for Playgrounds and Playfields, published by the City Plan Commission in 1953, proposed a number of site acquisitions and improvements, many of which have now been carried out. A proposal of that *Plan*, reaffirmed here, is the creation of playgrounds on the sites of elementary schools and playfields on the sites of junior and senior high schools so that both school and leisure time activities can share a single well equipped site. Recent school construction has adhered to this policy of combined facilities.

No additional full size playgrounds are here proposed, since the chief need is for a system of small-scale play areas close to serving children. These will consist of sites no larger than a single house lot and contain play equipment especially designed for children under ten years. These sites will be inexpensive to build, help prevent overcrowding of regular playgrounds, separate the age groups whose recreation needs differ, and reduce the need for youngsters to cross dangerous streets. About 80 of these playgrounds are proposed throughout the City. The first such lot is now under construction on the site of the former Candace Street School.

Swimming pools are a new main element of the recreation plan. Six outdoor pools (three of them of Olympic size have now been built, another is in the planning stage, and an eighth has been programmed but a site not yet selected).

PARKS

Providence has some 817 acres in parks, including the well known 436-acre Roger Williams Park and Triggs Memorial, Narragansett Park, and Blackstone Parks. The *Plan* proposes an additional 120 acres in various locations for park use.

The City has 976 acres in recreation space of all kinds. This is about five acres per 1,000 persons, a ratio that compares well with other cities of similar size. But the distribution of park land is less than ideal; most parks are located on the City's periphery where they benefit adjacent towns more than the densely populated but relatively unserved central areas of Providence. Also much of the land lacks development and facilities will be made in subsequent reports of the City Plan Commission.

In order to create a park system more in keeping

with the needs of the community, the following policies are suggested:

(1) Emphasize land acquisition for park development in centrally located, higher density areas to achieve geographic balance.

(2) Require sites to be reserved for future parks or playgrounds in the larger residential renewal areas.

(3) Elsewhere take advantage of opportunities to acquire land with special esthetic appeal, including possibly tax title property, unbuildable sites, or sites of nonconforming uses.

(4) Landscape and develop with appropriate recreational facilities existing park lands, where such treatment is lacking.

Beyond the above policy recommendations the *Plan* proposes the following three specific sites for acquisition and development:

(1) A 5-acre downtown park and local point for civic life, as proposed in *Downtown Providence 1970*, by joining together the Kennedy Plaza Mall and City Hall park and eliminating the street between them.

(2) A small park between North Main and Canal Streets at the historic site of the Roger Williams Spring.

(3) A waterfront park and recreation area at Fox Point and Indian Point, to be equipped with such features as esplanade, band shell, and marina, and affording the best available view of the harbor and bay.

More detailed proposals for school, recreation, and other public facilities will be made in subsequent reports of the City Plan Commission.

volunteer groups interested in city beautification and conservation must be encouraged and coordinated. There is a need for improved sign control. Finally a procedure should be established for referral to a special commission for design review of all new public construction, including site plans and plans for public works and other improvements that affect the visual quality of the environment.

WHAT YOU CAN DO

This *Plan* was prepared for the citizens of Providence by the City Plan Commission. Citizen participation in the planning process is important and necessary, for on the citizen ultimately rests the job of making the *Plan* work. The active support of individuals and groups is solicited as various recommendations of this Plan come before the City Council. Public discussion of these issues is urged. Citizens are encouraged to voice comments or criticisms of any aspect of this *Plan*, so that future revisions may reflect the changing demands of the people.

The prevailing philosophy of this *Plan* is that Providence need not accept a status of continued stagnation and decline as the inevitable result of historical forces. While recognizing that present day problems and limitations must be coped with, this outlook contemplates that undesirable trends can be reversed and goals achieved in city development and rebuilding which go beyond what is demonstrably feasible and apparent under present conditions. To do this will require broad scale programs of urban renewal and private investment, supported by an enlightened and determined citizenry. The *Master Plan* proposes this approach, as against a more passive one, to achieve a brighter and more prosperous future for Providence.

URBAN DESIGN

The program for preservation of historic and architecturally significant buildings and districts should be continued and expanded. Efforts

JOSEPH C. KEEGAN
FINANCE DIRECTOR



WALTER H. REYNOLDS
MAYOR

OFFICE OF THE FINANCE DIRECTOR
CITY HALL, PROVIDENCE, RHODE ISLAND 02903

November 10, 1964

The Honorable The City Council
of the City of Providence

Gentlemen:

In accordance with City Council
Resolution No. 61 approved February 2, 1962,
I hereby report the following gifts which
have been deposited to the credit of the
"Mary Elizabeth Sharpe Tree Fund":

\$450.00	-	Mrs. Henry D. Sharpe
10.00	-	Jane W. Williamson
60.00	-	Joseph S. Sinclair
15.00	-	Esther S. Marshall

Very truly yours,

Joseph C. Keegan
Joseph C. Keegan
Finance Director

JCK:mf

IN CITY COUNCIL
NOV 19 1964

READ:
WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

Vincent Crespi
CLERK

FILED

NOV 10 1 56 PM '64

DEPT. OF CITY CLERK
PROVIDENCE, R.I.



