

City of Providence

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

CHAPTER 1990 - 11

No. 324 **AN ORDINANCE** AMENDING SECTION C OF CHAPTER 1342, APPROVED AUGUST 5, 1960, ENTITLED, "AN ORDINANCE AMENDING CHAPTER 544 OF THE ORDINANCES OF THE CITY OF PROVIDENCE, APPROVED SEPTEMBER 21, 1951, AS AMENDED, BY ADDING ARTICLE VI-A, ENTITLED, 'HISTORIC DISTRICT ZONING', CREATING THE HISTORIC ARMORY DISTRICT IN ADDITION TO THE HISTORIC COLLEGE HILL DISTRICT, THE HISTORIC STIMSON AVENUE DISTRICT AND THE HISTORIC BROADWAY DISTRICT, AS AMENDED."

Approved July 2, 1990

Be it ordained by the City of Providence:

SECTION 1. Chapter 544 of the Ordinances of the City of Providence, entitled, "An Ordinance Zoning the City of Providence and Establishing Use, Height, and Area Regulations" approved September 21, 1951, as amended, by Article VI-A, entitled, "Historic District Zoning, is further amended by inserting the following Paragraphs "7" and "8" in Section C entitled "Historic Districts".

7. There is hereby created an Historic College Hill District Extension, the boundaries of which are shown on map B entitled "College Hill Historic District," dated August 1989, which maps are incorporated and made a part of the within ordinance.
8. There is also incorporated and made a part of the within ordinance as appurtenant to said Historic College Hill District Extension, a first priority list, and a second priority list of structures within said College Hill District Extension, said lists being appended hereto."

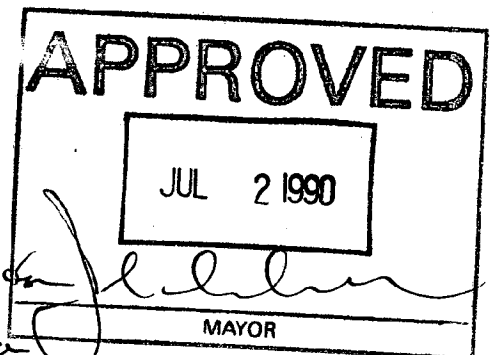
SECTION 2. This Ordinance shall take effect upon its passage by the City Council and its approval by the Mayor.

IN CITY COUNCIL
JUN 21 1990
FIRST READING
READ AND PASSED

Michael L. Clement CLERK
First Deputy

IN CITY COUNCIL
JUN 29 1990
FINAL READING
READ AND PASSED

Michael W. Ender PRESIDENT
Brown CLERK



No.

CHAPTER

AN ORDINANCE

FILED
FEB 15 10 20 AM '90
OFFICE OF THE CLERK
PROVIDENCE, R.I.

