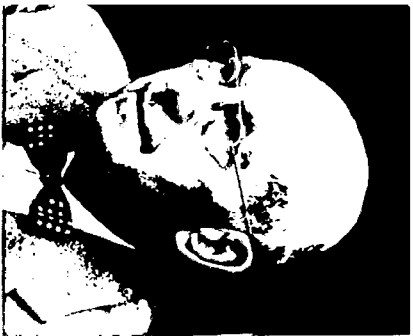


ANNUAL REPORT • 1961



PROVIDENCE REDEVELOPMENT AGENCY

410 Howard Building, Providence 3, Rhode Island



Chester R. Martin
Chairman



Albert Hartness



Morris S. Waldman
Vice Chairman



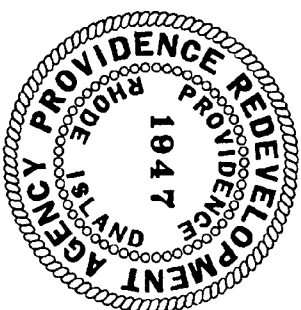
Edmund M. Mauro



Timothy A. Purcell
Secretary

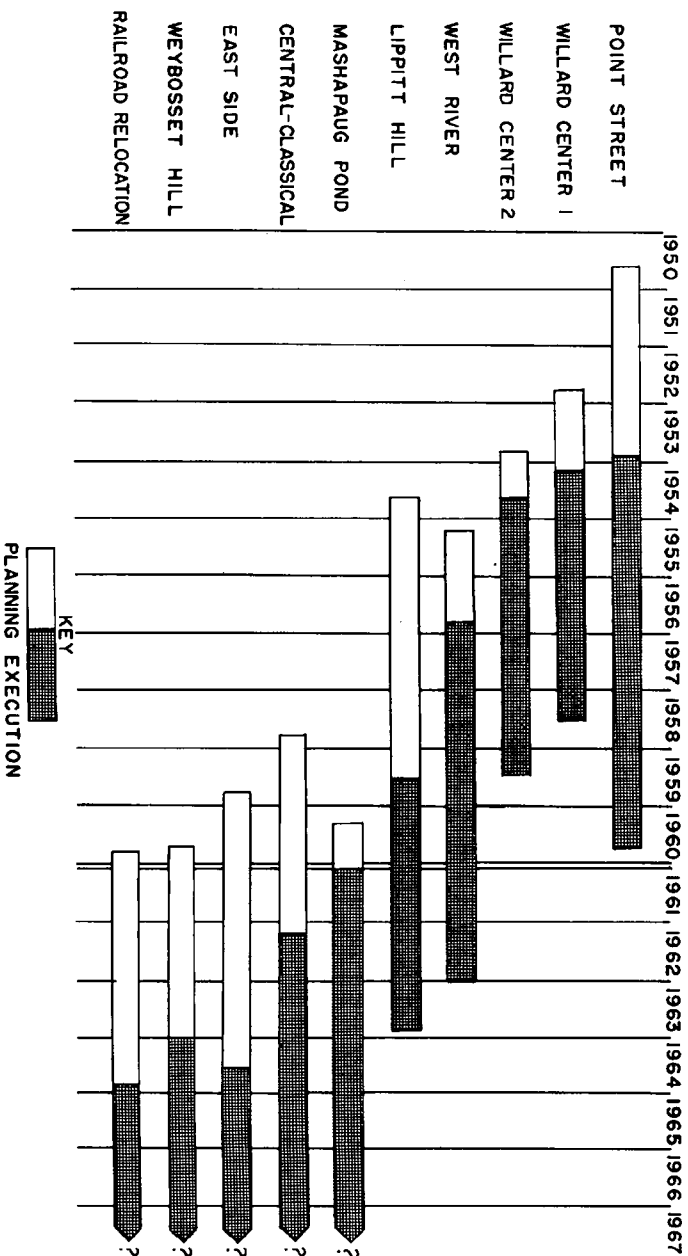


James F. Reynolds
Executive Director



PROVIDENCE REDEVELOPMENT AGENCY PROGRAM

AS OF DECEMBER 31, 1961



PROVIDENCE REDEVELOPMENT AGENCY

410 Howard Building, Providence 3, Rhode Island

The Honorable Walter H. Reynolds
Mayor of Providence
The Honorable City Council
The Citizens of Providence

In this, the fourteenth annual report of the Providence Redevelopment Agency, we sincerely thank the city administration and the people of Providence for the cooperation they have given to the city's renewal effort.

During 1961, notable progress was made in many areas: downtown rejuvenation; East Side Renewal; industrial growth that has been hailed as the most advanced in Rhode Island; near realization of the state's first residential redevelopment, in Lippitt Hill.

We believe that this progress should be a source of pride to every Providence citizen, who, in some measure, contributed to this drive to keep our city young and vigorous.

We submit this report, in the trust that this spirit of generous cooperation will continue to sustain the program of rebuilding Providence while conserving its historic traditions.

Respectfully,
Chester R. Martin
Chester R. Martin
Chairman

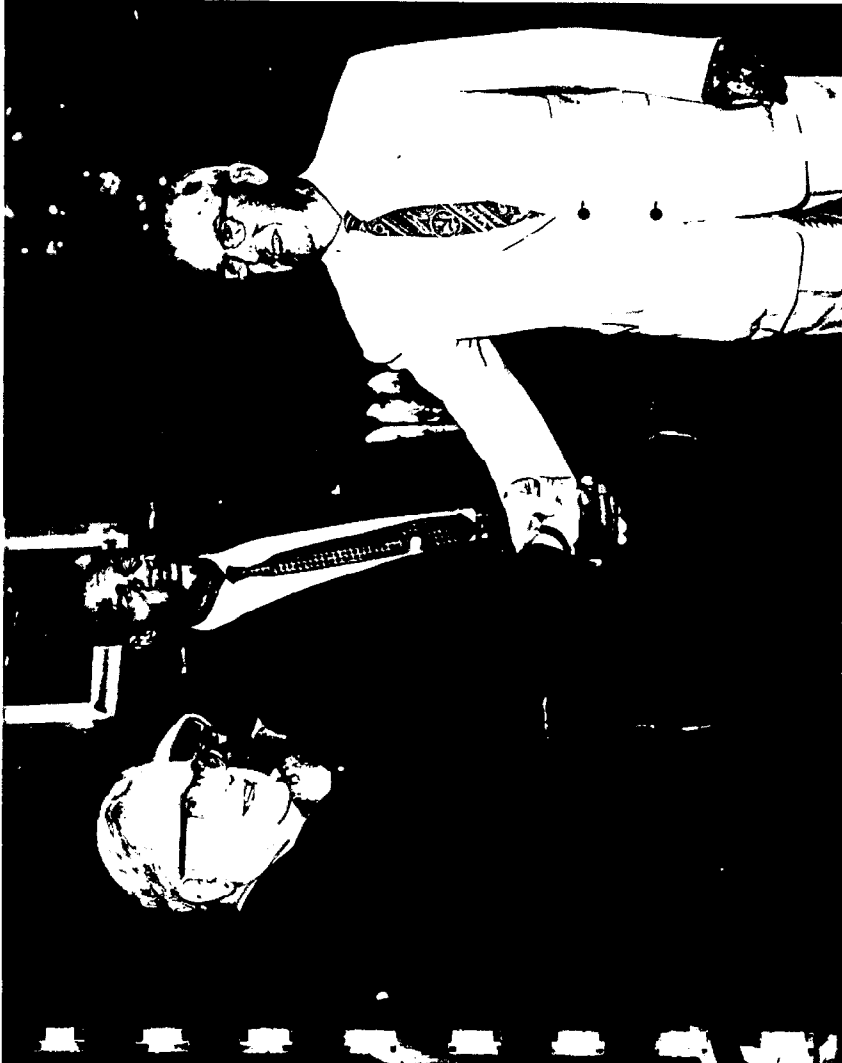
IN CITY COUNCIL

JUL 5 1962

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

W. Everett Whelan
CLERK



Joining in a hand shake at a June 19 ceremony signifying the start of public investment in Lippitt Hill rehabilitation program are Mayor Walter H. Reynolds; John McCrea, president of Lippitt Hill Rehabilitation Association; and Timothy A. Purcell, secretary of Providence Redevelopment Agency.

Preface

Point Street Complete, CRP Begun...

Progress in Providence renewal during 1961 serves to telescope the earliest and the most recent enterprises within the 14-year history of the city's Redevelopment Agency. The year 1961 can be accurately described as a point of intersection in the city's renewal program: through it passed the currents of the past and the future, a future that even last year seemed quite remote.

Within the year there was concluded the ten-year old Point Street project, which confirmed the constitutionality of redevelopment for all Rhode Island in court contests lasting from 1951 to 1956. In 1961 also, strides were made toward effectuating proposals contained in the Downtown Master Plan-- "Downtown Providence 1970"--that was developed by the City Plan Commission and Providence citizens during the period from 1957 to 1960.

"Downtown Providence 1970" moved dramatically toward realization in 1961 as two proposals -- Weybosset Hill redevelopment and Railroad Relocation -- bridged the critical gap between dream and desire and the tangible, workable elements that must constitute urban renewal projects. Preliminary plans for both projects obtained necessary federal endorsement during 1961.

Some other sectors of Providence near the downtown area progressed toward renovation during the past year, each according to its own stage of completion and place in the total renewal program.

The Central-Classical redevelopment, which will rejuvenate the western edge of downtown while facilitating the creation of an educational center--campus for the two public high schools in the area, approached execution at the close of 1961.

Preface

At the end of the year on the northern border of downtown, Lippitt Hill awaited plans from private enterprise to redevelop its 32 cleared acres as a new residential neighborhood, complete with shops and recreational facilities. Meanwhile, in the rehabilitation sector of the project, voluntary house improvement continued.

Across North Main Street from Lippitt Hill a different kind of redevelopment project neared completion. West River Industrial Park was almost filled with industrial plants, products of expansion programs that provided new employment and tax assistance for all Providence citizens.

... All in 1961, A Big Year For Providence Renewal

Overlooking downtown is the East Side of the city, the subject of a proposed program of historic preservation, neighborhood improvement and minor clearance for residential, commercial and industrial redevelopment. Begun in January, survey and planning operations were

about half completed at the end of 1961.

Further removed from downtown, in the southwestern corner of the city, preparation of Providence's second industrial park, along the shore of Mashapaug Pond, progressed rapidly in its development. Designed for larger industry, this park attracted the interest of several growing companies during the year.

Within 1961, then, there was completion of Providence's first renewal undertaking, which established the constitutional foundation for redevelopment. Within the year were developed urban renewal projects based upon this foundation and designed to meet the present needs of our community. And within 1961 a

Community Renewal Program was launched to determine what measures the city must take to keep itself vital for years to come. Thus were the past, the present, and the future of Providence contained in the fruitful year just past.

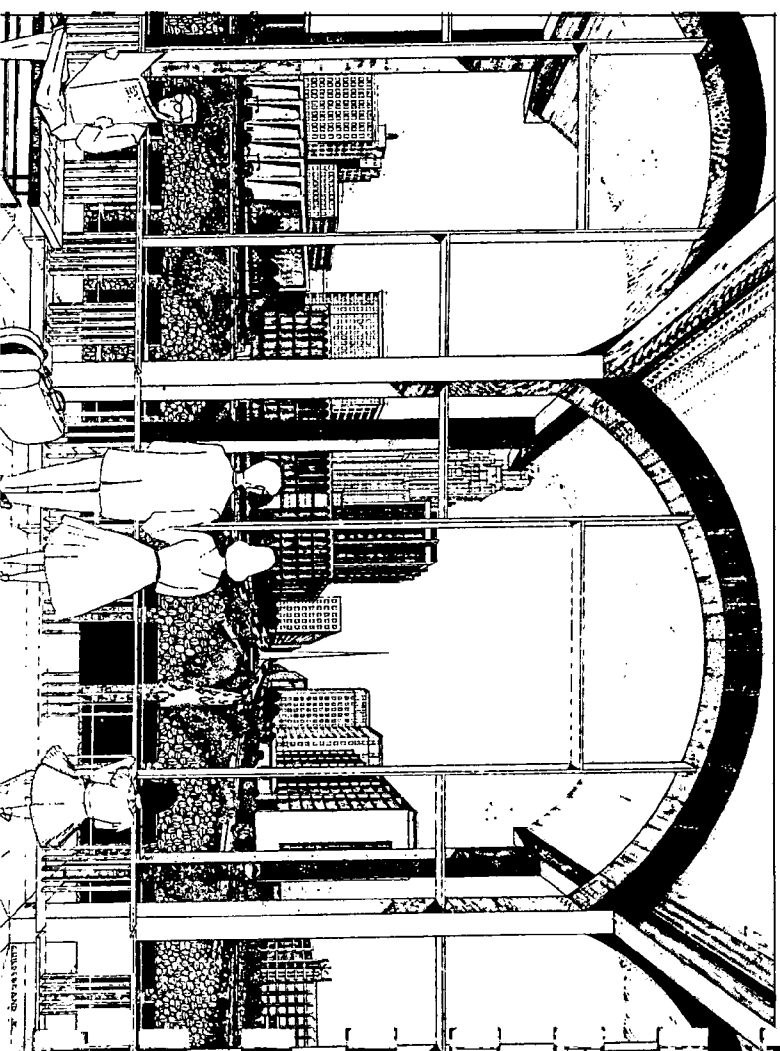
The city's first completed redevelopment, the Willard Center projects in South Providence, removed blighting influences such as this junkyard.

Preface

Encouraging prospects for the future of the renewal program were given during 1961 by the appointment of a community-wide citizens committee on urban renewal and by the role played by citizens organizations interested in the improvement of various parts of the city, such as Lippitt Hill and the East Side.

Continuance and intensification of this citizen participation in the renewal program are requisites for the success of the program which is as strong as its roots, the people.

This artist's rendering from the report, Downtown Providence 1970, provides a look at the Providence of the future.



This congratulatory message from William L. Slayton, Commissioner of the Urban Renewal Administration of the Federal Housing and Home Finance Agency, reached Providence on April 10.

POINT STREET

The project that firmly established the constitutionality of redevelopment for Rhode Island was completed on April 10, 1961, more than ten years after it was submitted originally as a proposal to the City Council.

On completion of the 3.5 acre Point Street project, Providence became the second city in the country to have as many as three urban renewal projects to its credit.

In addition to clearing up legal questions, during a court period from 1951 through 1956, the Point Street project provided needed off-street parking space for industries in the Point Street area.

Point Street redevelopment cleared a blighted area where 97 per cent of the housing units were badly deteriorated.



WESTERN UNION TELEGRAM

W. P. MARSHALL, Providence

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International
Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

BC012

161 APR 10 PM 4 16

B WA107 GOVT PD=WASHINGTON DC 10 355P EST=

JAMES F REYNOLDS, EXECUTIVE DIRECTOR

PROVIDENCE REDEVELOPMENT AGENCY= 410 HOWARD BLDG

PROVIDENCE RI=

CONGRATULATIONS UPON COMPLETION OF POINT STREET URBAN
RENEWAL PROJECT. BEST WISHES FOR CONTINUED SUCCESS IN
URBAN RENEWAL=

WILLIAM L SLAYTON HOUSING & HOME FINANCE AGENCY.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

India Point as it looked around 1830 is depicted by this painting, in the possession of the Rhode Island Historical Society.

The India Point of the future, as it may be fashioned through the East Side Renewal Project, is seen through the eyes of the artist. Plans for India Point, still tentative, call for the creation of a waterfront recreation area there.



EAST SIDE RENEWAL

With assurance given late in 1960 that the federal government would assist in its financing, the East Side Renewal project moved well into detailed planning during 1961.

In December 1960, the Agency entered into an agreement with the federal Housing and Home Finance Agency whereby the federal government is to pay three-quarters of the net project cost--exclusive of administrative, survey and planning expenses.