CITY OF PROVIDENCE - RHODE ISLAND - Walter H. Reynolds, Mayor

Office of the Port Agent -- Harbor Master

James J. Fisher
Port Agent
Harbor Master

CITY HALL

November 16, 1964

To The Honorable City Council
City Hall
Providence, Rhode Island

Gentlemen:

The following rigs arrived in the harbor during the period of
July 1, 1964 to September 30, 1964:

Steamships	74
Motor Vessels	147
Nuclear Ships	1
Square Rigger Training Ships	4
Schooners	3
Barges	40
Tugs	184
	<u>453</u>

The following cargo arrived in the harbor and the following cargo
was shipped during the period of July 1, 1964 to September 30, 1964:

RECEIVED

Gasoline	692,155	Tons
Fuel Oils	668,902	"
Kerosene	51,147	"
Diesel	28,370	"
Lube Oils	5,277	"
Asphalt	39,431	"
Cement	38,530	"
Chemicals	3,200	"
Coal	57,971	"
Lumber	28,099	(16,860,512 B.F.)
Gen.Cargo	23,347	tons
	<u>1,636,429</u>	Tons

SHIPPED

Gasoline	123,626	Tons
Fuel Oils	47,109	"
Kerosene	19,598	"
Diesel	3,218	"
Asphalt	30,389	"
Scrap	39,815	"
Gen.Cargo	992	"
	<u>264,747</u>	Tons

TOTAL:	1,636,429	Tons Received
	<u>264,747</u>	Tons Shipped
	1,901,176	Tons Rec'd & Shipped

IN CITY COUNCIL

NOV 19 1964

READ:
WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

Vincent Vespia
CLERK

JJF:jam

Very truly yours,

James J. Fisher
James J. Fisher
Port Agent-Harbor Master

FOURTH QUARTERLY REPORT
July 1, 1964 to September 30, 1964

JULY

<u>RECEIVED</u>			<u>SHIPPED</u>		
Gasoline	259,389	Tons	Gasoline	39,159	Tons
Fuel Oils	258,531	"	Fuel Oils	9,198	"
Kerosene	2,963	"	Kerosene	647	"
Diesel	15,593	"	Diesel	985	"
Lube Oils	1,948	"	Asphalt	14,833	"
Asphalt	15,666	"	Scrap	21,000	"
Cement	10,168	"	Gen.Cargo	830	"
Chemicals	1,600	"	TOTAL	86,652	Tons
Coal	-	"			
Lumber	18,638	(11,183,108 B.F.)			
Gen.Cargo	3,469				
TOTAL	587,965	Tons			

AUGUST

<u>RECEIVED</u>			<u>SHIPPED</u>		
Gasoline	182,882	Tons	Gasoline	42,392	Tons
Fuel Oils	132,566	"	Fuel Oils	17,411	"
Kerosene	30,064	"	Kerosene	6,577	"
Diesel	1,707	"	Diesel	1,402	"
Lube Oils	3,329	"	Asphalt	8,556	"
Asphalt	11,266	"	TOTAL	76,338	Tons
Cement	11,775	"			
Chemicals	-	"			
Coal	28,916	"			
Lumber	2,911	"(1,747,006 B.F.)			
Gen.Cargo	10,137				
TOTAL	415,553	Tons			

SEPTEMBER

<u>RECEIVED</u>			<u>SHIPPED</u>		
Gasoline	249,884	Tons	Gasoline	42,075	Tons
Fuel Oils	277,805	"	Fuel Oils	20,500	"
Kerosene	18,120	"	Kerosene	12,374	"
Diesel	11,070	"	Diesel	831	"
Lube Oils	-	"	Asphalt	7,000	"
Asphalt	12,499	"	Scrap	18,815	"
Cement	16,587	"	Gen.Cargo	162	"
Chemicals	1,600	"	TOTAL	101,757	Tons
Coal	29,055	"			
Lumber	6,550	(3,930,398 B.F.)			
Gen.Cargo	9,741				
TOTAL	632,911	Tons			

People to People of Rhode Island



PRESENTED TO

City of Providence

Certificate of

APPRECIATION

In recognition of participation in broadening international sports activities thereby promoting greater understanding and fostering the greater ideal of the brotherhood of man.

November 14, 1964

Clifford A. Shaw
Treasurer

IN CITY COUNCIL *Dick Reynolds*
NOV 19 1964
President

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

Vincent Cooper
CLERK