CONCURRED
IN CITY

IN CITY COUNCIL
FEB 15 1990
FIRST READING
REFERRED TO COMMITTEE ON

Rosemond CLERK

ORDINANCES

THE COMMITTEE ON
ORDINANCES

May 7, 1990
Recommends Be Continued
Michael R. Clement
Clerk

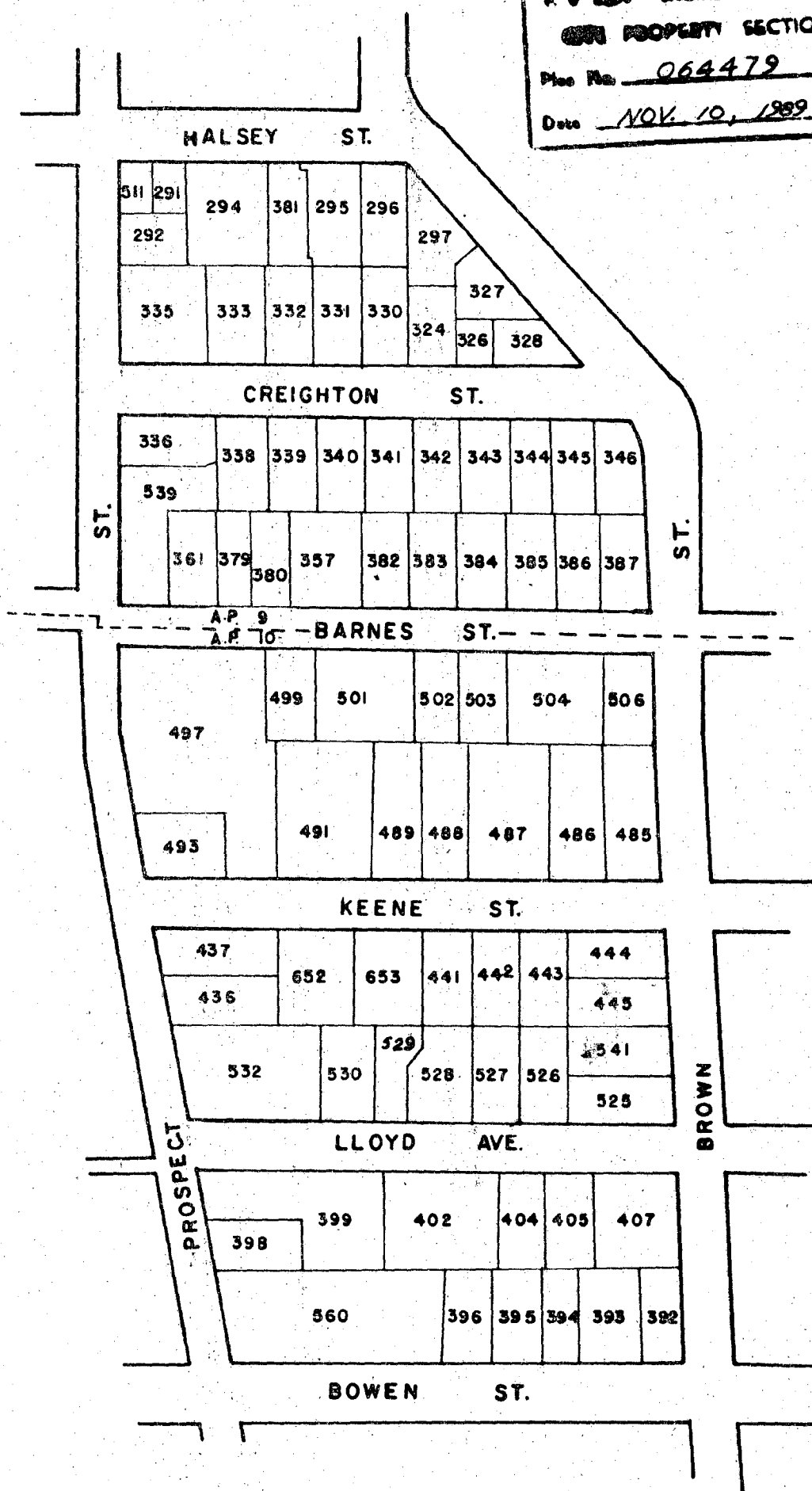
THE COMMITTEE ON
ORDINANCES

Approves Passage of
The Within Ordinance

Rosemond
Chairman
June 13, 1990

*Councilman Glavin, Councilman Dillan
and Councilwoman Sanguoli (By Request)*

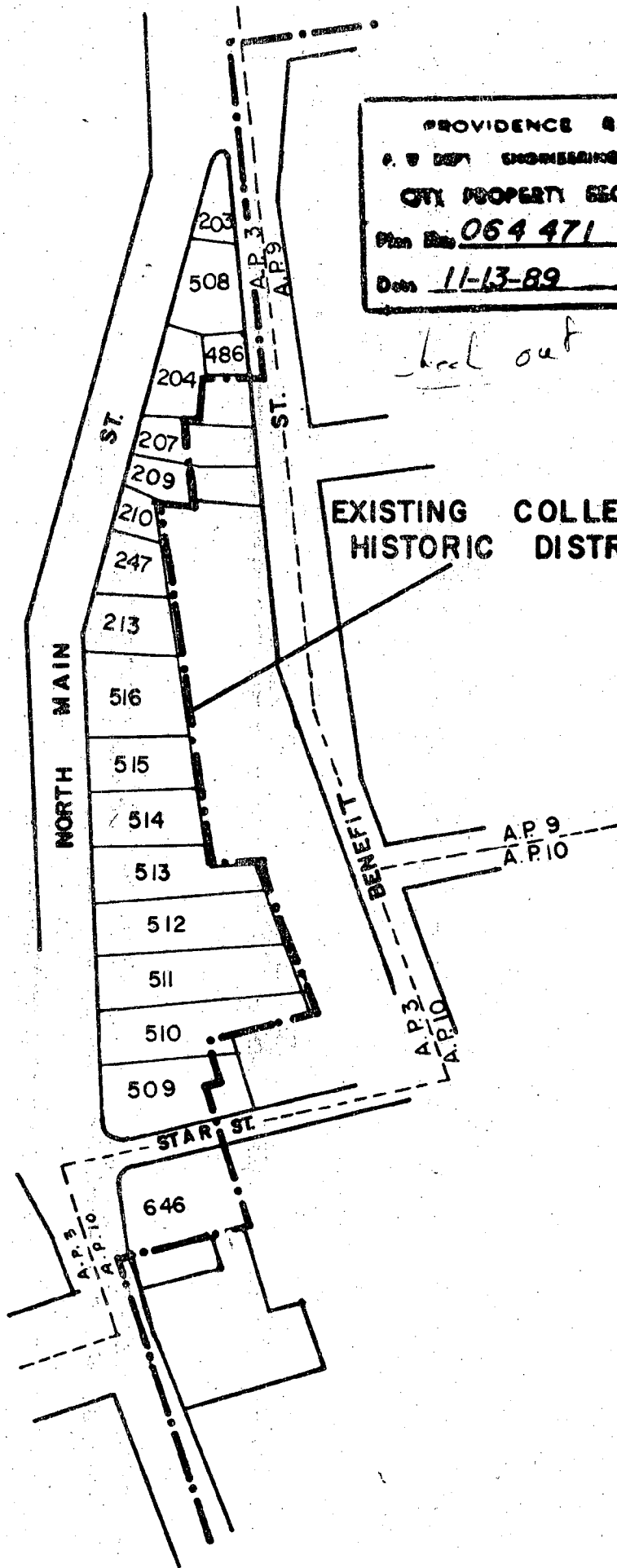
PROVIDENCE R.I.
 A & C ENGINEERING OFFICE
 PROPERTY SECTION
 Plan No. 064479
 Date NOV. 10, 1989



CITY OF PROVIDENCE R.I.
 Public Works Dept. ENGINEERING OFFICE
 SHOWING PROPOSED COLLEGE HILL
HISTORIC EXPANSION
 Drawn by JAT Checked by R.V.B.
 Scale 1"=160' Date 11/10/89
 Corrected by J.F. Moore ANDREWS ENG.
 Approved A.G. Stanzone 9/10
SEAL ENGINEER



CITY OF PROVIDENCE R.I.
Public Works Dept. Engineering Office
Re: PROPOSED EXPANSION
COLLEGE HILL HIST. DIST.
Drawn by R. J. PARR Checked by R. V. B.
Scale: 1" = 160' Date _____
Corr. by J. T. Morris Associate Engr.
Approved G. J. Stampire PE
Inks _____



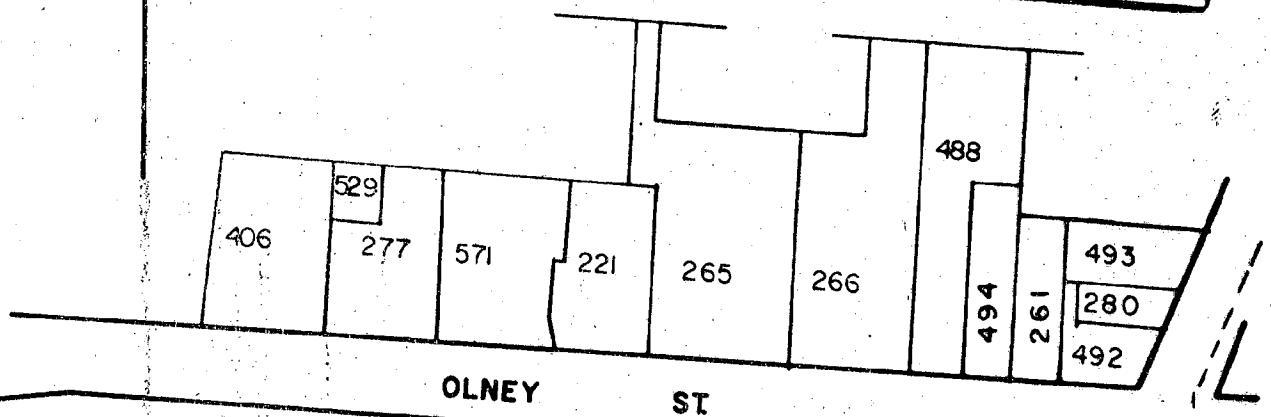
PROVIDENCE R.I.
P. W. DEPT. ENGINEERING OFFICE
CITY PROPERTY SECTION
Plan No. 064 471
Date 11-13-89