Renewal From Randall Square To India Point

Accordingly, the Providence City Council, on February 16, authorized the Redevelopment Agency to draw up to \$526,000 to meet expenses incurred during the course of the project's planning period.

The net cost for all stages of the East Side project is now estimated at \$17 million: of this sum, the federal government is committed to contribute about \$13 million and the local government about \$4 million.

This commitment was solidified in July when the Urban Renewal Administration announced that \$13,061,750 was being reserved for the project. It was the largest reservation for a project at that time anywhere in the country.

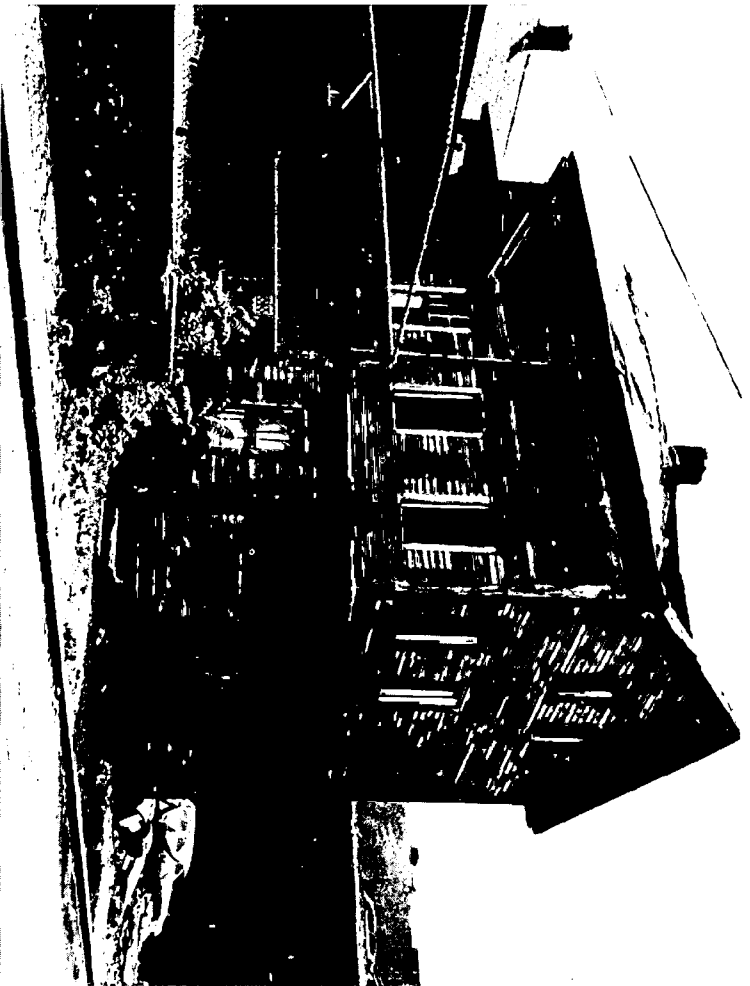
Acting in anticipation of this allocation of funds, the Redevelopment Agency began survey and planning operations for the project in January. During January, negotiations were conducted with consultants to assist the Agency staff in solving the complex problems inherent in the East Side project, which will be the city's first large-scale rehabilitation effort.

(Some 300 of the 400 acres in this project area, ranging more than two miles from Randall Square to India Point, will be the subject of a rehabilitation program. According to current tentative proposals, the remaining 100 acres would be cleared for redevelopment, with 60 of the 100 acres concentrated in Randall Square).

EAST SIDE RENEWAL

Engineering and planning services were contracted for within the first few months of 1961: on March 24 the Agency engaged the engineering firm of Charles A. Maguire and Associates for aerial surveys and mapping work required for planning; on April 1, a Cambridge, Massachusetts, firm, the Planning Services Group, was hired to direct the planning of the project.

This rundown house in Randall Square, and others like it, will be replaced by new industrial development.



On July 1, the Agency contracted with the firm of Brown, Harris, Stevens, Inc., of New York City, to do a land use and marketability study of the East Side project area, and The Planning Services Group subcontracted with the Cambridge architectural firm of Anderson, Beckwith and Haible to serve as design consultant for the project.

Meanwhile, on May 24, a detailed inspection of the 3,700 dwelling units in the project area was begun in the Fox Point section. Based on federally sanctioned American Public Health Association standards, this inspection will be one major factor in prescribing renewal treatment for the East Side. The five inspectors who conducted the survey, which was completed in December, were trained by the city's Division of Minimum Housing Standards and by the Deputy Administrator of the Providence Family and Business Relocation Service, Joseph P. Iacono, an experienced housing inspector.

EAST SIDE RENEWAL

Another survey designed to document the condition of structures in the project was begun in October, when the city's Department of Building Inspection undertook a survey of the approximately 550 non-residential structures within the area. The survey was still underway at the end of 1961, and is expected to be completed by early 1962.

Looking ahead to the date of condemnation of those structures in the project that are selected for acquisition--currently estimated as early 1964, the Agency hired real estate consultants in November to do first acquisition appraisals in the Randall Square section. The appraisals were still in progress at the end of 1961.

East Side Renewal Goal: To Keep Fox Point On The Upgrade

Planning advanced on a number of fronts during the past year: the Agency's staff and consultants conferred with the City Plan Commission and the School Department about the new school proposed to replace

the Benefit Street School, within the project, and the Thomas A. Doyle School, in the Lippitt Hill project; conferences were also held with federal, state and city officials regarding traffic and highway design problems affecting the project.

By September, The Planning Services Group and Anderson, Beckwith and Haible were engaged in identifying "representative" structures within the project area as a basic step in the rehabilitation program. These "type" structures are to be used to demonstrate, and dramatize, how rehabilitation can be done most economically and efficiently.

Meanwhile, the real estate economics consultant--

Brown, Harris, Stevens, Inc.--had begun its study, which will indicate how the cleared land should be used in redevelopment and which will analyze the economic feasibility of various levels of rehabilitation.



Fox Point homes like this one will benefit from the East Side Renewal Project's proposed middle-income rehabilitation program for the neighborhood.



EAST SIDE RENEWAL

It is the Agency's goal, using these "types", to be able to graphically inform residents within rehabilitation project areas about what improvements need to be made on their particular homes, about the cost of these improvements and about the homes' potential for improvement.

An encouraging trend in housing in the Fox Point section became evident toward the end of 1961 through a comparison analysis of scores compiled in housing inspections conducted in the section in 1951 and 1961. Reflected by these scores was a significant upgrading of Fox Point housing during the ten years from 1951 and 1961.

It is the Redevelopment Agency's purpose in Fox Point that the East Side urban renewal project will stimulate a continuation of this trend.

This row of historic homes characterizes Benefit Street and College Hill, where the Redevelopment Agency proposes to assist a private restoration effort already underway.

WEYBOSSET HILL

among them, and not scheduled for acquisition by the Agency, are the Cathedral of Sts. Peter and Paul, the Providence Public Library, the YWCA, and the police and fire department headquarters.

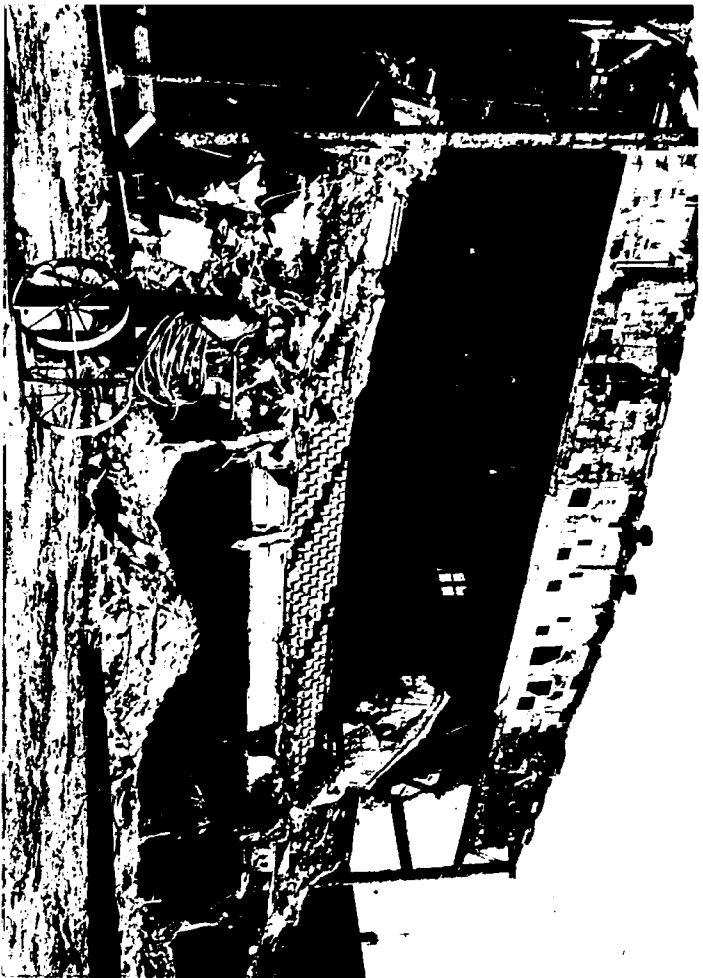
As the first redevelopment project designed to implement the Downtown Master Plan, the Weybosset Hill project was well along in planning by the end of 1961.

This 54-acre project is designed to eliminate a pocket of blight on the edge of the central business district, while providing some 500 private dwelling units in a new downtown residential neighborhood.

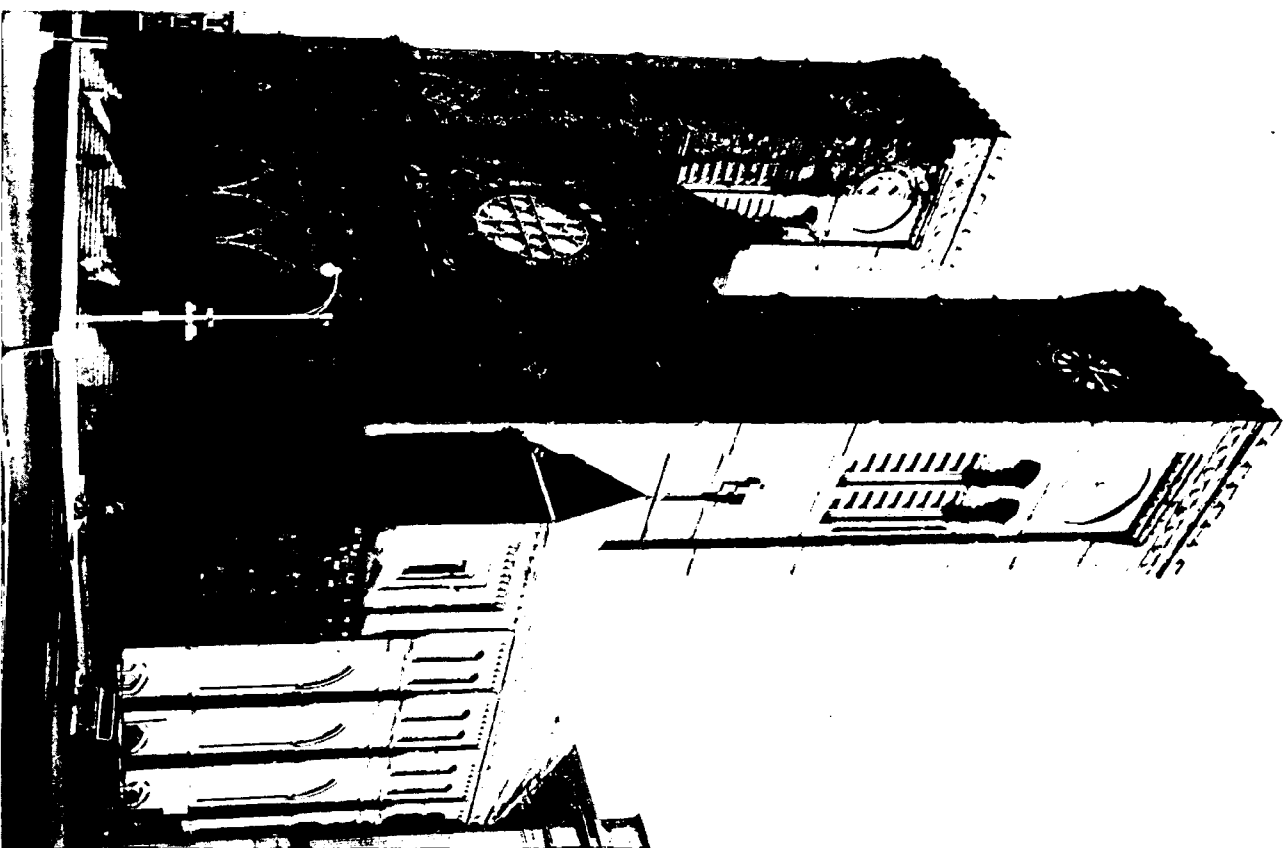
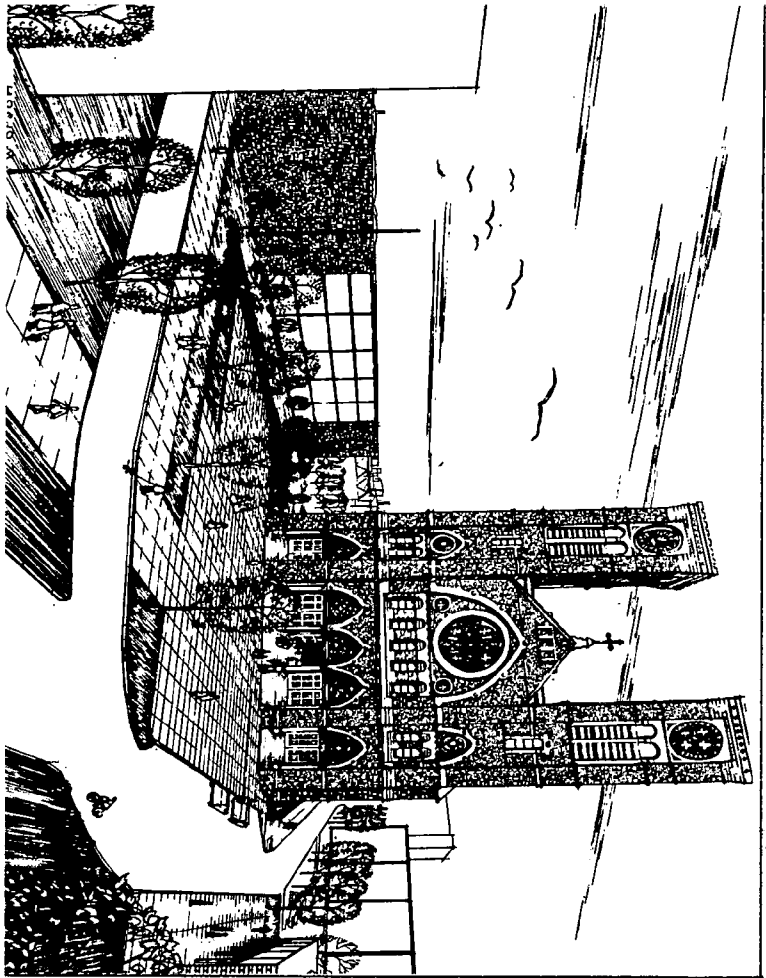
A Major Program To Realize Downtown Providence 1970

The Downtown Master Plan proposes this residential neighborhood in the southwestern section of the project area, to be bordered by the proposed Interstate Route 95. Also proposed by the Master Plan for the project area is a sector of office buildings, along Empire Street. Within the project boundaries are many established institutions;

Under Title I of the Housing Act of 1949, as amended, the federal government is to pay two-thirds of the net cost of this project, about ten and a half million of a fifteen million dollar cost. A reservation of \$10.5 million was set aside by the URA during 1961 to meet the federal share of the cost.



A dramatic step in Weybosset Hill redevelopment during 1961 was the demolition of the old Metropolitan Theatre.