look out

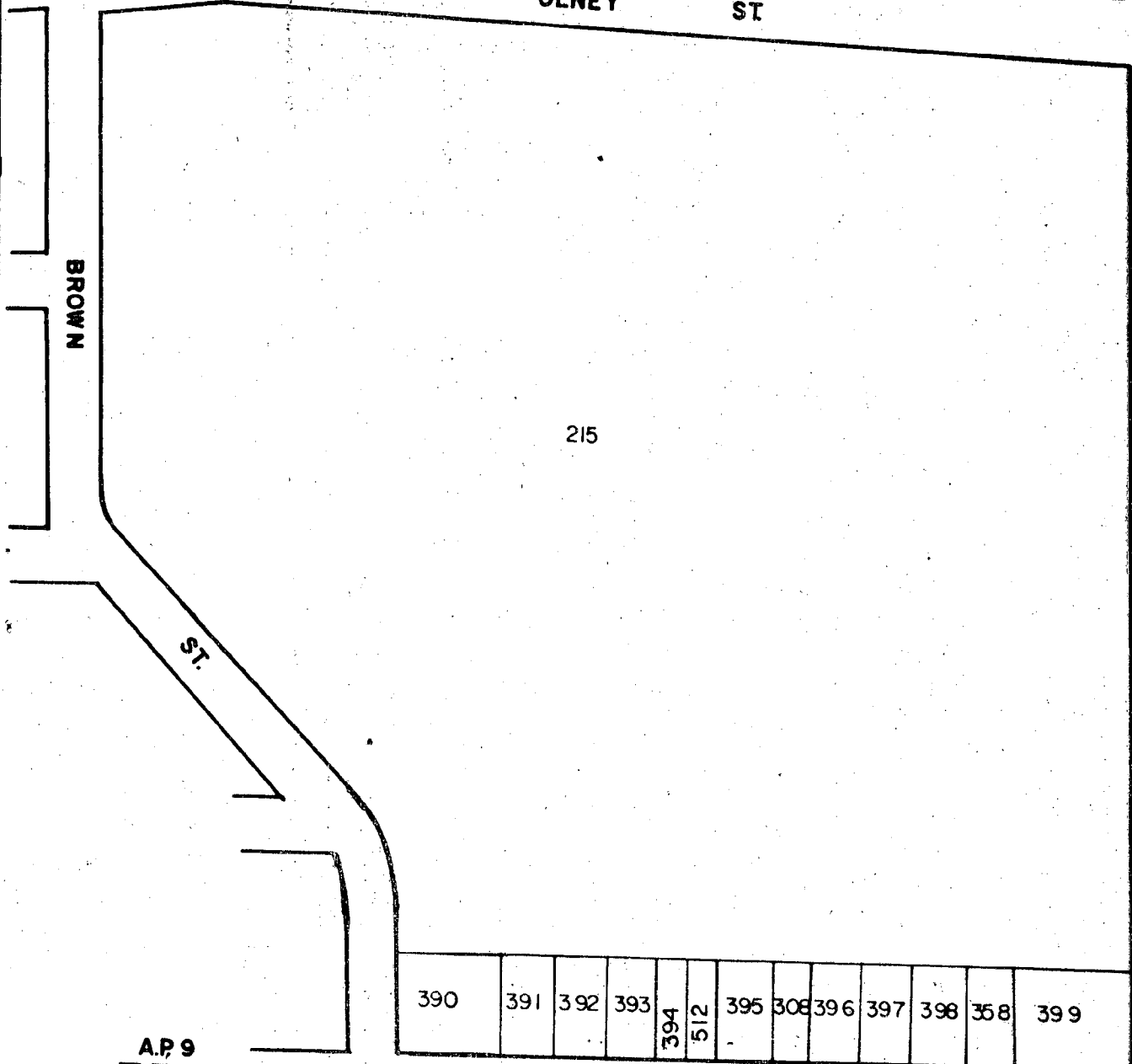
EXISTING COLLEGE HILL
HISTORIC DISTRICT LINE

CITY OF PROVIDENCE R.I.
Public Works Dept. Engineering Office
Shower PROPOSED EXPANSION
COLLEGE HILL HIST. DIST.
Drawn by B. PORRECA Checked by R.M.B.
Scale 1" = 150' Date 11-13-89
Corrected Jan. T. Morris Associate Eng.
Approved A. J. Stanzione
2005 ENGINEER

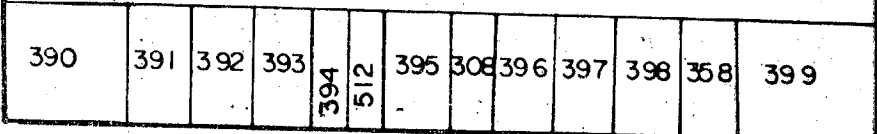
PROVIDENCE R.
 P. W. DEPT. ENGINEERING OFFICE
 CITY PROPERTY SECTION
 Plot No. 064474
 Date 11-13-89