The Cathedral of Sts. Peter and Paul as it appears today.

Proposed by the Downtown Master Plan for Weybosset Hill is a square designed to complement the Roman Catholic Cathedral of Sts. Peter and Paul.

WEYBOSSET HILL

Met Theatre Complex

Within a week after notification that the planning advance had been approved, the Agency initiated a request to the Housing and Home Finance Agency to carry out early land acquisition in a 1.7 acre area in the southeastern tip of the project: the Metropolitan Theatre Complex.

The complex had been purchased by the city in February 1960, to be cleared for a municipal parking lot. Demolition of the Metropolitan Theatre and eight other structures in the area was deferred when development of the Downtown Master Plan progressed to a point where it became likely that there would be a Weybosset Hill renewal project, whose area would encompass the Metropolitan Theatre Complex.

The first public report on the development of the plan was made in May 1960 and it did propose a Weybosset Hill project.

Incorporated within the framework of an urban renewal project, the \$400,000 purchase price of the theatre complex and other costs necessary for redevelopment are to be assumed largely by the federal government. Under the normal urban renewal financing formula, the federal government will pay two-thirds of the purchase cost, as well as two-thirds of the cost of demolishing the structures and relocating the displaced residents and businesses.

Title to the Metropolitan Theatre Complex was transferred from the city to the Redevelopment Agency on June 9, 1961, and a date of June 20 was established for the acceptance of bids from demolition contractors.

Not all the structures within the complex were to be acquired and demolished. Not acquired was the Salvation Army Temple Corps headquarters on Chestnut Street. Acquired but not slated for demolition was the Metropolitan Parking Garage, also on Chestnut Street.

WEYBOSSET HILL

Under an arrangement approved by the Agency on June 27, the Metropolitan Garage Corporation leased the building from the Agency for one year, with provision for continuance on a month-to-month basis.

Demolition within the complex began in August and was completed in early December, creating space for an experiment long advocated by the Greater Providence Chamber of Commerce: low-cost parking, with a multiple-hour validation plan, as a means to attract new shoppers downtown.



The complex space is to be used for parking only temporarily, until the renewal plan for the entire Weybosset Hill area is ready for implementation.

In mid-November the Agency entered into an agreement with a private parking lot firm to operate the lot under a one-year lease. The firm, Expressway Parking, Inc., of Providence, agreed to operate a lot on the 60,000 sq. ft. site under the low-rate terms advocated by the Chamber of Commerce's Downtown Business Coordinating Council.

The experiment in low-cost shopper parking was launched about December in compliance with the Chamber's desire that its theory be tested during the Christmas shopping season.

Before the start of demolition in the Metropolitan Theatre Complex, the Agency engaged two consulting firms to assist the staff in drawing plans for the entire project area.

Temporarily on the site of the former Metropolitan Theatre is this parking lot, operated under low-rate terms advocated by the Downtown Business Coordinating Council.

WEYBOSSET HILL

A real estate economics expert, John R. White of the New York City firm of Brown, Harris, Stevens, Inc., began a land use and marketability study of the area on July 1. Indications were, at this time, that a special market study might be advisable regarding the sports arena-convention center proposed by the Downtown Master Plan.

On July 15 the Agency entered into a contract with the planning and architectural firm of I. M. Pei and Associates of New York City. The Agency had been negotiating with these firms for several months.

Concurrently with clearance operations within its early land acquisition program for the Metropolitan Theatre Complex and the hiring of consultants to assist in overall planning, the Agency was engaged in negotiations with the Urban Renewal Administration about the amount of the federal planning advance for the project.

The amount approved by the URA in February 1961, \$249,421, was about \$80,000 below the amount requested

by the Agency in its survey and planning application in October 1960.

After discussions with URA officials from February through late summer of 1961, the Agency and the URA agreed on a planning budget of \$286,930. An amended contract for an advance in this amount was approved by the Agency on August 29.

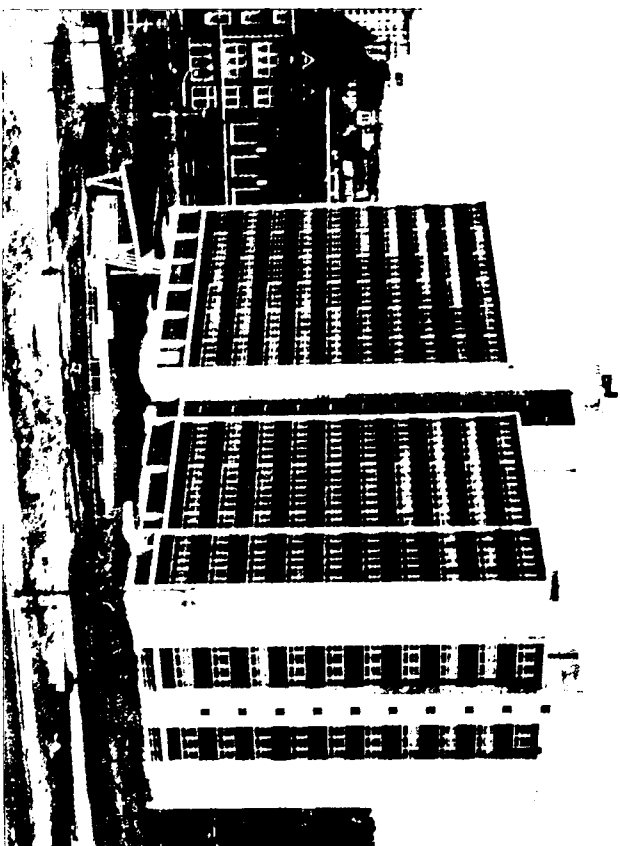
On that same day the Agency acted regarding another aspect of the project, the inspection of non-residential structures in the area. Since this is the first "predominantly non-residential" project the Agency has ever undertaken, inspection of non-residential structures assumes great importance in establishing eligibility of the area for renewal action in accordance with federal criteria.

In previous--predominantly residential--projects, eligibility was substantiated through housing inspections based on American Public Health Association standards. (During the summer of 1961, there was conducted an inspection of the approximately 300 dwelling units in the Weybosset Hill area.)

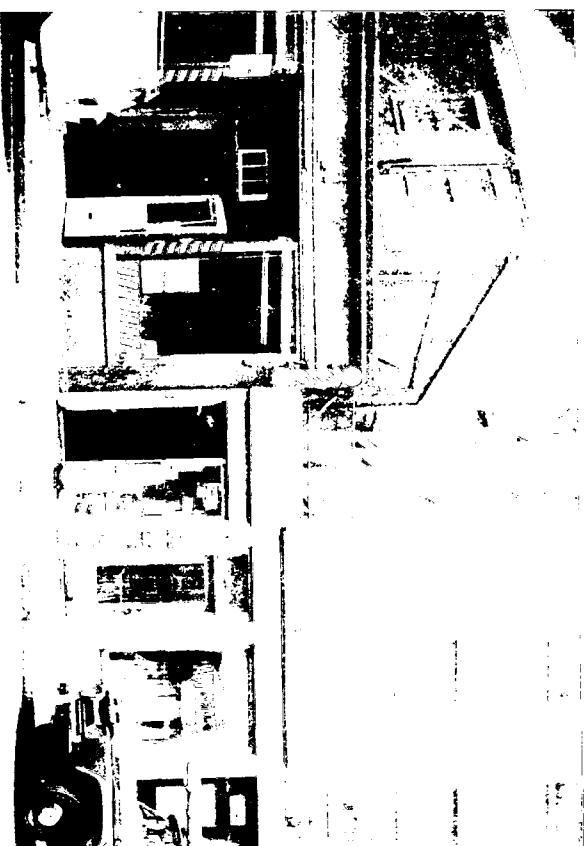


This air view shows North-South Freeway construction separating two renewal project areas. In the foreground is the Central-Classical project area. On the other side of the Freeway path is the Weybosset Hill area, featuring the new Dexter Manor home for the elderly (top right).

Weybosset Hill redevelopment would mean the replacement of rundown structures such as these with new private homes, office buildings, institutional development.



The 200-unit Dexter Manor is a project of the Providence Housing Authority.



WEYBOSSET HILL

Therefore, on August 29, the Agency authorized the executive director to enter into a contract with the city's Department of Building Inspection to inspect non-residential structures both in Weybosset Hill and in the East Side Renewal area. The contract was signed and the inspection was underway in September.

The Agency's two consultants gave preliminary reports on their findings late in 1961.

Residential Development Shows Greatest Potential

John R. White, Real Estate economics consultant, reported on October 25, in a market analysis of Downtown Master Plan proposals for Weybosset Hill, that residential redevelopment of the area showed the greatest potential.

Regarding the proposed sports arena-convention hall--concerning which it had been decided that a special study should be done, Mr. White said that "every capital city should have one." He reported that

the indirect benefits of such a facility would be of great value to the city.

Approximately two months after Mr. White's report, on December 19, the Agency's planning consultants--the firm of I. M. Pei and Associates--presented a preliminary renewal plan for Weybosset Hill.

Formulated with the guidance of the Downtown Master Plan, the Pei plan emphasized the residential development as the major new use for the area, in ac-

cordance with the recommendation in Mr. White's preliminary land reuse report. The consultant's plan called for residential development within "superblocks", consistent with the Master Plan design.

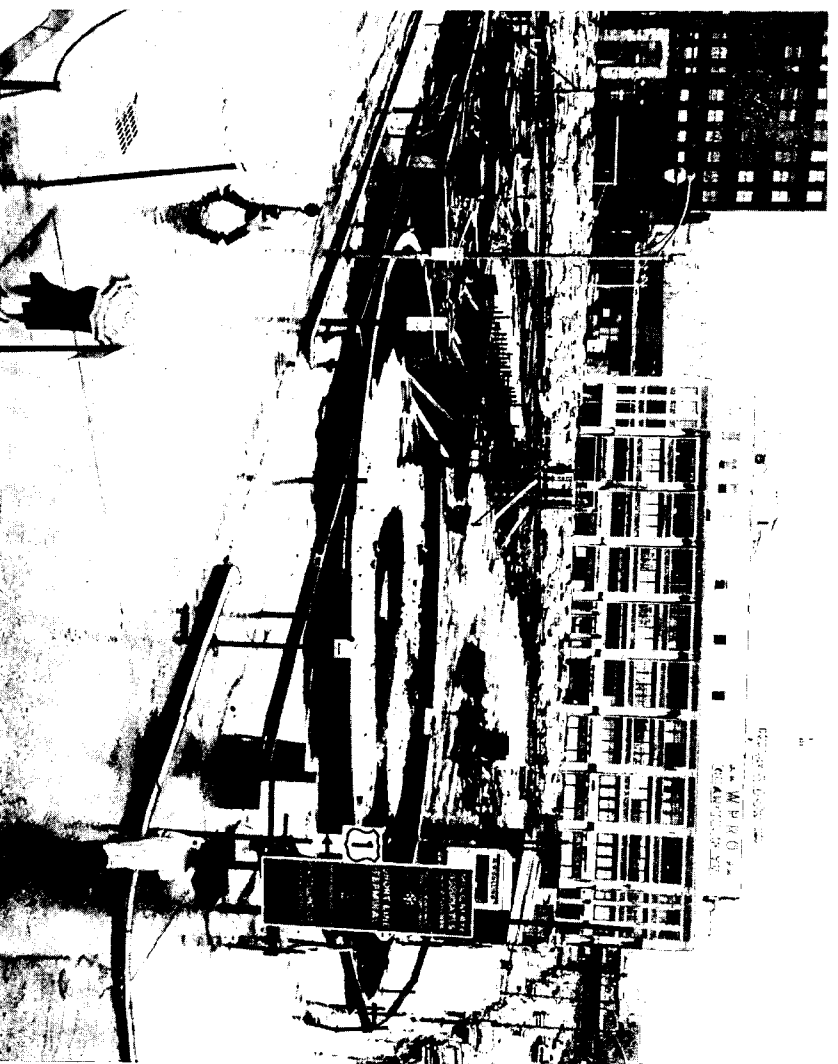
The preliminary plan also provided for such Master Plan features as a new bus terminal on Sabin Street (which had already reached the groundbreaking stage by the end of 1961) and the sports arena-convention center.

WEYBOSSET HILL

The Pei representatives also spoke in favor of locating a motor hotel within the project area, particularly in view of the fact that private developers had already indicated interest in constructing a motel in Weybosset Hill.

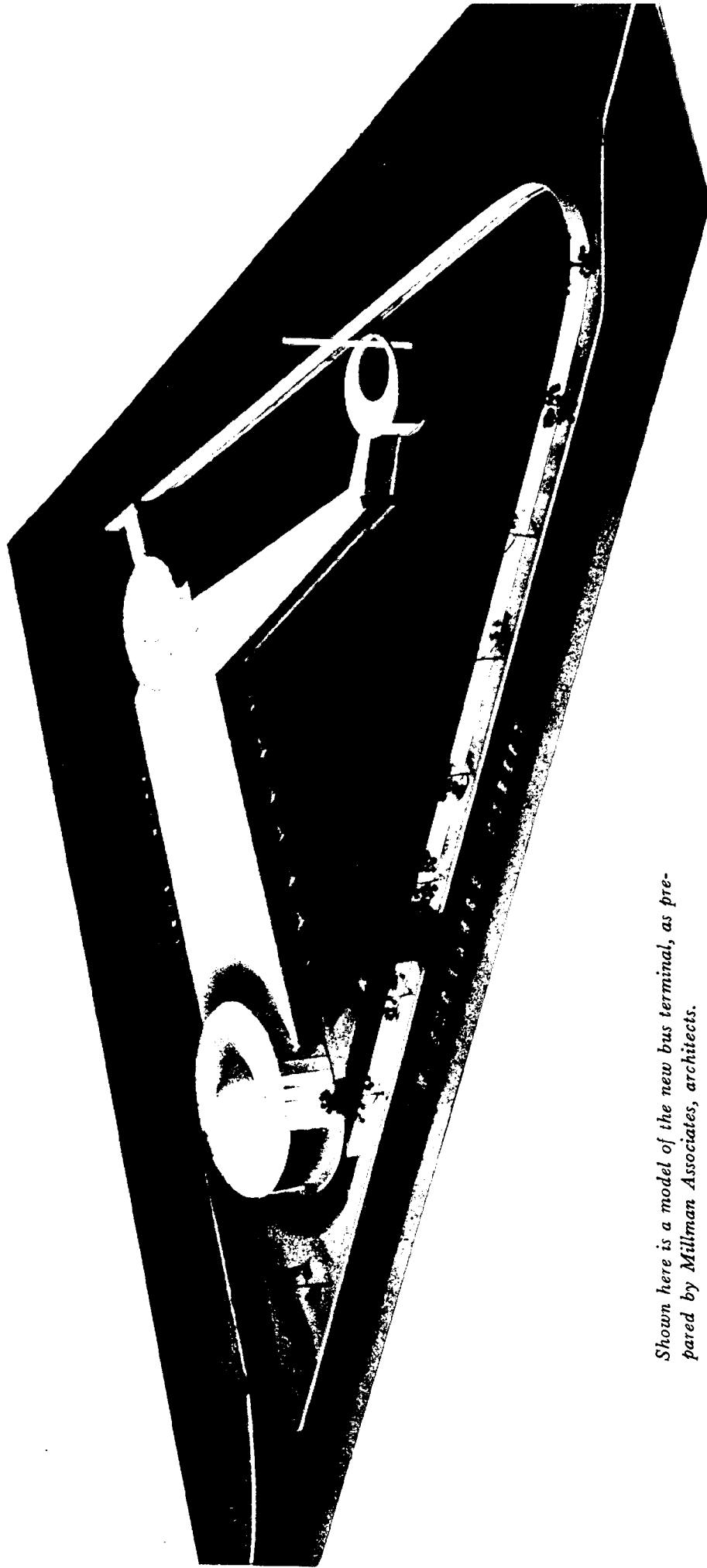
After its presentation to the Redevelopment Agency, the preliminary plan was scheduled to be shown to the City Plan Commission and to such civic groups as IMPACT, the Chamber of Commerce, the newly formed Citizens Advisory Committee for Urban Renewal, and the Providence League of Women Voters, for observation and critical review.

At the close of 1961, the Agency staff and its consultants were occupied with making necessary refinements and modifications in the preliminary plan, toward developing a final plan for Weybosset Hill by the target date of June 1962.



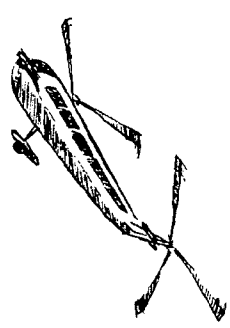
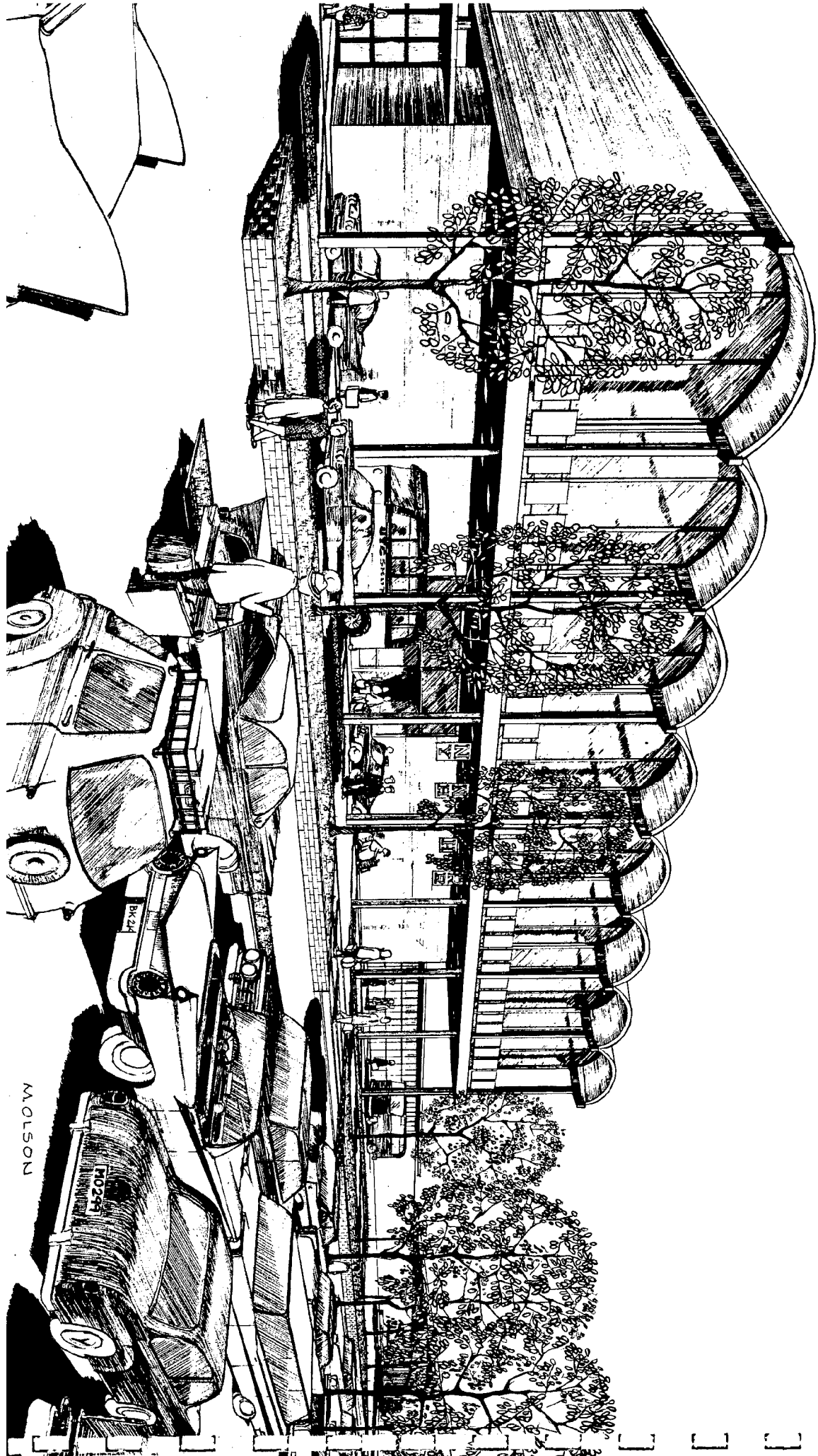
Groundbreaking for a new Short Line bus terminal at Sabin and West Exchange Streets occurred during 1961.

WEYBOSSET HILL



Shown here is a model of the new bus terminal, as prepared by Millman Associates, architects.

The new passenger terminal of the New Haven Railroad, on the site of the former Henry Barnard School, is depicted by this rendering from the Downtown Providence 1970 report.



RAILROAD RELOCATION

"A tremendously important step toward making

railroad relocation a reality has been taken successfully."

A Providence Evening Bulletin editorial thus

described the 1961 high point for the proposed railroad

relocation project: approval by the federal government

in October of an advance of \$310,000 to finance the development of a final project plan.

"Making Railroad Relocation A Reality"

An advance in this amount was requested in the Agency's survey and planning application, sent to the Urban Renewal Administration on May 18 after its approval by the city council.

Also contained within the approval of the application was a reservation of eleven million dollars to provide the federal government's two-thirds share of the \$16 million project cost.

The application for planning funds followed one year after the public interim report on the development of a Downtown Master Plan for the city. This report em-

phasized that railroad relocation is necessary if Master Plan proposals are to be effectuated.

The progress of railroad relocation during 1961 is attributable in large measure to the efforts of IMPACT, R.I. Inc., an organization of community leaders formed to implement the Master Plan.

It has been IMPACT's position, and that of the City Plan Commission and the Redevelopment Agency,

that the passenger terminal, trackage and other facilities of the New Haven Railroad block more productive employment of valuable downtown land, and that this land could not be developed without redevelopment procedures. Their contention is that the only feasible way to relocate the railroad is through a redevelopment project, using the Agency's power of eminent domain.

Prominent among the Master Plan proposals that railroad relocation would allow are a city-state-federal Civic Center of office buildings, a cultural center, and a new downtown hotel.



One benefit of Railroad Relocation is that it will eliminate this sharp curvature of trackage that hampers New Haven Railroad efficiency.

RAILROAD RELOCATION

Prior to submission of the application the project had attracted a pledge of cooperation from the president of the New Haven Railroad on at least two occasions: in December 1960 and at a meeting March 4, 1961, at Governor Nott's office.

This meeting resulted in the appointment of a committee, with former Governor Dennis J. Roberts as chairman representing the State and with representation from IMPACT, the Railroads (New Haven, Providence and Worcester and Boston and Providence), the city and the Providence Redevelopment Agency. The committee was assigned the task of working out financial and legal details of the project.

Also, by early in 1961, the relocation project had received the tentative approval of the Interstate Commerce Commission.

RAILROAD RELOCATION

The Downtown Master Plan proposes relocating the New Haven's passenger terminal to the base of State House Hill, on the site of the former Henry Barnard School, which is owned by the state. Efforts were initiated during the year to persuade the state to donate the school property, which is now being used for the University of Rhode Island Extension School. If the property is transferred to the project as a State contribution it would mean a saving to the city of about six hundred thousand dollars.

In 1961 Governor John A. Notte, Jr. announced he would submit legislation to the General Assembly that would convey the school property to the Redevelopment Agency as a State contribution to the relocation project.

Other legislation was proposed by IMPACT to create a terminal authority with the power to build a new railroad passenger station with private capital before the present facilities are condemned by the Redevelopment Agency.

Before submitting the survey and planning application to the city council and the URA, the Redevelopment Agency made a public presentation of railroad relocation plans on May 9.

Among those invited to the presentation were representatives of the three railroads that share ownership of property within the 81-acre project: The New Haven, the Providence and Worcester, and the Boston and Providence. Of the three, only the New Haven is an operating railroad. However, only the Providence and Worcester is solvent and not in receivership.

Agency Executive Director James F. Reynolds describes Railroad Relocation plans at a public presentation in City Council chambers on May 9, 1961.



RAILROAD RELOCATION

The cooperation of all three is a requisite for project success, since it is essential that the railroads agree to spend the funds they receive through condemnation for the construction of new facilities for the New Haven. This agreement is imperative since the New Haven has consistently made it clear that it will not spend any more money on new construction than it receives through condemnation. This position was fortified in July 1961, when the New Haven's critical financial problems were resolved by bankruptcy. Three court-appointed trustees succeeded New Haven president George Alpert, who had twice pledged his support of the relocation project.

During the May 9 presentation, the Agency's executive director outlined a tentative schedule for conducting the project: two dates set were March 1964, for condemnation of property within the area; and July 1966, for the completed relocation of railroad facilities.

Also within the course of the presentation was a discus-

sion of problems involved in railroad relocation: among them, the engineering tasks of containing the Moshassuck and Woonasquetucket Rivers, which run through the project, and of maintaining traffic circulation in the area during the project's demolition and construction periods.

While the New Haven's bankruptcy was a consideration in the project during 1961, assurance was given the Agency by the URA that the railroad's financial distress would not prejudice the federal government against approving the Agency's survey and planning application.

In accordance with this assurance, URA Commissioner Slayton notified the Agency on October 17 that the application had been approved. The approval was conditioned, however, on the city's correction of a deficiency contained in Providence's Workable Program for Community Improvement, regarding an aspect of the citizen participation element of the program. (This deficiency was subsequently remedied and the city's "workable program" recertified by the federal Housing and Home Finance Agency, early in 1962.)

RAILROAD RELOCATION

During the interim before recertification and full approval of the application, while the planning funds were still unavailable to the Agency, a significant meeting concerning the project was held on November 8.

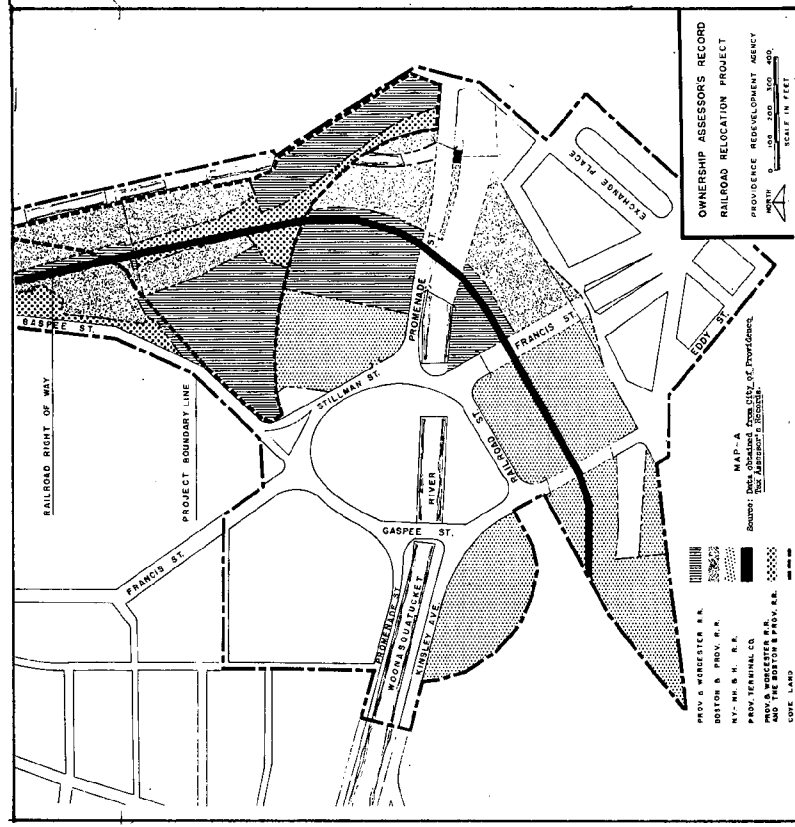
Attending the meeting were representatives from Providence and Pawtucket planning and redevelopment agencies, the state department of Public Works, IMPACT, the engineering firm of Charles A. Maguire and Associates, the Providence Fruit and Produce Building, and the New Haven and Providence and Worcester Railroads.

One of the New Haven's delegates at the meeting was Professor Fleming James Jr. of Yale University, a special counsel to the trustees of the railroad. The essential purpose of the meeting was to persuade him that the relocation project will not cause any out-of-pocket expense to the New Haven, and that the railroad will obtain long-term savings through relocation.

It was then to be Professor James' responsibility to report his findings to the trustees, who will eventually

make a recommendation to the court regarding the proposed relocation of the railroad's facilities.

Evidence was presented at the meeting that the New Haven will, in fact, stand to make a profit by using the funds it receives through condemnation of its property within the project to construct new facilities.



This map illustrating ownership of land within the project area suggests the complex title problems posed by Railroad Relocation.

RAILROAD RELOCATION BALANCE SHEET

RELOCATION COSTS	(In Millions)
• COST OF RELOCATING	
PASSENGER TERMINAL & TRACKS	\$ 4.6
FREIGHT YARDS	3.4
• COST OF ACQUIRING	
DOWNTOWN LAND FOR TERMINAL & TRACKAGE	1.8
LAND FOR FREIGHT YARD	.3
• CONSTRUCTION OF	
NEW SHOP BUILDING	.3
GROSS RELOCATION COST	\$ 10.4

<u>COMPENSATION</u> ESTIMATED TO ACCRUE TO	
RAILROADS THROUGH CONDEMNATION	
• STATE CONDEMNATION	
FOR INTERSTATE ROUTE 95	\$ 4.4
• REDEVELOPMENT AGENCY CONDEMNATION	
FOR URBAN RENEWAL PROJECT	7.1
TOTAL COMPENSATION	\$ 11.5

NET COMPENSATION FOR RAILROADS	\$ 1.1

RAILROAD RELOCATION

It was also pointed out at the meeting that the railroad will be enabled by the project to operate on considerably less land than it has been using. While the New Haven has been taking up some 36 acres, it will be able to operate on just 12 acres after relocation, representing a notable economy for the railroad.

Using data compiled in a study done by Maguire and Associates to determine the basic engineering costs of railroad relocation, the Agency's executive director presented a "balance sheet" for the project. The sheet indicated a \$1.1 million profit for the three railroads once relocation is complete.

Totalling the costs of construction and land acquisition, Mr. Reynolds estimated that it would cost \$10.4 million to relocate the railroad facilities. Then, adding the money that would come to the railroads through condemnation by the state and the Redevelopment Agency for Interstate Route 95 and the urban renewal project, he estimated that the railroads would receive \$11.5 million.

RAILROAD RELOCATION

Cooperation Of Three Railroads Is Vital

Frank Shea, IMPACT counsel, stressed it is essential all three railroads agree to use their condemnation compensation to construct new facilities for the New Haven. He added that the New Haven's cooperation is particularly vital, since it is the only operating railroad.

Also discussed at the meeting were the complex title problems attached to the 70 acres of project area that is scheduled for condemnation. Sharing ownership within these 70 acres are the three railroads and the city of Providence. The Agency's executive director observed that these problems are to be resolved during the project's 15-month survey and planning period, through title searches and property appraisals by real estate experts. (On November 14 Michael J. Kopeski, project director, reported that contacts had been made with appraisers who would determine the value of property in the project area.)

A consideration that has been constant in the project since its inception in late 1960 was also raised at the November 8 meeting: the protection that the Fox Point Dam, now under construction, will provide the downtown area.

As was noted by Dieter Hammerschlag, deputy director of the Providence City Plan Commission and project director of the Downtown Master Plan: "Providence would not have proposed railroad relocation without the Fox Point Dam." He added that the dam will provide "one hundred per cent protection" to downtown.