OLNEY ST



215



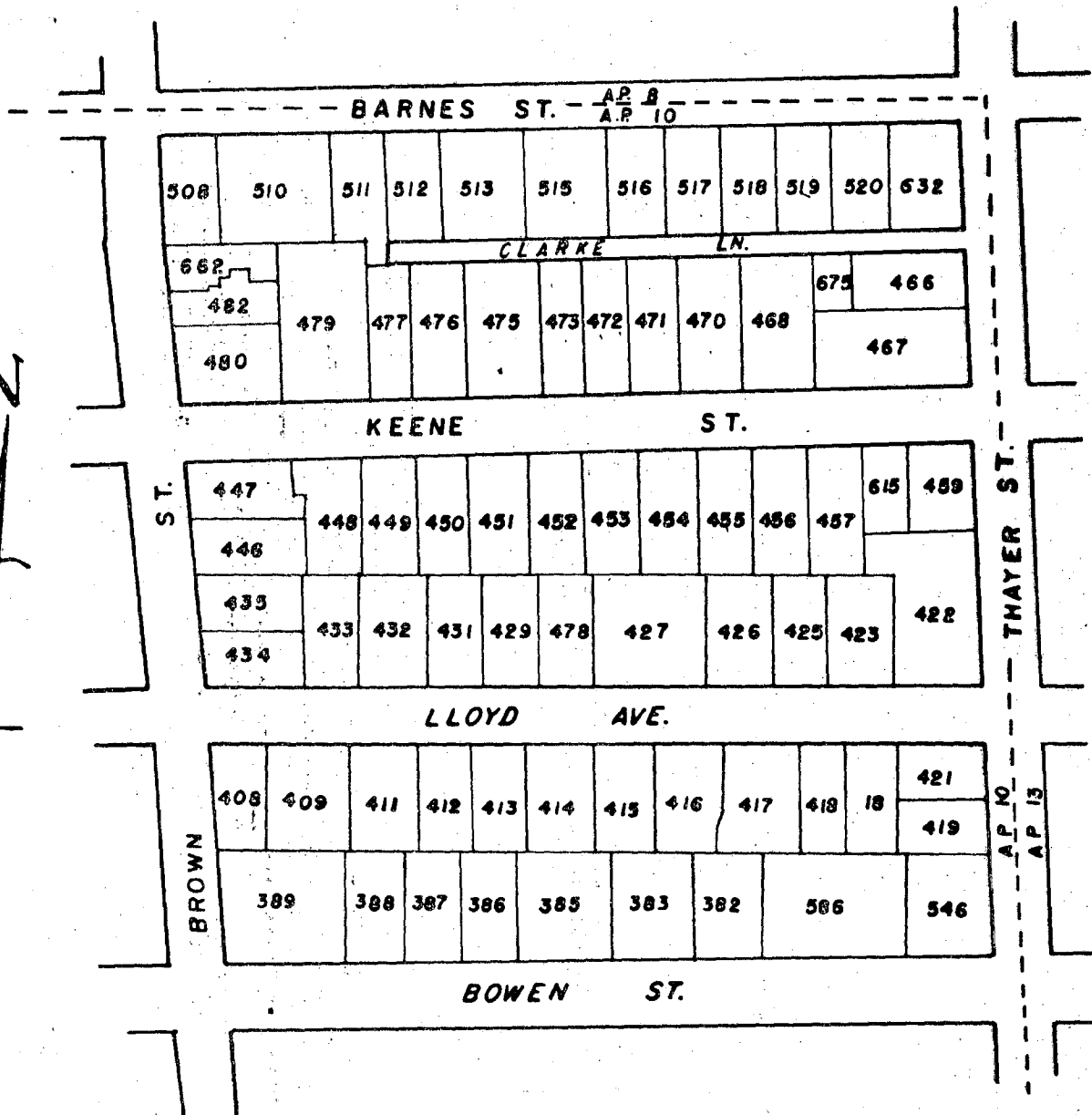
BARNES ST

AP 9
 A.P. 10

AP 10
 AP 9

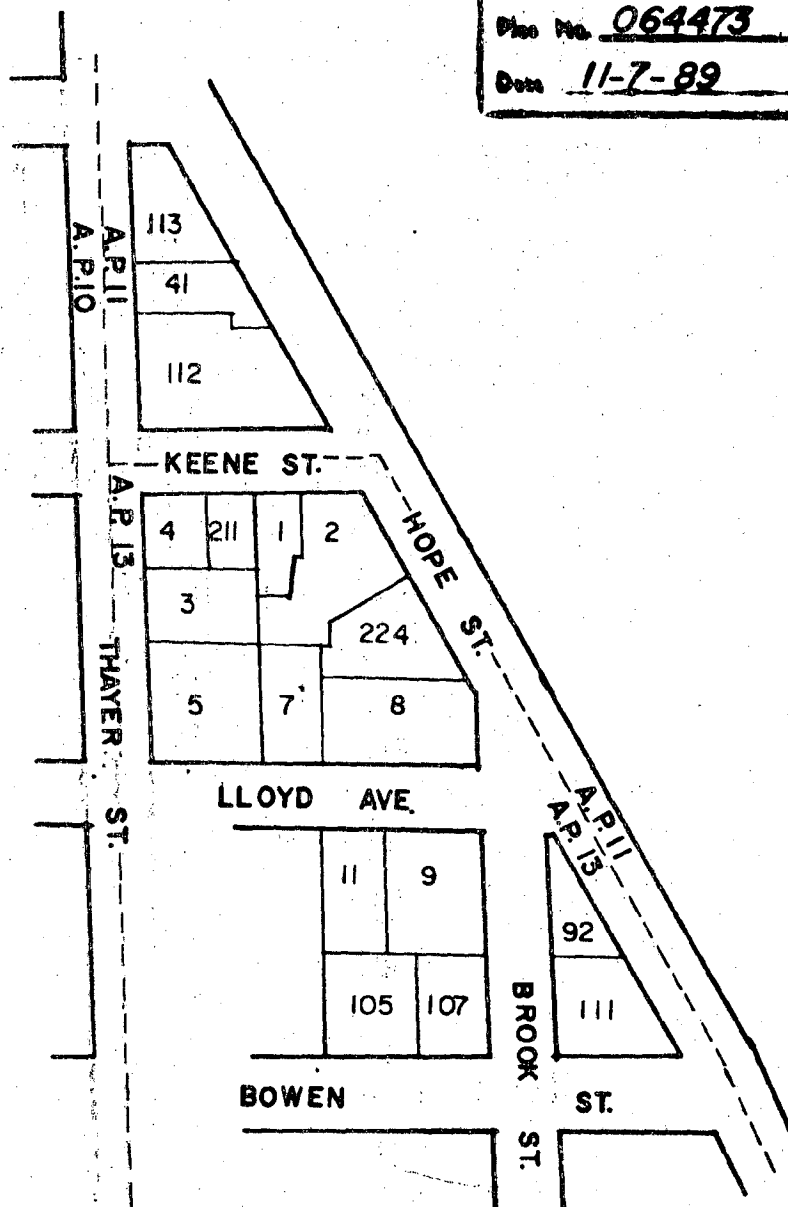
CITY OF PROVIDENCE R.
 Public Works Dept. Engineering Office
 Showing PROPOSED EXPANSION
COLLEGE HILL DIST. DIST.
 Drawn by R. V. R. Checked by R. V. R.
 Scale: 1" = 160' Date 11-13-89
 Engineer G. E. Stoyne P.E.
 Surveyor G. E. Stoyne P.E.

PROVIDENCE
CITY PROPERTY SECTION
Plan No. 064476
Date 11/10/89



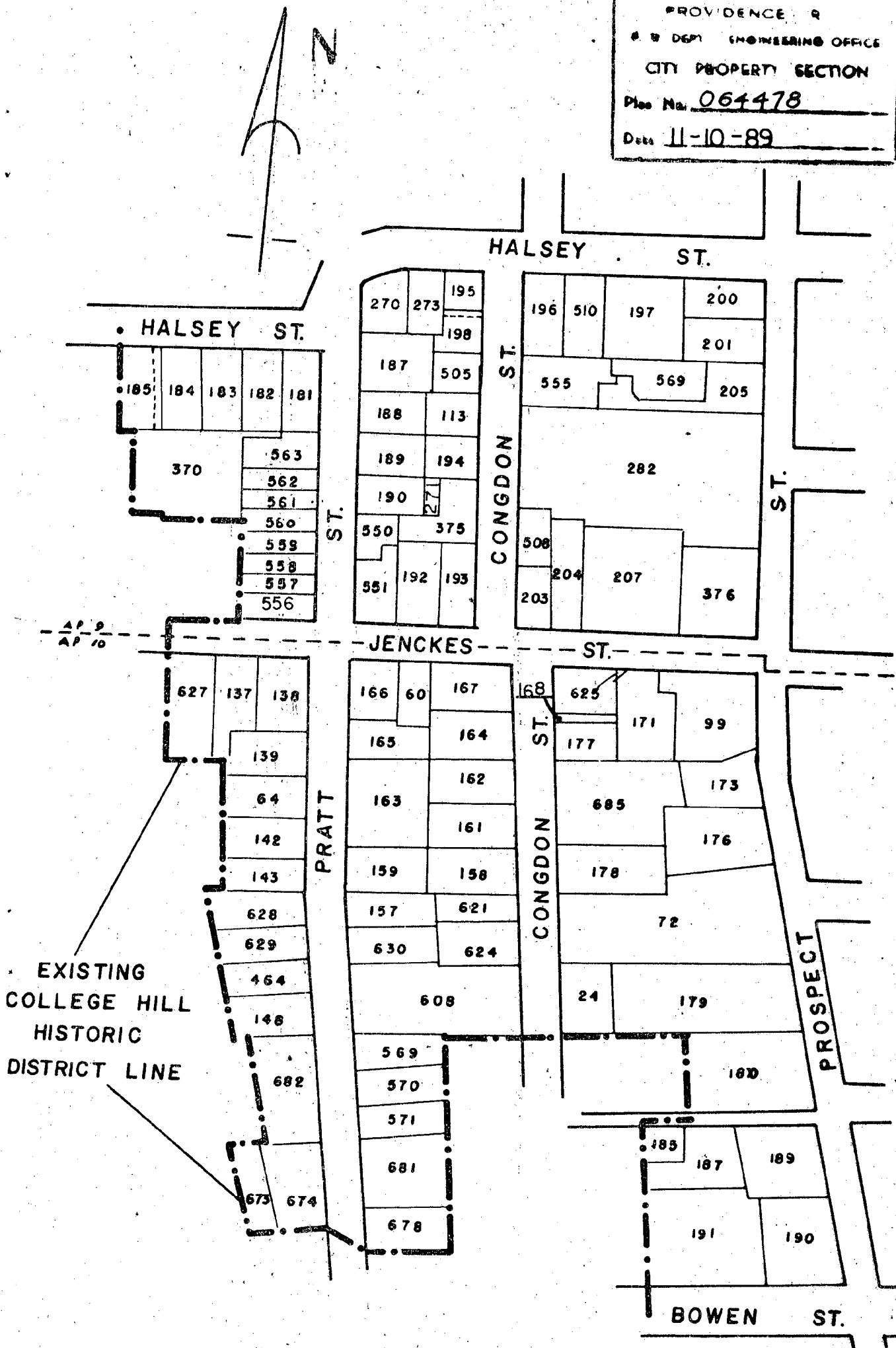
CITY OF PROVIDENCE
Public Works Dept. Engineering Office
showing **PROPOSED EXPANSION COLLEGE HILL HISTORIC DIST.**
Drawn by *AT* Checked by *R.V.R.*
Scale *1"=160'* Date *11/14/89*
Corrected by *John T. Martin* Associate Eng.
Approved by *Q. G. Stanzani* PE
CHIEF ENGINEER