New Haven's willingness to relocate its facilities has consistently been dependent on construction of a dam that would safeguard the facilities from hurricane flooding, particularly in view of the fact that the relocated trackage will be at a considerably lower elevation than the present trackage.

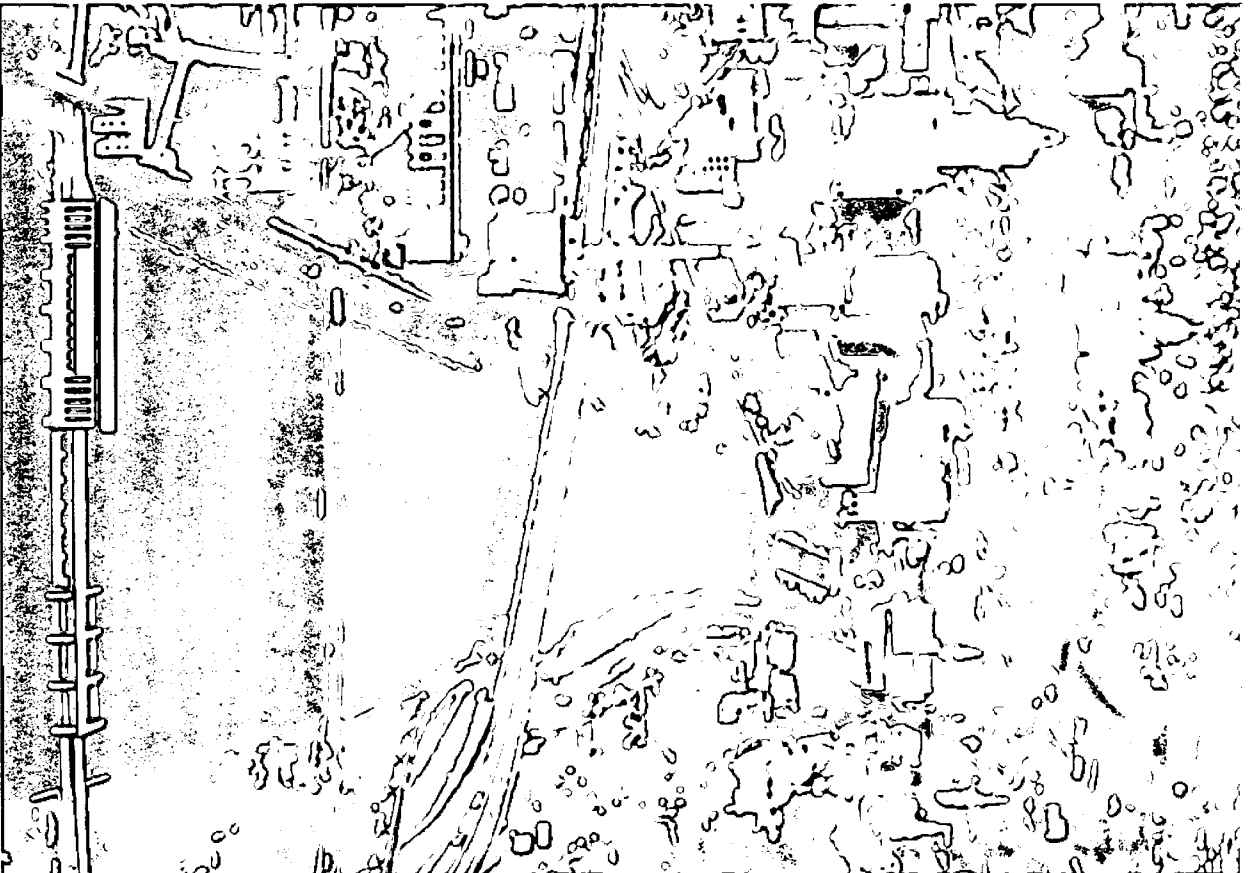
RAILROAD RELOCATION

What will railroad relocation accomplish for Providence? Three purposes were listed at the November 8 presentation:

- (1) It will enable a major freeway interchange to exist where train tracks now lie. This interchange of I-95 will provide a "front door to downtown".
- (2) It will provide prime downtown land for more productive uses--land that could not be freed without railroad relocation through urban renewal.
- (3) It will afford a "psychological stimulus" to Providence's million dollar renewal program.

Also, as the Downtown Master Plan's final report notes, the relocation project will "eliminate the unsightly railroad embankment and thus immensely enhance the appearance of the area lying between Capitol Hill and the Mall."

Railroad relocation will be as it was described by IMPACT's projects committee chairman, T. Dawson Brown, at the May 9 presentation--"a dream come true."



A factor in Railroad Relocation is the Fox Point Hurricane Dam, which promises full protection to downtown Providence.

RAILROAD RELOCATION

A Dream With A Long History

It is, moreover, a dream with a past, as well as a future. The relocation of the railroad has been a hope and a bone of contention in Providence for some eighty years.

As soon as it came to Rhode Island in the early 1800s, the railroad's location was on the public's mind.

In these early days, however, there were several operating railroads and each had its own station, all scattered about the Greater Providence area: in Olneyville; at India Point; across the Providence River, south of the city.

And then, in 1848, there was a union of the stations at India Point and across the Providence River. They joined in one building, close to the heart of downtown Providence. This combination, joined later by other railroads, led eventually to the building of the original Union Station--so called because all the railroad stations

became "united" in one. The first Union Station was built in the spot where the post office annex and the old federal building now stand.

Then, shortly after the Civil War, the city's growth and increased demands for railroad service gave rise to talk of relocating the railroad station. This began a community-wide discussion that extended over 20 years and culminated in 1888 with the presentation of what became known as the "Experts' Plan." The "experts" were three highly skilled railroad engineers hired by the Providence City Council to end the 20 years of haggling over the relocation of the station.

The relocation plan these experts devised in 1888 is strikingly similar to the one proposed by the current Downtown Master Plan. The old plan, as does the new, proposed that the railroad station be moved to where the old Henry Barnard School stands. The old like the new argued that relocation would save 2000 feet of trackage and eliminate the harsh curve of the tracks.

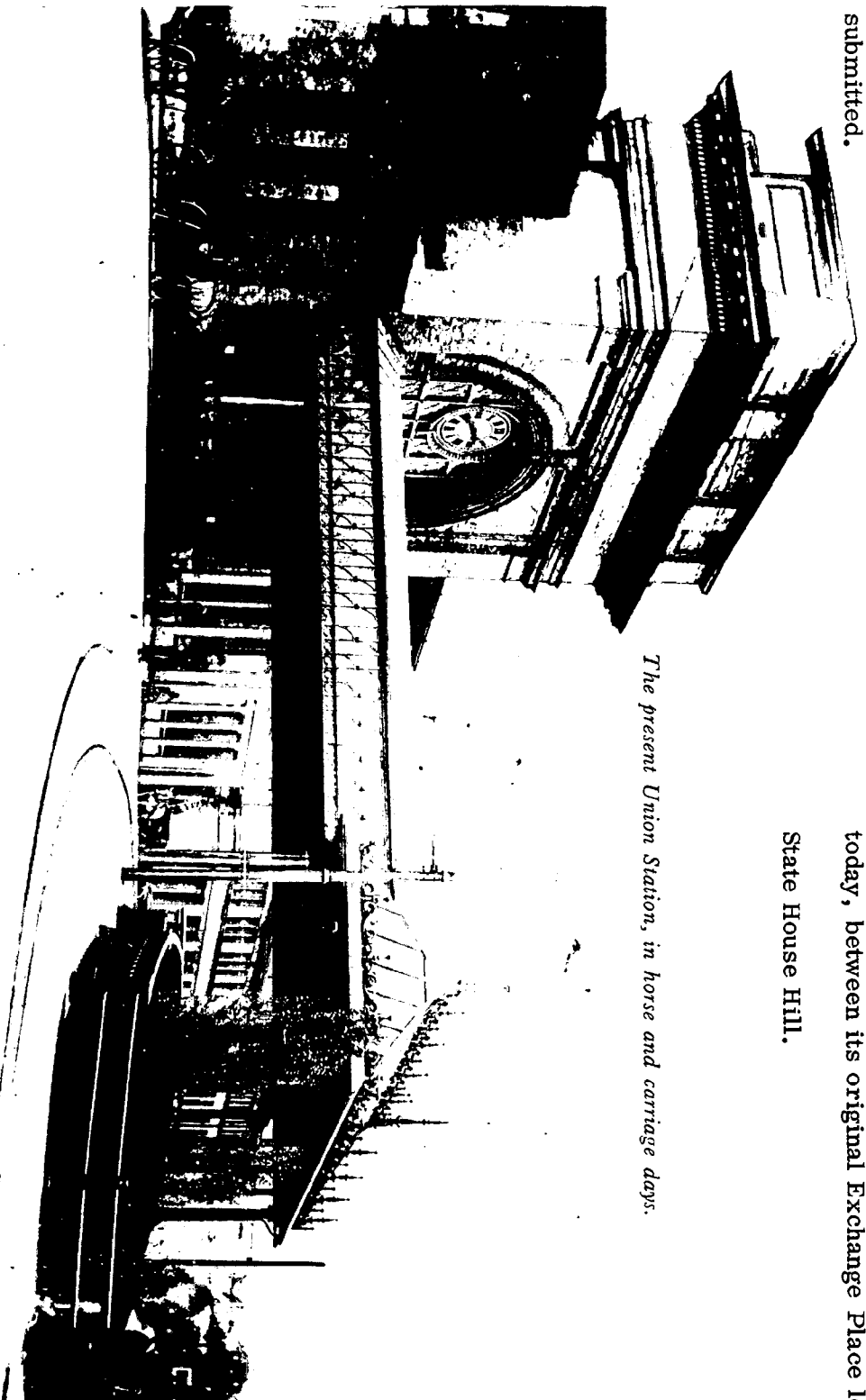
RAILROAD RELOCATION

The similarity is all the more striking since the Downtown Master Plan designers--and the railroad--were unaware of the "experts' plan" until recently, and long after the Downtown Master Plan proposals were submitted.

Although the city council unanimously approved the experts' plan in 1888, there was public disagreement with certain aspects of the plan and the plan was not activated.

As a substitute, a compromise plan for relocation was drawn and this plan placed Union Station where it is today, between its original Exchange Place location and the State House Hill.

The present Union Station, in horse and carriage days.



RAILROAD RELOCATION

Despite objections to the elevated tracks that were part of the compromise proposal, this plan was approved and construction of the present Union Station was begun in 1891.

The construction of the station was a great undertaking as can be judged from the projects that were necessary in preparation for it. A cove, a body of water that covered much of Downtown Providence, had to be filled in. The original Union Station had been built on a platform bridge over the cove. The Woonasquetucket and Moshasuck Rivers had to be contained by granite walls. Some 17,000 piles were driven. Three steel decked bridges were erected to take the railroad over Promenade, Gas-

pee and Francis Streets. Thousands of feet of trackage were laid for the main lines and the freight yards. The approaches to the elevated station had to be graded. Construction wasn't completed until 1898.

Discussion about relocating Union Station arose again shortly after the end of World War II (largely because of disrepair into which the station had fallen) and in 1952 the railroad proposed tunnelling State House Hill. This plan is quite like one submitted in the 1880s by a man named William A. Harris, who proposed that an elevated station be built on Dorrance Street.

The 1952 tunnelling plan was rejected because of its great cost. The cost of the tunnel alone was estimated at twelve million dollars.

RAILROAD RELOCATION

An "Inseparable Design" For Downtown Revitalization

Then, in 1954, a local architect, Oresto DiSaia, proposed that the railroad tracks be carried along parallel to the Freeway as it arched over Smith Hill. In 1957 the Downtown Master Plan people began their study of the problem.

Both drew up plans and in April 1960 the Downtown Master Plan proposals were selected because they would cost about half as much as the other plan, about three to four million dollars as compared with the six million dollar cost estimated for the other plan.

So today Providence has, as the Downtown Master Plan final report describes it: "a scheme . . . (that) links three important elements - the railroad, the freeway interchange and the Civic Center - into an inseparable design."



On this site the new passenger terminal of the New Haven Railroad would be constructed. Buildings now on this site are used by the University of Rhode Island for its extension course program.

CENTRAL - CLASSICAL

The 67-acre Central-Classical project, a "once in a lifetime" opportunity to build a new Classical High School, approached the start of on-the-ground operations at the end of 1961.

Golden Opportunity For A New Classical

During December financing arrangements were completed with the federal government, clearing the way for Agency acquisition of property within the project area by early 1962. (Condemnation did occur on January 2, 1962.)

On December 12 notification was received from

William L. Slayton, Commissioner of the Urban

Renewal Administration, that a temporary loan fund of \$5,258,858 had been established, from which the

Agency could borrow to meet expenses of the Central-Classical project; and that a capital grant fund of \$4,292,358 had been approved, confirming the federal government's commitment to assume two thirds of the

estimated six million dollar cost of the project. A contract containing these proposals was approved by the Agency on December 14.

That same day the Agency voted to request a direct loan of \$3,965,724 from the federal government to

cover project expenses during the first two months of the project's execution period. This sum was to be placed in Superior Court on condemnation day as the appraised worth of all the properties in the area that were taken. To be acquired for clearance were 394 structures.

The federal government complied with this request and the Agency received a check for \$3,965,724 on December 27. Two days later the Agency received a check for the city's cash share of the project cost, in the amount of \$1,790,939. (These sums were deposited in the registry of Superior Court on condemnation day, January 2.)

CENTRAL - CLASSICAL

The year 1961 began well for the Central-Classical project when, on February 23, the Agency got official notice from the Urban Renewal Administration in Washington that its Central-Classical redevelopment plan is acceptable to the federal government. At this time the URA also notified the Agency that \$4,292,358 in federal urban renewal funds has been allocated to this project.

With the acceptability of its plan assured, the Redevelopment Agency moved to the two final steps required before final federal approval of the project is allowable under urban renewal legislation:

(1) An expert appraisal of the properties to be acquired for the project, to complement an acquisition appraisal done during the planning stage of the project, designed to give the best possible estimate of the properties' worth at the time of condemnation.

(2) Approval of the redevelopment plan by the city council, after a public hearing, to demonstrate the local community's support of the project.

To meet the first requirement, the Agency authorized the executive director in late March to hire three real estate experts to undertake the second acquisition appraisals. The three were approved for the assignment by the federal Housing and Home Finance Agency, on the Redevelopment Agency's recommendation.

Deteriorated housing like this will be replaced by new private housing through Central-Classical redevelopment.



CENTRAL - CLASSICAL

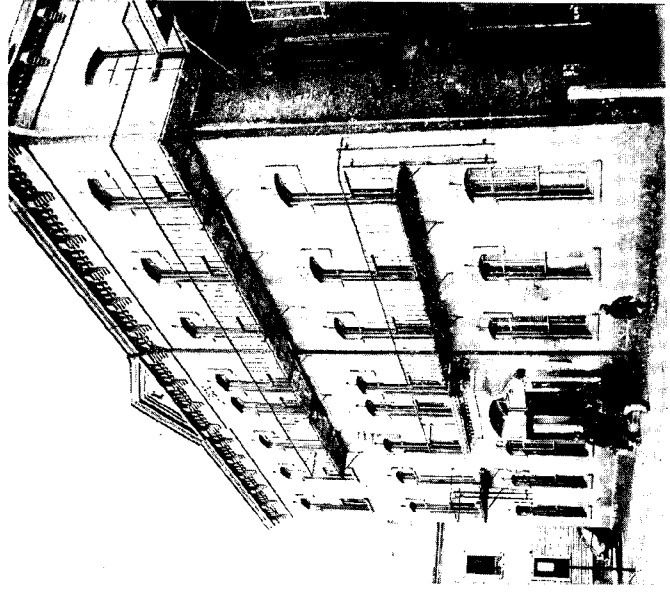
On September 19 the appraisals were complete and were submitted to the Agency with a parcel-by-parcel analysis. Also submitted were settlement prices recommended by the executive director, representing the value established by the separate appraisals: the one just completed and the one done during the project's planning period, in late 1959.

After approval by the Agency members, these prices were sent to the federal government for approval in September. Final approval of the settlement prices came from the Urban Renewal Administration on December 28.

A step toward obtaining local approval of the redevelopment plan for Central-Classical was taken on April 3, when the plan was sent to the city council, preliminary to a public hearing on its merits and an eventual judgment by the council as to whether the plan should be approved, modified or rejected.

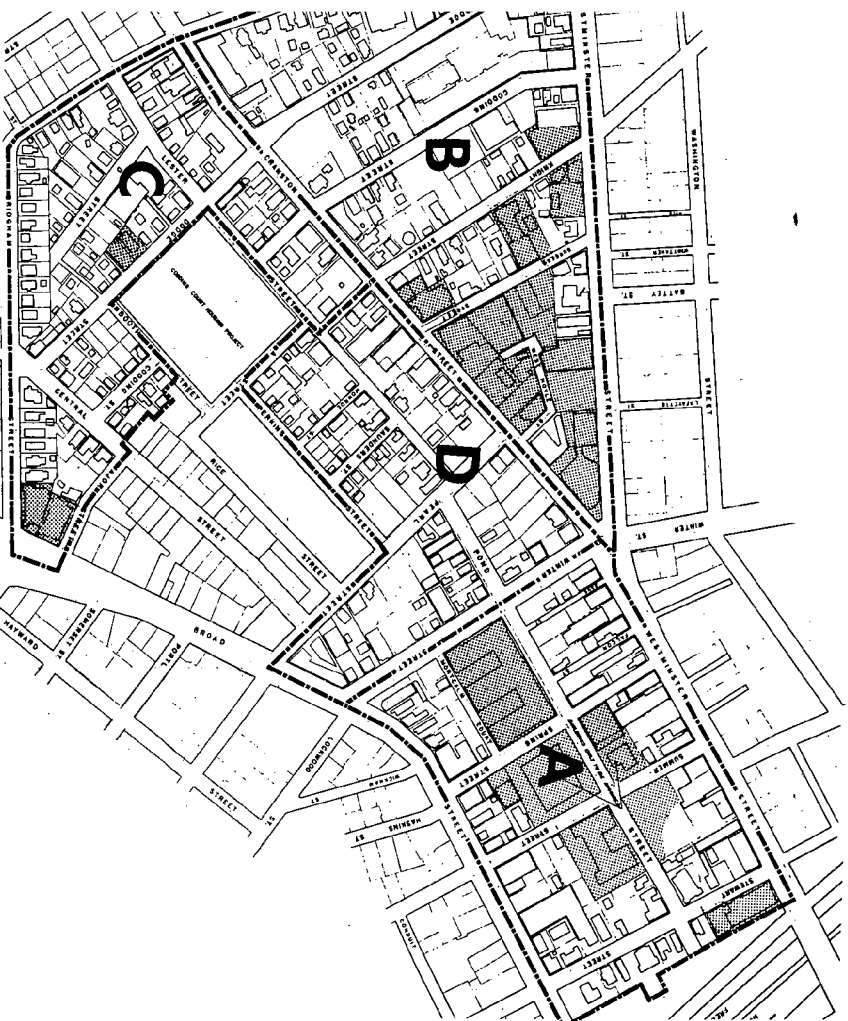
Adjacent to the John Hope Settlement House, seen here, Central-Classical redevelopment will provide land for a spacious neighborhood playground.

Prior to the public hearing, which was scheduled for May 10 (along with a public hearing on the early acquisition section of the Weybosset Hill project), the Agency arranged for a series of meetings to inform residents of the proposed project area about the specifics of the redevelopment plan. These meetings, conducted in April at the John Hope Settlement House, were arranged with the cooperation of the West Side Neighborhood Council and the Urban League of Rhode Island. More than one hundred attended the first meeting, with smaller numbers attending the two subsequent sessions.



CENTRAL - CLASSICAL

One aspect of the plan explained to the residents at the meeting was a phased 16-month relocation program that divided the project area into four sections and



This map of the Central-Classical project area shows the various sectors designated in the phased relocation program.

assigned a target date for the completion of relocation

in each. The first section--bounded by Broad, Westminster and Winter Streets and the path of the proposed North-South Freeway-- was assigned a vacation date of May 1962 (This target date, predicated on a condemnation date of mid-November, was pushed back to July 1, 1962 with the delay of condemnation. It is hoped that all the residents of this section will be relocated by this date, to make way for the construction of the proposed educational center here.) Vacation target dates currently assigned the other three sectors are November 1, 1962, February 1, 1963, and May 1, 1963.

The public hearing was conducted on May 10 under the auspices of the City Council committees on public works and ordinances. Held a second time, on June 2, because of a suspected legal technicality, the public hearing was directly followed by a recommendation by the committees that the redevelopment plan be adopted by the council at large.

CENTRAL - CLASSICAL

Accordingly, the city council adopted the Central-Classical redevelopment plan on August 10 and it was signed into law by Mayor Walter H. Reynolds on August 11. Adoption accomplished, the city council authorized the borrowing of up to \$1, 958, 905 to pay the city's one-third share of the cost of the project and late that month "part two" of the final project report-signifying local support of the Central-Classical plan-was sent to the Urban Renewal Administration for review.

Looking to a target condemnation date of mid-November, the Family and Business Relocation Service began its preliminary survey of housing needs of Central-Classical area residents on September 11, when it opened its project office at the corner of Westminster and Winter Streets. This survey revealed that some 775 families and individuals will be displaced by the project and provided an accurate picture of the housing resources that will be required for the successful relocation of those who are displaced.



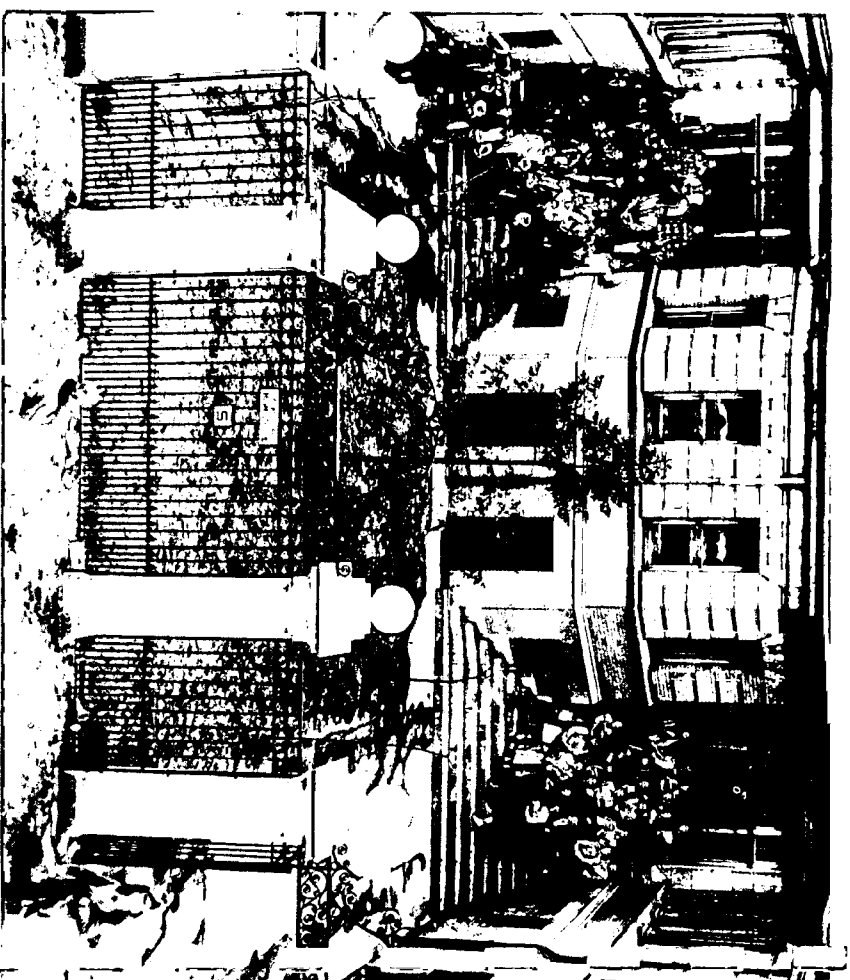
The present complex of public school buildings in the project area is shown in this aerial photograph. The buildings are Central-High School (foreground); City Gym and Annex B (left); Annex A and Classical High School (top).

CENTRAL - CLASSICAL

The major proposal of the Central-Classical project --an education complex, including a new Classical High School--made some tangible progress toward realization during 1961. Indicative of this progress was the School Committee's hiring, in June of 1961, of the firm of Keith R. Kunhardt Associates of New York City to outline the School Department's participation in the project and the decision by the School Committee, on November 14, to sponsor a design competition to select an architect for the proposed educational center. Later in 1961, on December 12, a two-man team of educational experts was appointed by the committee to evaluate the curriculum of Classical High School, to make recommendations and to relate how the recommendations should be translated into construction of the new complex.

An open campus arrangement for Classical and Central High Schools, to be created through the urban renewal project, would afford a much more suitable setting for education.

Other proposals of the Central-Classical project are a recreation field for the two High Schools, a community playground connected to the John Hope Settlement House, about fifteen acres of private residential construction and some new commercial development.



MASHAPPAUG POND

The Mashappaug Pond Project, the first redevelopment financed by the city without federal assistance, moved well into the execution stage after the project's 150 acres were condemned on January 5, 1961.

Within Six Months, Three Growing Companies

Indicative of this progress is the fact that Huntington Expressway Industrial Park, created by the project, was more than one third spoken for by industry within six months after condemnation.

The phenomenal pace of disposition of Mashappaug land was duplicated in the various other phases of the project.

Relocation of the 385 families and 70 individuals displaced by the project, upon which depended progress in all other areas, proceeded more expeditiously than in any previous clearance and redevelopment project in Providence. By March 31, within three months after condemnation, 103 of the families and 23 individuals were relocated. (Within March alone, 67 families and

individuals found new homes, the largest number in the 12-year history of the relocation service). By the beginning of June, 181 families and 44 individuals had found new homes. The year 1961 ended with 28 families and six individuals remaining to be relocated.

Within Six Months, Three Growing Companies

Attesting to the success of the Mashappaug relocation program are records of the Family and Business Relocation Service documenting that 419 of the 421 families and individuals relocated during 1961 were placed in housing that meets the city's standards for health and safety.

To facilitate the Mashappaug relocation program, a bill was presented to the state legislature on January 6 authorizing the Redevelopment Agency to pay the relocation expenses of displaced families and businesses. The bill, enacted in March, was necessary because the Mashappaug project is being financed without federal help. Normally, in urban renewal projects, the federal government pays all relocation expenses.

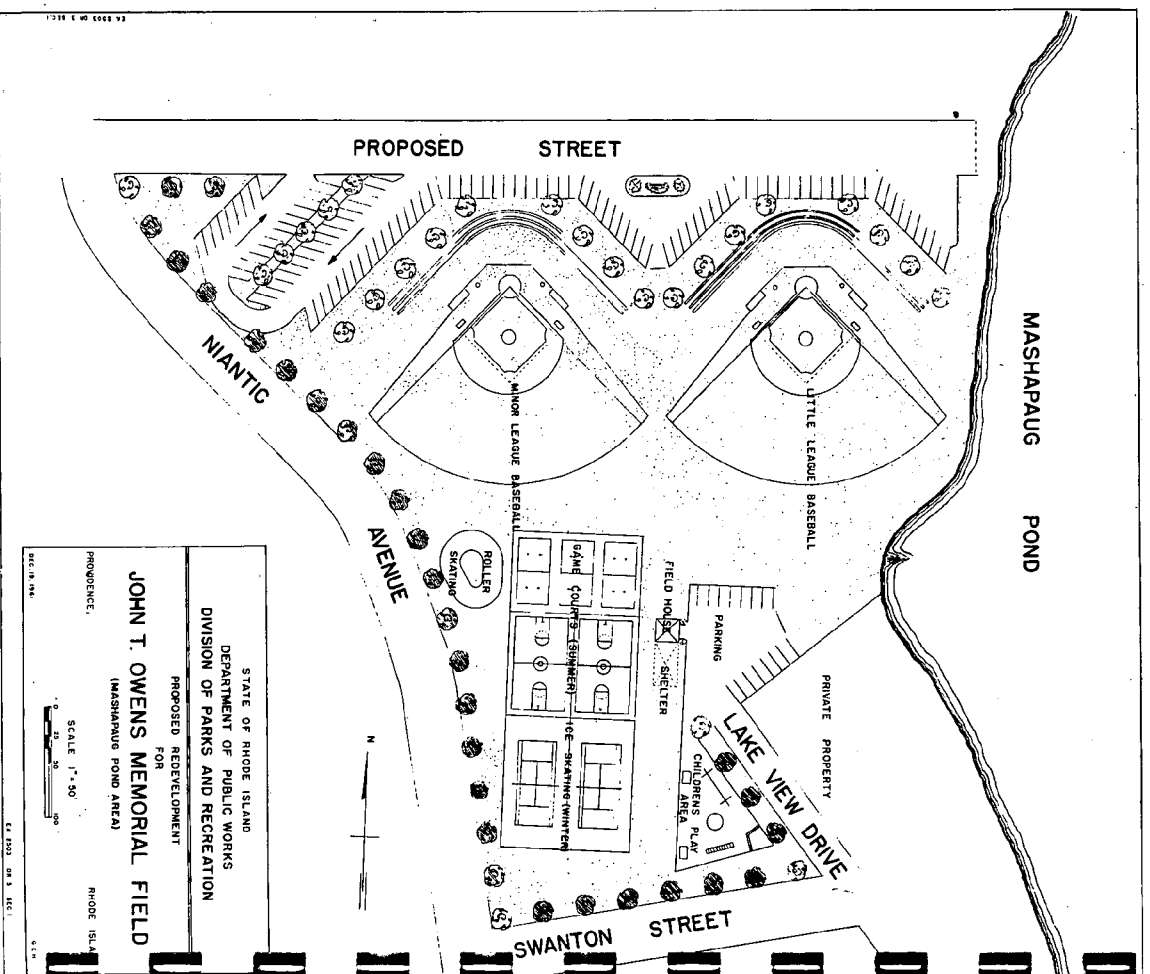
MASHAPAUG POND

Some 26 businesses were displaced by the project; 24 of them were relocated during 1961.

Concurrently, progress was made in the area of settling with Mashapaug property owners on a fair price for the property acquired by the Agency in January.

Settlements on the 433 acquired parcels were reached rapidly after condemnation: within less than a month more than 100 were settled; two months after condemnation 235, or 54 per cent, of the 433 were settled. At the end of 1961, 370, or 85.4 per cent, were settled.

Within the total of 433, there were six parcels owned by the state that could not be condemned by the Agency without permission of the General Assembly. To enable the Agency to take this land, amounting to about seven acres, a bill was introduced into the Senate on January 6. This bill was enacted June 6 and on June 29 there was an exchange of land between the state and the Redevelopment Agency: the Agency condemned the seven



This is the state's plan for a new John T. Owens Memorial Field, a seven-acre recreation site that will be adjacent to Huntington Expressway Industrial Park.

MASHAPPAUG POND

acres of state land and gave the state seven acres at the Southern end of the park and \$34,000. The state will use its land for a playground, which is scheduled to be ready for use by summer of 1962.

Clearance of the condemned buildings moved at a fast pace, because of the progress of relocation and property settlements. By the end of May, 235 of the 566 structures, 41.5 per cent, were demolished. Three months later, 380, or 69 per cent, were razed, and at the end of 1961 the figure was 489, or 86 per cent.

Site improvements at Mashappaug were initiated by the Agency in September, when a contract was awarded for the first phase of improvements, the preparation of land for the new state playground. In October, a contract was awarded for the second phase, the installation of sanitary sewers along Niantic Avenue, which is to be widened by the state in early 1962. In November, a contract was let for a third phase, the preparation of some six acres for a plant to be constructed by Glass-

Tite Industries, which took options on 11.3 acres of park land in May. All three phases were well in progress at the end of 1961.