PROVIDENCE R. I.
 CITY PROPERTY SECTION
 Plan No. 064473
 Date 11-7-89



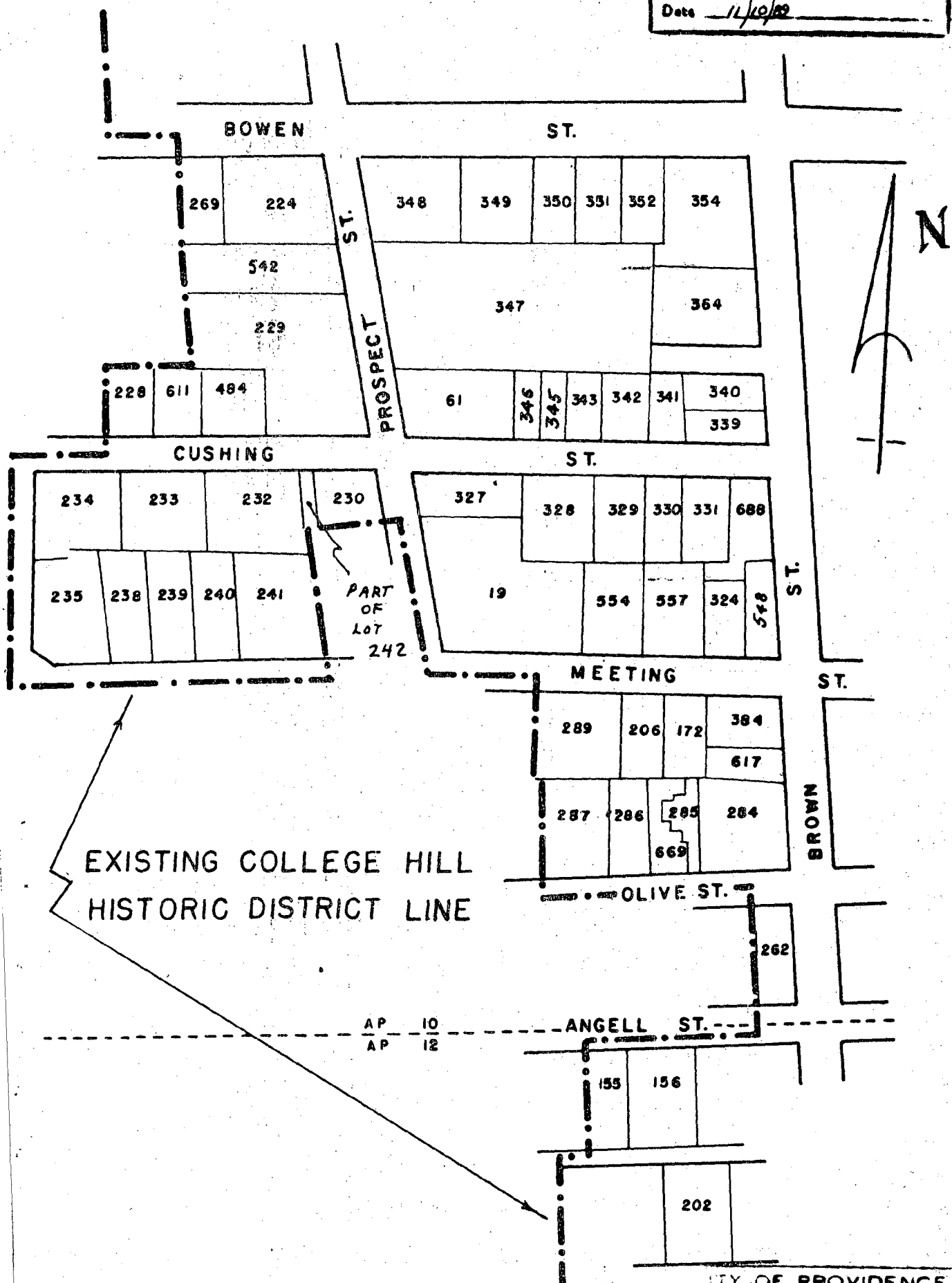
CITY OF PROVIDENCE R. I.
 Public Works Dept. Engineering Office
 Showing PROPOSED EXPANSION
COLLEGE HILL HIST. DISTRICT
 Drawn by B. PORRECA Checked by C. M. C.
 Scale 1" = 160' Date 11-7-89
 Conceded J. T. M. Associate Eng.
 Approved A. H. Stangor P.E.
 CIVIL ENGINEER

PROVIDENCE R
 P. W. DEPT. ENGINEERING OFFICE
 CITY PROPERTY SECTION
 Plan No. 064478
 Date 11-10-89



CITY OF PROVIDENCE R
 Public Works Dept. Engineering Office
 Showing PROPOSED COLLEGE HILL
HISTORIC DISTRICT EXPANSION
 Drawn by J.A.L. - Checked by A.V.B.
 Scale 1"=50' Date 11-4
 Comd. James T. Morris Associate Engr.
 Approver A.G. Stamp PE.
 Chief Engineer

PROVIDENCE R
 C. E. DEPT. ENGINEERING OFFICE
 CITY PROPERTY SECTION
 Plan No. 064477
 Date 11/10/89



CITY OF PROVIDENCE R I
 Public Works Dept. Engineering Office
 Showing PROP. EXPANSION COLLEGE
HILL HISTORIC DIST.
 Drawn by 0647 Checked by R. V. R.
 Scale 1"=100' Date 11/10/89
 Carried by T. M. M. Associate Engr.
 Approved A. G. Stenzel P.E.
 CHIEF ENGINEER

THOMAS V. MOSES, ESQ.
DIRECTOR



JOSEPH R. PAOLINO, JR.
MAYOR

Department of Planning and Development

"Building Pride In Providence"

February 2, 1990

The Honorable Rose M. Mendonca
City Clerk
City Clerk's Office
City Hall
Providence, Rhode Island 02903

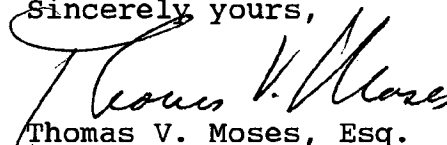
Re: Expansion of the College Hill Historic District

Dear Ms. Mendonca:

Over the past year, we have been working with the Providence Historic District Commission, the Providence Preservation Society, Brown University and neighborhood groups to agree on the expansion of the College Hill Historic District. We have reached an acceptable compromise. Therefore, we are forwarding the attached ordinance, maps, abutters list and priority list for the expansion of the district.