While there was assurance at the end of the year that the state would widen and resurface Niantic Avenue and the ramp connecting it to the Huntington Expressway, the Agency's financing plans for the Mashappaug highway system absorbed at least a temporary set-back toward the end of the year.

The Agency was informed, in an October 16 letter from the director of the state department of Public Works, that the state's highway program is committed through 1966, and that no state-federal financing is to be expected for the Mashappaug road system until after 1966. The Agency had previously been notified that a proposed northerly access route to the park would be eligible for the Federal Highway Program, which would mean a 50-50 sharing of the cost by the state and the federal government.

Since it would be impractical to await federal funds until 1967 or later, the Agency began preparation of an application for funds from the newly constituted Area Redevelopment Administration, one of whose primary functions is to aid communities in maintaining and increasing employment.

Besides the cost of the northerly access, the loan and grant sought in the application would meet the cost of constructing roads within the industrial park and a bridge connecting the park to Huntington Avenue and the cost of various utilities serving it.

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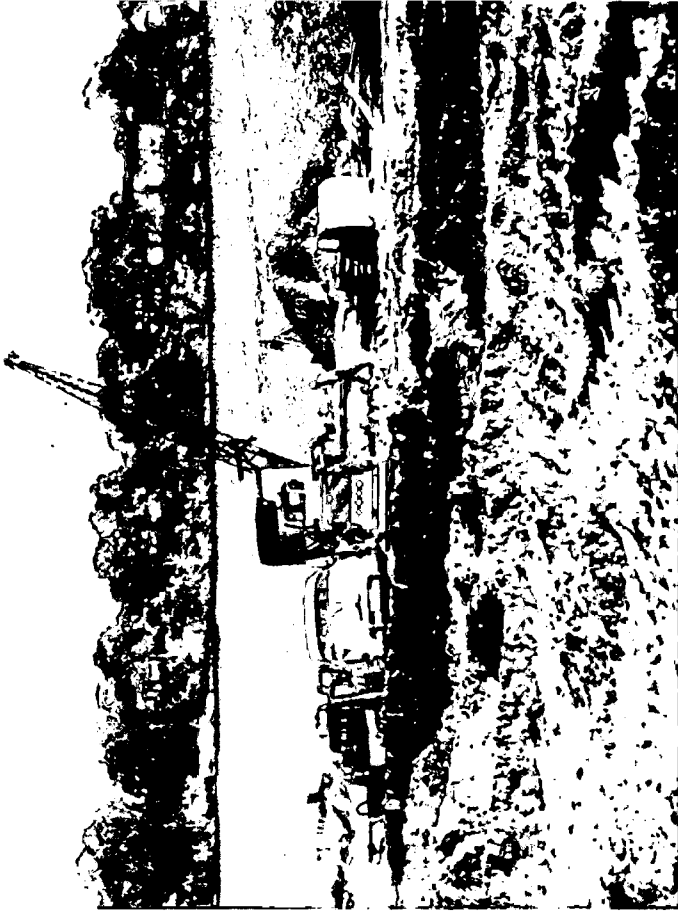
MASHAPAU POND

The Agency's application seemed to meet an ARA requirement that the applicant must exhaust all other appropriate sources of assistance before coming to the ARA: the Agency's requests for aid from the U. S. Bureau of Public Roads and the Urban Renewal Administration had already been refused.

(The Redevelopment Agency had not applied for federal urban renewal funds for the Mashapaug project before enactment of the 1961 housing act because, from all indications, no funds were available. Directly after passage of the housing act, on July 6, the Agency did apply for federal aid for the project, which had by this time been in execution for some six months. On

September 12 the URA responded to the application with the statement that "no possibility" was evident that federal aid could be extended to the project.)

The Area Redevelopment Administration was still reviewing the application at the end of 1961.



This site improvement work done during 1961 was to prepare land for the new John T. Owens playground.

This is an artist's rendering of the roto-gravure printing plant to be constructed by the Providence Journal Company at West River Industrial Park.

DUSA-1

WEST RIVER

The major development during 1961 for West River Industrial Park was the announcement that the Providence Journal Company signed an option June 27 to purchase eight acres in the park for the construction of a rotogravure printing plant.

The new plant will make the Journal Company one of the few newspapers in the country to do its own rotogravure printing; most newspapers that use the process

have the printing done by commercial firms. The plant will enable the Journal to print magazine and special picture sections for itself and other newspapers throughout New England and other eastern states.

Indications were that construction of the two-story, 65,000 square foot building would be underway by the spring of 1962.

Altogether, by the end of 1961, all but four of the park's 60 acres had been sold or were in negotiation.

Site improvements to prepare the area for industry, near completion at the end of 1960, were closed out in October 1961. Family and business relocation and demolition of the almost 800 structures that had previously been in the area had been completed in 1960.

In addition to the Journal transaction, four other firms had purchased or negotiated for some 150,000 square feet in the West River industrial center during 1961.

Area's Tax Productivity Increased Tenfold

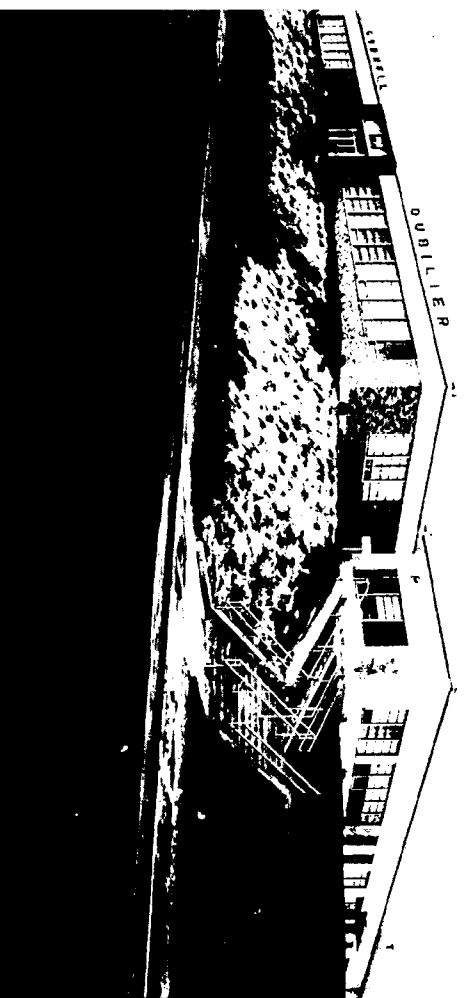
Conservative estimates indicate that West River will produce some \$300,000 in tax income annually for the city when development of the park is complete, as compared with the approximately \$30,000 produced annually by the area before redevelopment.

It is further estimated that, when West River's industrial occupants are fully operative, the park will provide employment for some 2400 workers. About 1,000 of the 2,400 will constitute new jobs.

WEST RIVER

It is noteworthy that West River, intended to accommodate relocating and expanding local industry, has enabled its plants to employ more people in the new park location.

Building costs of eight plants whose construction was complete by the end of 1961 amounts to more than seven million dollars, and when park development is completed, that figure is expected to increase to more than nine million dollars.



The net cost of redeveloping West River is estimated at \$4.1 million. The federal government, as two-thirds contributor, is to pay \$2.7 million of that amount, while the city is to pay the remaining \$1.4.

The history of West River Industrial Park has borne out these words of Mayor Reynolds' 1955 Inaugural Address - almost two years before the area was taken by eminent domain: "I am particularly optimistic on the subject of industrial redevelopment, for I believe it affords our best opportunity for relocation of existing industry and for attraction of new industry. Both are needed to maintain high employment and to preserve the tax base."

It is the opinion of the Agency that through the West River redevelopment the economy of the city and the state of Rhode Island has become materially improved.

The Cornell-Dubilier plant is one big reason why West River Industrial Development has meant many new jobs for Providence.

REDEVELOPMENT OPPORTUNITY

The Providence Redevelopment Agency, Providence, Rhode Island, proposes to sell land in the Lippitt Hill Redevelopment Project Area for residential and commercial re-use. The land has been assembled pursuant to the Urban Renewal Provisions of Title I of the Housing Act of 1949 as amended.

Disposition will be on a fixed price per square foot for the land with competition based on proposals other than price.

The Lippitt Hill Urban Renewal Project Area is located approximately $\frac{1}{4}$ mile north-east of the central business district of the City of Providence. The area to be redeveloped contains approximately 31 acres. Prospective purchasers may obtain copies of the documents entitled "Invitation for Proposals" and may discuss the redevelopment of this area with the Providence Redevelopment Agency.

Comprehensive Invitation for Proposal Documents will be issued until June 13, 1961.

PROVIDENCE REDEVELOPMENT AGENCY

CHESTER R. MARTIN, Chairman
ALBERT HARKNESS, Member

JAMES F. REYNOLDS, Executive Director
MORRIS S. WALDMAN, Vice-Chairman

TIMOTHY A. PURCELL, Secretary
EDMUND M. MAURO, Member

No requests after June 13, 1961, will be honored unless the Agency authorizes and announces an extension of time requesting said Invitation for Proposal Documents. Completed proposals will be accepted by the Agency for its review and consideration at 10:00 A.M. on December 12, 1961, after which date no proposals will be accepted.

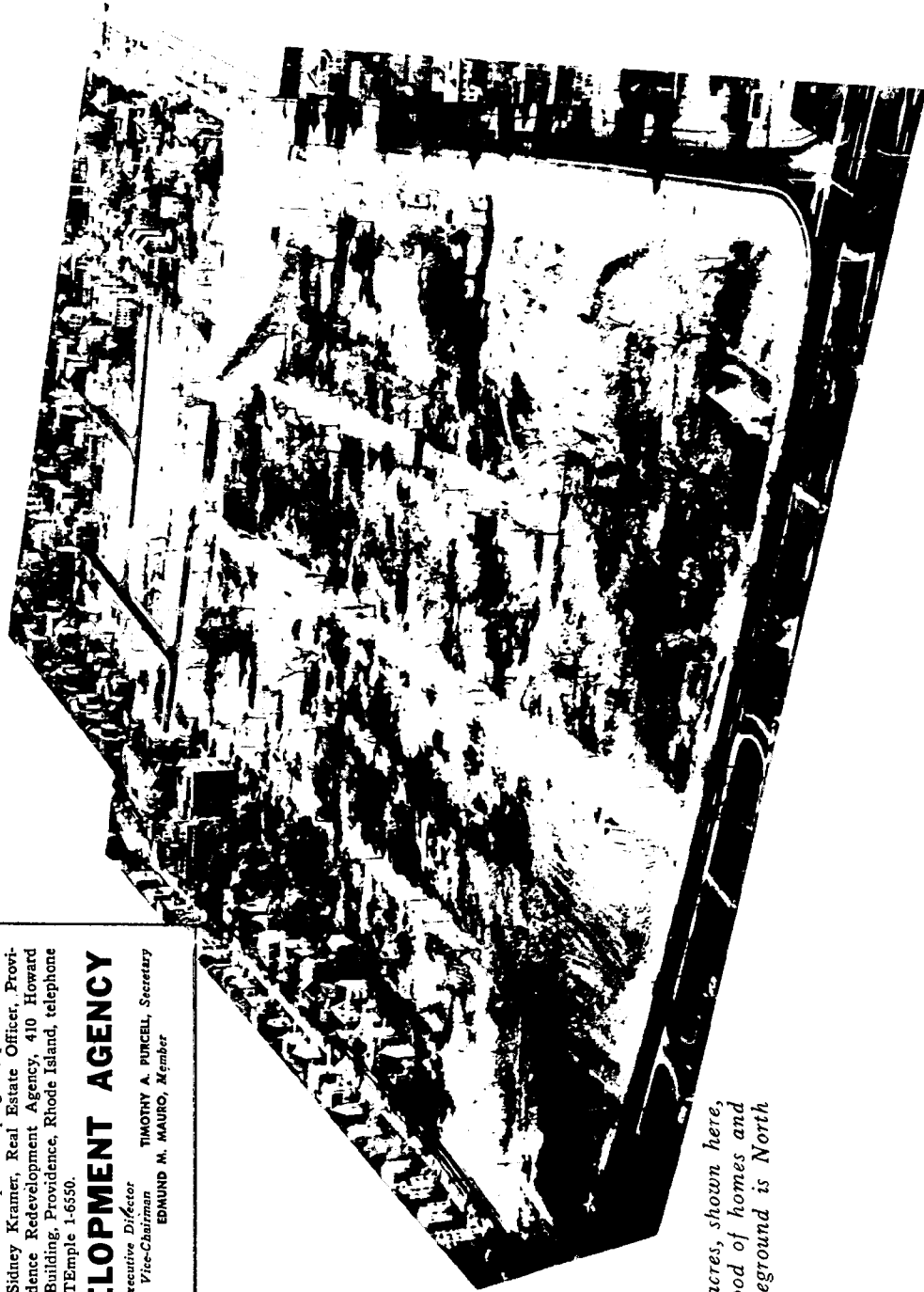
The documents entitled "Invitation for Proposals" may be obtained by depositing \$100 with the Providence Redevelopment Agency for each set of documents requested. Deposits will be refunded if the Invitation for Proposal Documents are returned in good condition at any time until December 31, 1961.

For further information in connection with this land disposition program, please contact Sidney Kramer, Real Estate Officer, Providence Redevelopment Agency, 410 Howard Building, Providence, Rhode Island, telephone TEmple 1-6550.

LIPPITT HILL

Relocation of its 460 families and individuals completed and virtually all its 395 structures razed,

Lippitt Hill's 32 cleared acres stood ready for private redevelopment at the end of 1961.



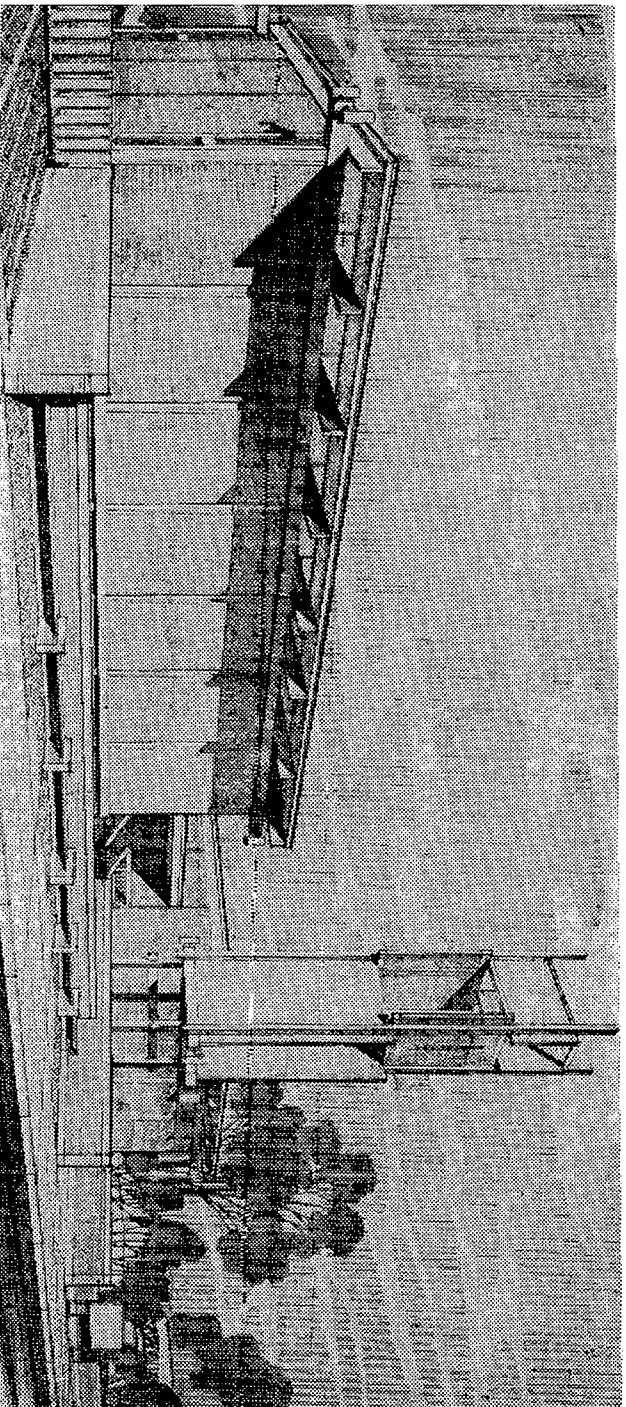
On Lippitt Hill's thirty-two cleared acres, shown here, there will soon be a new neighborhood of homes and commercial development. In the foreground is North Main Street, U.S. Route 1.