We request that the council consider this request and act on it as soon as possible.

Sincerely yours,


Thomas V. Moses, Esq.
Director

TVM/jp
TED

cc: Antoinette F. Downing
William Penn
Robert A. Reichley
Joseph R. Paolino, Jr., Mayor

1st & 2nd
PRIORITY LIST

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
89	ANGELL	12	155	1
97	ANGELL	12	156	1
112	ANGELL	10	262	1
2-4	BARNES	9	361	2
6	BARNES	9	379	1
7	BARNES	10	499	1
8	BARNES	9	380	1
10-12	BARNES	9	357	1
11-13	BARNES	10	501	1
14	BARNES	9	382	1
15	BARNES	10	502	2
16	BARNES	9	383	1
18-20	BARNES	9	384	1
19	BARNES	10	503	1
21-25	BARNES	10	504	1
22	BARNES	9	385	2
24	BARNES	9	386	1
28-32	BARNES	9	387	1
29	BARNES	10	506	1
34-36	BARNES	9	390	1
37	BARNES	10	510	1
38	BARNES	9	391	1
43	BARNES	10	511	1

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
46	BARNES	9	392	1
47	BARNES	10	512	1
48	BARNES	9	393	1
50	BARNES	9	394	1
51	BARNES	10	513	1
52	BARNES	9	512	1
54	BARNES	9	395	1
57	BARNES	10	515	1
58	BARNES	9	308	2
60	BARNES	9	396	1
61-63	BARNES	10	516	1
64	BARNES	9	397	1
67-69	BARNES	10	517	1
68-70	BARNES	9	398	1
71-73	BARNES	10	518	1
72	BARNES	9	358	1
76-78	BARNES	9	399	1
77	BARNES	10	519	1
79-81	BARNES	10	520	2
4-8	BENEFIT	3	203	1
12-14	BENEFIT	3	508	1

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>	<u>!</u>
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17	BENEFIT	9	317	2	
17	BENEFIT	9	319	lot	
18	BENEFIT	3	486	2	

104	BOWEN	10	191	1	
115	BOWEN	10	269	1	
132	BOWEN	10	560	1	
147	BOWEN	10	349	1	
150	BOWEN	10	396	1	
153	BOWEN	10	350	1	
157	BOWEN	10	351	1	
158	BOWEN	10	395	1	
160	BOWEN	10	394	1	
161- 163	BOWEN	10	352	1	
168	BOWEN	10	393	1	
178- 184	BOWEN	10	389	1	

STREET PLAT LOT PRIORITY !

188	BOWEN	10	388	2
192	BOWEN	10	387	1
196	BOWEN	10	386	1
204	BOWEN	10	385	1
208	BOWEN	10	383	1
214	BOWEN	10	382	1
222- 224	BOWEN	10	586	1
234	BOWEN	10	546	1
244	BOWEN	13	102	2
247	BOWEN	13	251	1
248	BOWEN	13	103	1
251	BOWEN	13	250	1
252- 254	BOWEN	13	105	1

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
260	BOWEN	13	107	1
264	BOWEN	13	111	1
265- 273	BOWEN	13	119	1

470	BROOK	13	93	lot
84	BROWN	10	284	lot
86	BROWN	10	617	1
90	BROWN	10	384	1
100	BROWN	10	332	1
114	BROWN	10	340	1
120	BROWN	10	364	1
134	BROWN	10	354	1
140- 144	BROWN	10	392	1

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
155	BROWN	10	408	1
159	BROWN	10	434	1
160- 162	BROWN	10	525	1
164	BROWN	10	541	1
169	BROWN	10	446	1
170	BROWN	10	445	1
173	BROWN	10	447	1
177	BROWN	10	480	1
180	BROWN	10	485	1
183	BROWN	10	482	1
185	BROWN	10	662	1
193- 195	BROWN	10	508	1
216	BROWN	9	346	1
230	BROWN	9	328	1
234- 236	BROWN	9	327	2
238- 240	BROWN	9	297	2
260- 262	BROWN	9	530	2
264- 266	BROWN	9	246	2
5	BURR'S LN	9	164	2
5	BURR'S LN	9	573	lot
4-6	BURR'S LN	9	364	2
7	BURR'S LN	9	568	lot
8-10	BURR'S LN	9	367	1

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
9	BURR'S LN	9	566	1
43	CONGDON	10	234	1
105	CONGDON	10	24	2
110	CONGDON	10	608	1
112- 114	CONGDON	10	624	1
116	CONGDON	10	621	1
119	CONGDON	10	178	1
120	CONGDON	10	158	1
124	CONGDON	10	161	1
125	CONGDON	10	174	1
125	CONGDON	10	175	1
125	CONGDON	10	685	1
126- 128	CONGDON	10	162	2
130- 132	CONGDON	10	164	1
131	CONGDON	10	177	2
133	CONGDON	10	168	lot
134	CONGDON	10	167	2
138	CONGDON	9	193	1
141	CONGDON	9	508	1
144	CONGDON	9	375	2
148	CONGDON	9	194	1
148	CONGDON	9	271	lot

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
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152	CONGDON	9	113	1
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153-	CONGDON	9	555	1
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155				
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154	CONGDON	9	505	1
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156	CONGDON	9	198	1
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163	CONGDON	9	144	1
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168-	CONGDON	9	147	1
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170				
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169	CONGDON	9	142	1
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171	CONGDON	9	141	1
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172	CONGDON	9	148	2
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173	CONGDON	9	140	1
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174-	CONGDON	9	149	2
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176				
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180	CONGDON	9	150	2
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1	CONST HILL	3	509	
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3	CONST HILL	3	510	
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5	CONST HILL	3	511	
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7	CONST HILL	3	512	
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9	CONST HILL	3	513	
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11	CONST HILL	3	514	
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13	CONST HILL	3	515	
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15	CONST HILL	3	516	
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9-11	CREIGHTON	9	338	2
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<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
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10-12	CREIGHTON	9	333	2
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13-15	CREIGHTON	9	339	1
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16-18	CREIGHTON	9	332	2
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17-19	CREIGHTON	9	340	1
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20	CREIGHTON	9	331	1
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21	CREIGHTON	9	341	2
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22	CREIGHTON	9	330	1
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25	CREIGHTON	9	342	1
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28	CREIGHTON	9	324	1
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29-31	CREIGHTON	9	343	2
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32	CREIGHTON	9	326	1
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35	CREIGHTON	9	344	2
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37	CREIGHTON	9	345	1
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4	CUSHING	10	228	lot
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7	CUSHING	10	233	1
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8	CUSHING	10	611	0
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10	CUSHING	10	484	1
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13	CUSHING	10	232	1
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20	CUSHING	10	61	1
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22	CUSHING	10	346	1
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24	CUSHING	10	345	1
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25	CUSHING	10	328	1
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27	CUSHING	10	329	1
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28	CUSHING	10	343	1
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<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
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30-32	CUSHING	10	342	1
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33	CUSHING	10	330	1
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34	CUSHING	10	341	1
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37	CUSHING	10	331	1
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38	CUSHING	10	339	1
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11	HALSEY	9	185	1
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15	HALSEY	9	370	1
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17	HALSEY	9	184	1
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22	HALSEY	9	548	1
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23	HALSEY	9	183	1
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26	HALSEY	9	549	1
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27	HALSEY	9	182	1
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30	HALSEY	9	157	1
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35	HALSEY	9	181	1
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44	HALSEY	9	155	2
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43-45	HALSEY	9	273	2
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<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
47-49	HALSEY	9	195	2
48-50	HALSEY	9	146	2
52	HALSEY	9	145	2
54	HALSEY	9	325	2
59	HALSEY	9	196	1
61-63	HALSEY	9	510	2
65	HALSEY	9	197	0
64-66	HALSEY	9	139	2
86	HALSEY	9	290	2
89	HALSEY	9	291	2
91-95	HALSEY	9	294	1
98- 100	HALSEY	9	287	2
101	HALSEY	9	381	2
106	HALSEY	9	286	1
107	HALSEY	9	295	1
109	HALSEY	9	296	1
2	HIDDEN	9	564	2
3	HIDDEN	9	320	1
3	HIDDEN	9	274	1
5	HIDDEN	9	135	2
7	HIDDEN	9	503	2
9	HIDDEN	9	401	1

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
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9	HIDDEN	9	409	1
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42	HIDDEN	9	371	1
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44-46	HIDDEN	9	248	1
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45	HIDDEN	9	252	2
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240	HOPE	13	92	1
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246- 248	HOPE	13	8	1
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250- 252	HOPE	13	224	1
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254	HOPE	13	2	1
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298	HOPE	11	113	1
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316- 320	HOPE	9	215	1
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350	HOPE	9	492	2
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7-9	JENCKES	10	627	1
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11-13	JENCKES	10	137	2
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15-17	JENCKES	10	138	2
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18	JENCKES	9	551	1
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22	JENCKES	9	192	1
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21-23	JENCKES	10	60	2
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26	JENCKES	9	203	1
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<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
32-34	JENCKES	9	204	1
38-42	JENCKES	9	207	1
41	JENCKES	10	625	2
43	JENCKES	10	171	2
2	KEENE	10	493	1
12	KEENE	10	491	1
15	KEENE	10	652	1
17	KEENE	10	653	1
22	KEENE	10	489	1
24	KEENE	10	488	1
25	KEENE	10	441	1
29	KEENE	10	442	1
32	KEENE	10	487	1
33	KEENE	10	443	1
38	KEENE	10	486	1
43	KEENE	10	444	1
55	KEENE	10	448	1
56	KEENE	10	479	2
59-61	KEENE	10	449	1
64	KEENE	10	477	1
65	KEENE	10	450	1
68	KEENE	10	476	1
67-69	KEENE	10	451	1

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
72	KEENE	10	475	1
71-73	KEENE	10	452	1
76	KEENE	10	473	1
77-79	KEENE	10	453	1
80-82	KEENE	10	472	1
83-85	KEENE	10	454	1
84	KEENE	10	471	1
89	KEENE	10	455	1
90	KEENE	10	470	1
91	KEENE	10	456	1
92	KEENE	10	468	1
95	KEENE	10	457	2
101	KEENE	10	615	1
103- 105	KEENE	10	459	2
112	KEENE	11	112	1
113	KEENE	13	211	1
115	KEENE	13	1	1
32	LLOYD	10	532	1
48	LLOYD	10	530	1
50	LLOYD	10	529	1
52	LLOYD	10	528	1
53	LLOYD	10	402	1
62	LLOYD	10	527	1

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
67	LLOYD	10	404	1
68	LLOYD	10	526	1
69	LLOYD	10	405	1
75-81	LLOYD	10	407	1

91	LLOYD	10	409	1
96	LLOYD	10	433	1
99	LLOYD	10	411	1
100	LLOYD	10	432	1
102	LLOYD	10	431	1
103	LLOYD	10	412	1
106	LLOYD	10	429	1
107	LLOYD	10	413	1
110	LLOYD	10	478	1
111- 115	LLOYD	10	414	1
125	LLOYD	10	415	1
127	LLOYD	10	416	1
130	LLOYD	10	427	1

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
134	LLOYD	10	426	1
135	LLOYD	10	417	1
136	LLOYD	10	425	1
144-	LLOYD	10	423	1
146				
145	LLOYD	10	418	1
147	LLOYD	10	18	1
148-	LLOYD	10	422	1
150				
159	LLOYD	13	14	1
165-	LLOYD	13	12	1
167				
168	LLOYD	13	7	1
173-	LLOYD	13	11	1
175				
181	LLOYD	13	9	1
9	LLOYD LANE	10	185	lot
17	LLOYD LANE	10	187	1
88	MEETING	10	235	1
94	MEETING	10	238	1
98	MEETING	10	239	1
100	MEETING	10	240	1
102	MEETING	10	241	1
143	MEETING	10	289	1
144	MEETING	10	554	1
145	MEETING	10	206	1
150	MEETING	10	557	1

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
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151	MEETING	10	172	1
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156	MEETING	10	324	1
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156R	MEETING	10	644	1
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162	MEETING	10	548	1
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397	N MAIN	3	213	lot
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411	N MAIN	3	210	lot
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411	N MAIN	3	247	lot
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429	N MAIN	3	204	lot
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6	OLIVE	10	287	1
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8	OLIVE	10	286	1
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12	OLIVE	10	669	1
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14	OLIVE	10	285	1
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31	OLNEY	9	521	lot
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31	OLNEY	9	14	lot
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33	OLNEY	9	128	lot
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<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
35	OLNEY	9	129	lot
39	OLNEY	9	130	lot
45	OLNEY	9	132	2
45R	OLNEY	9	131	lot
49-51	OLNEY	9	133	1
53	OLNEY	9	134	1
57-59	OLNEY	9	136	2
71-73	OLNEY	9	570	2
77	OLNEY	9	212	2
83	OLNEY	9	214	0
104	OLNEY	9	406	2
108	OLNEY	9	277	2
110R	OLNEY	9	529	lot
114	OLNEY	9	235	0
116	OLNEY	9	222	0
116	OLNEY	9	571	0
120	OLNEY	9	221	1
200	OLNEY	9	265	1
214	OLNEY	9	266	1
220	OLNEY	9	494	1
224	OLNEY	9	261	2

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
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	PRATT OLNEY	9	165	0
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6-8	PRATT	9	151	2
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10	PRATT	9	152	2
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12-14	PRATT	9	153	2
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13	PRATT	9	162	1
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15	PRATT	9	161	1
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16	PRATT	9	154	1
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19-21	PRATT	9	160	1
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23	PRATT	9	311	2
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27	PRATT	9	143	2
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29	PRATT	9	563	2
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30	PRATT	9	270	1
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31-33	PRATT	9	562	2
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34	PRATT	9	187	1
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35	PRATT	9	561	2
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<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
37	PRATT	9	560	2
36-38	PRATT	9	188	1
40	PRATT	9	562	2
42	PRATT	9	190	2
44	PRATT	9	550	1
47	PRATT	9	556	2
48	PRATT	10	166	2
49	PRATT	9	559	2
51	PRATT	9	558	2
54	PRATT	10	165	2
55	PRATT	9	557	2
56	PRATT	10	163	1
93	PRATT	10	138	2
97	PRATT	10	139	2
99	PRATT	10	139	2
100	PRATT	10	159	2
101	PRATT	10	64	2
102	PRATT	10	159	2
103	PRATT	10	64	2
105	PRATT	10	142	2
107	PRATT	10	142	2
109	PRATT	10	143	2
110	PRATT	10	159	lot
114	PRATT	10	157	lot

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
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115	PRATT	10	628	lot
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117	PRATT	10	629	2
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120	PRATT	10	630	lot
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121	PRATT	10	464	lot
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127	PRATT	10	148	lot
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132	PRATT	10	569	lot
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135	PRATT	10	568	2
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135	PRATT	10	682	2
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136	PRATT	10	570	lot
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139	PRATT	10	566	2
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140	PRATT	10	571	lot
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144	PRATT	10	572	2
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144	PRATT	10	681	2
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147	PRATT	10	673	lot
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151	PRATT	10	674	2
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152	PRATT	10	573	2
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156	PRATT	10	597	lot
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	PRATT	10	678	lot
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73	PROSPECT	10	19	1
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75	PROSPECT	10	327	1
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76	PROSPECT	10	230	1
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80-88	PROSPECT	10	229	1
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85-87	PROSPECT	10	347	1
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<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
85-87	PROSPECT	10	542	1
91	PROSPECT	10	348	2
92	PROSPECT	10	224	1
97	PROSPECT	10	398	lot
100	PROSPECT	10	190	1
101	PROSPECT	10	399	1
102	PROSPECT	10	189	1
104	PROSPECT	10	180	1
105	PROSPECT	10	436	1
106	PROSPECT	10	179	1
107	PROSPECT	10	437	1
108	PROSPECT	10	72	1
112	PROSPECT	10	176	1
114	PROSPECT	10	173	1
125	PROSPECT	10	497	1

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>
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130	PROSPECT	10	99	1
133	PROSPECT	9	539	1
135- 137	PROSPECT	9	336	2
138	PROSPECT	9	376	1
140	PROSPECT	9	282	1
141	PROSPECT	9	335	1
142	PROSPECT	9	569	2
144	PROSPECT	9	205	2
145- 147	PROSPECT	9	292	1
146- 148	PROSPECT	9	201	2
149	PROSPECT	9	511	1
150	PROSPECT	9	200	1
152- 154	PROSPECT	9	256	1
156- 158	PROSPECT	9	257	2
159	PROSPECT	9	250	1
160- 162	PROSPECT	9	258	1
163	PROSPECT	9	278	2
164	PROSPECT	9	225	1
165	PROSPECT	9	211	1
166	PROSPECT	9	366	2
167- 171	PROSPECT	9	156	1

<u>#</u>	<u>STREET</u>	<u>PLAT</u>	<u>LOT</u>	<u>PRIORITY</u>	<u>!</u>
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168	PROSPECT	9	368	2	
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170	PROSPECT	9	138	2	
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172	PROSPECT	9	137	lot	
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173	PROSPECT	9	522	2	
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315-	THAYER	13	16	1	
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317					
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321	THAYER	13	15	1	
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328	THAYER	10	419	1	
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334	THAYER	10	421	lot	
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339-	THAYER	13	5	1	
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343					
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349	THAYER	13	3	1	
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355	THAYER	13	4	2	
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364	THAYER	10	467	2	
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369	THAYER	11	41	1	
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370	THAYER	10	466	1	
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370R	THAYER	10	675	2	
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382	THAYER	10	632	2	
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72	WATERMAN	12	202	1	
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Gower and Co.

Corliss House
203 South Main Street
Providence, Rhode Island 02903
Telephone 401 751-8100

May 10, 1990

To Whom It May Concern:

I was unable to attend the public hearing regarding the proposed additions to the Historic District on the East Side of Providence. As a result I am writing to express my thoughts on this proposed expansion.


I do live in the Historic District on Diman Place, and I have two other properties one of which is in the District and one on South Main Street, which is controlled by the Historic District Commission. I also am a former Historic District Commissioner.

I can't help but believe a large part of the neighborhood resistance is a direct result of the District Commission's handling of Frank Mauran's properties. It was most unfortunate and extremely divisive and certainly would be uppermost in anyone's mind faced with the option of becoming a part of the District. I personally was disappointed with both the execution and decision. I cannot imagine anything worse than being forced to be custodian of six derelict buildings with all the cost and aggravation involved. That is a situation any homeowner would certainly want to avoid.

In order to placate some of these fears, I would suggest several changes which I have long believed necessary.

The first has to do with the composition of the Historic District Commission. I believe members of the commission should be property owners within the district involved. In addition, I believe the Historic Districts should be split into three separate boards: the East Side of Providence, Broadway & Elmwood with each board made up of homeowners in the district. This would give the neighbors control of their neighborhood.

In pursuit of information as to how other cities work, I called the Boston Landmark Commission. They said this is precisely the way it is done in Boston. I would further suggest that professionals who assist the board should participate only in an advisory capacity.



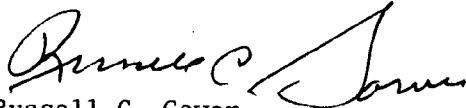
In my conversations with some of the people in Boston and other communities, I was very surprised to hear an expression which I never heard before. The statement was "you have to get rid of the preservation mafia". I think this statement refers to the fact that the same "professionals" serve on every single board so their tightly knit, little group governs all decisions. I think this resulted in the Frank Mauran problem. Boston's advice was to reduce this network.

I believe this restructuring should be incorporated in the new zoning ordinance now being prepared. I know this might be distressing to some, but I notice a distinct change over previous years when local people dealt with the problem face to face with the homeowners in a gentler fashion usually leading to compromise and success. The iron fist approach is extremely destructive and unproductive. I hope there is never another Frank Mauran confrontation. These changes would help improve the situation.

It is certainly highly desirable to expand the district which can provide the force to help solve so many of the problems which plague the area and are just as important as preserving the buildings. Excess traffic, a terrible parking problem, landscaping and overcrowding are equally important. This area aside from its historic interest is primarily a residential neighborhood and should be treated as such.

I hope this will be of some help.

Very truly yours,



Russell C. Gower
RCG:jg

cc: Karen Jessup
Thomas Glavin
Thomas Moses
Thom Deller
Wendy Nicholas
Frank Mauran