LIPPITT HILL

While voluntary home improvement continued in the Lippitt Hill rehabilitation section under the guidance of the Agency's Renewal Services Division (see Renewal Services section), the Agency directed much of its attention during 1961 toward soliciting firms to undertake residential and commercial development of the cleared site.

Lippitt Hill is to be the first residential redevelopment project in Providence and Rhode Island.

During April the Agency advertised locally and nationally that Lippitt Hill would be available for sale and redevelopment, in a solicitation of potential developers. It invited interested firms to obtain from the Agency "disposition documents", which stipulated both the terms of the prospective sale and specific rules to guide the redevelopment of Lippitt Hill. It stipulated, for instance, that the competition is to be judged on a determined price basis, with selection of a winner predicated strictly on the merits of the plan.



This is the proposed new Olney Street Baptist Church, as depicted by the church's architect, Johnson and Haynes.

LIPPITT HILL

The Agency at this time set a deadline of December 12 for submission of plans by the firms. (Previously it had been decided that the winning firm would redevelop both the commercial and residential sectors of the cleared area.) When it was later necessary to modify the disposition documents, the Agency postponed the deadline to January 16, 1962, and this is where the submission date stood at the end of the year.

While disposition of the major part of the cleared acreage awaited the 1962 date, a sales agreement for 53,000 square feet of project land was signed April 27, 1961, by the Redevelopment Agency and the Olney Street Baptist Church.

Prior to January 1960 the church occupied a 75-year old frame structure on a 13,000 square foot site in the

Lippitt Hill neighborhood. It was the only one of the four religious institutions displaced by the project that expressed an interest in relocating in the new Lippitt Hill. The new church structure will be situated on Olney Street, just east of the realigned Camp Street.

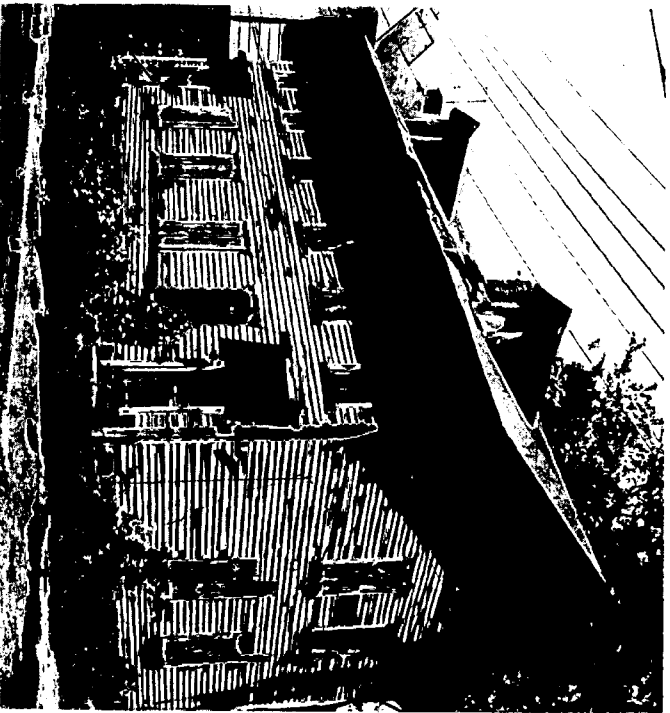
Title to the land will be conveyed once the plans for the new church are approved by the Agency. The Agency staff was still reviewing them at the end of 1961.

Since leaving their old structure, members of the church have used, on a temporary basis, the former Church of the Saviour on North Main Street which is also the property of the Redevelopment Agency through condemnation.

The church's temporary quarters on North Main Street and the Thomas A. Doyle School were the only two structures still in use at the end of the year.

LIPPITT HILL

Clearance operations increased notably with the vacation of properties at the advent of spring and progressed from a total of 164 structures to be demolished, at the end of 1960, to a total of only five to be leveled, at the end of 1961. The most rapid progress occurred between December 31, 1960, and March 31, 1961. By the end of 1960 a total of 231, or 58% of the 395 structures in the area, had been cleared. Three months later, on March 31 of 1961, a total of 321 buildings had been cleared, or 81.5 per cent.



During the rest of 1961 clearance progressed steadily and by the end of the year 390 of the 395 were razed.

The progress of clearance depended largely on the ability of the displaced families and individuals to find new homes, with the assistance of the Family and Business Relocation Service.

On December 11, the last Lipitt Hill resident whose property was acquired by the Agency in November 1959 left the site for a new home.

Relocation service records show that in almost all cases, Lippitt Hill families moved into better housing in the process of relocation.

About 90 per cent of those displaced, 418 of the 460 families and individuals, relocated into housing that meets the city's standards for health and safety, whereas only 30 per cent occupied standard homes before redevelopment.

Structures like this one were cleared from Lippitt Hill to make room for improvements through redevelopment.

LIPPITT HILL

According to relocation service records, Lippitt Hill tenants paid an average of \$31 a month in rent before their displacement. These records show that the tenants now pay an average of \$39 in rent in their new, generally improved locations.

Real estate operations in Lippitt Hill neared completion in 1961. By the end of the year, 242 of the 244 parcels of land acquired by the Agency had been settled. Settlement of the two remaining parcels was delayed by title deficiencies.

Actual improvement of the cleared site to ready it for private redevelopment progressed well during the year, under contracts with local engineering and

construction firms. Much of the site improvement work for which the city is responsible was completed. Olney Street, the southern boundary of the project, was resurfaced and widened; part of Camp Street was relocated and the remaining part resurfaced; a connection road was constructed between Carrington and Howell Streets; public utilities were installed in the area where necessary. In addition, general improvements were made in the rehabilitation portion of the project area, as are described in the Renewal Services section of this report.

When redevelopment of Lippitt Hill is complete, it is estimated that the area will produce \$180,000 in tax income annually for the city, whereas prior to redevelopment it produced about \$48,000 a year.



Addressing those in attendance at the groundbreaking ceremony is John W. McCrea, Jr., President of the Lippitt Hill Rehabilitation Association. Among those present were (left to right) Councilman Edward J. Loughran, Jr., Mayor Reynolds; Austin C. Daley, director of the city's division of minimum housing standards; James N. Williams, executive director, Urban League of Rhode Island (behind Mr. McCrea); Mrs. William S. Allen, president of Providence Preservation Society; Timothy A. Purcell, secretary of the Providence Redevelopment Agency; and Ambrose C. Mendes, area resident.

RENEWAL SERVICES

Reflecting the efforts of the Renewal Services

Division and a highlight of 1961 was a ceremony June 19 marking the city's public investment in the Lippitt Hill Rehabilitation Project area.

This investment, in the amount of approximately \$30,000, has provided street and sidewalk improvements in the project area east of Camp Street.

Participating in the groundbreaking ceremony was Mayor Walter H. Reynolds, who described the Lippitt Hill rehabilitation project as "a laboratory experiment in the rehabilitation approach to urban renewal."

Also participating were representatives from the Urban League of Rhode Island and the East Side Neighborhood Council, which contributed during 1961 to making the Lippitt Hill Rehabilitation Area Association stronger in its program of neighborhood activities to promote further improvements.

The contract the Agency signed in May 1960 with the Urban League for community organization advisory services was completed in November 1961.

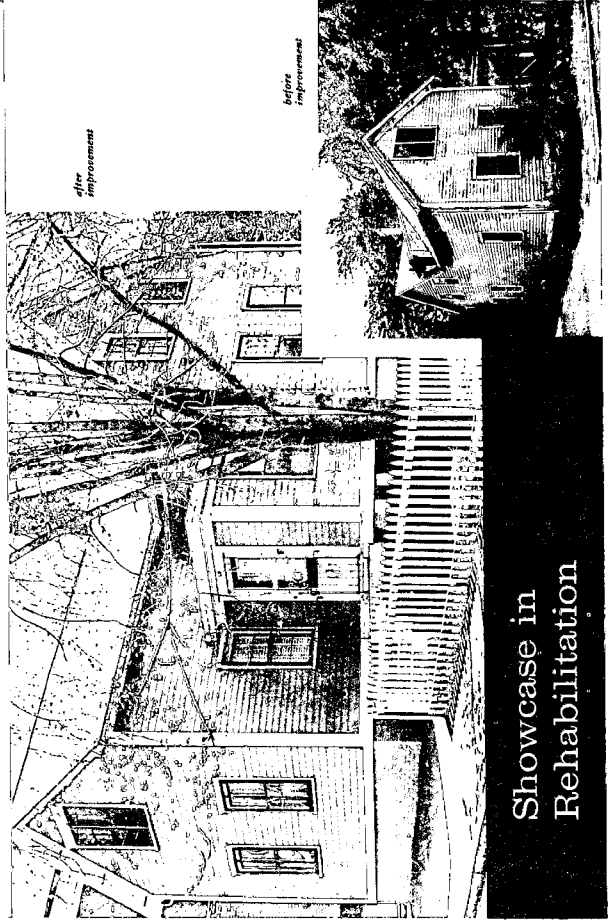
Near completion by the end of the year was a major work of the contract: a study of the Capabilities for Rehabilitation and Preferences of Families in the Lippitt Hill Rehabilitation Area.

RENEWAL SERVICES

Based on interviews with owners and tenants in the project area, this study provides valuable information on preferences and financial capabilities of families throughout the area as they contemplate further home improvement work. Information provided by this study can be used by the Agency to assist families investing in voluntary rehabilitation of their structures beyond housing code standards.

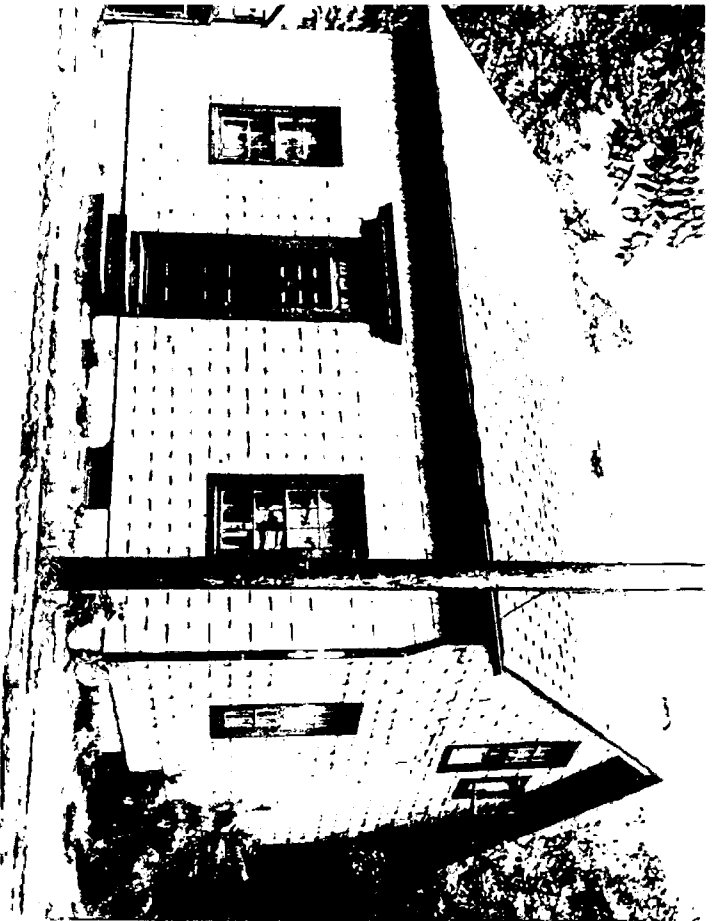
The League engaged in a number of other activities under the contract. During meetings with various neighborhood associations and organizations it interpreted the value of rehabilitation and conservation and the role adequate city services must play in community improvement. It participated with other groups in the city in a "Clean-Up week." It assisted the Agency in dispelling false rumors that the neighborhood was to be subjected to clearance, contrary to all Agency statements that it was to be a rehabilitation area.

211 Howell Street...



This brochure describes a dramatic home improvement effort on Lippitt Hill.

Showcase in
Rehabilitation



This house on Dwight Street in the Lippitt Hill rehabilitation area (see above) is shown as it looked before improvements.



RENEWAL SERVICES

Meanwhile, housing code enforcement in the rehabilitation area was intensified during 1961 by the city's Division of Minimum Housing Standards, under request and encouragement given by the Redevelopment Agency. Detailed progress records have shown a much higher level of compliance with the code in the rehabilitation area than in a comparable area beyond project boundaries. The Agency feels that the success of the property owners in the project area in attaining this higher level results in part from the encouragement they received from city officials.

An indication of this intensified code enforcement is the fact that the Lippitt Rehabilitation area became the first section of the city to receive routine reinspection of those houses in which legal standards had been achieved three years or more previously.

This (see left) is how the Dwight Street house looks today, after rehabilitation.

RENEWAL SERVICES

"Laboratory Experiment In Rehabilitation"

The house at 211 Howell Street in the project area was recognized publicly as a "showcase in rehabilitation" through several information media. A detailed article on the rehabilitation of the house appeared in the Providence Evening Bulletin on May 15, and illustrated reprints of the article were given general distribution. The success in improving this structure was also noted at the groundbreaking ceremony held June 19. Progress photographs of other rehabilitated structures in Lippitt Hill, and financial data when it was available, were made public.

The Renewal Services Division conducted negotiations with owners of property adjoining the cleared section of the Lippitt Hill project area for the sale of remnant parcels of this cleared land, which could be used for widening side yards or providing residential off-street parking facilities. All but these remnant parcels, on the border of the rehabilitation and clearance sections, were to be sold to a land development firm for residential and commercial construction. (On January 16, 1962, five firms submitted proposals to be Agency to purchase and redevelop the 32 cleared acres.)

RENEWAL SERVICES

The Division also performed the following duties as part of its workload: it arranged with private utility companies to have utility poles relocated to accommodate new curb cuts in the project area; and also arranged for increased street lighting on Howell and Dwight streets by installation of new pole fixtures; arranged for intensification of refuse collection and street clearing

services by the Public Works Department; arranged with the City Forester for the installation of trees in the rehabilitation area east of Camp street; with state assistance administered by the R. I. Division of Entomology and Plant Industry, arranged for removal of decadent or diseased elm trees from private property in area; with assistance of the city Health Department, arranged for removal of rat harborage on private property adjoining the rehabilitation area; arranged with the city Traffic Engineer to reduce a street turn hazard in the area.

Through the cooperation of the Better Business Bureau, the Agency's Renewal Services Division offers this aid to home owners.

The Renewal Services Division issued informational

memoranda to the area residents on topics of current interest from time to time during 1961. A "Home Improvement Checklist", inspired by the Better Business Bureau of Providence, was distributed to home owners throughout the city with notices of housing code violations from the Division of Minimum Housing Standards.

✓ ✓ HOME IMPROVEMENT CHECKLIST ✓ ✓

Suggested by Your Better Business Bureau

Most home building, maintenance and improvement contractors are honest in their advertising and selling, but there are a few unscrupulous "snake" advertisers and high-pressure sellers against whom you must constantly be on guard. To protect yourself and family . . . CHECK the following:

- **Don't deal with the "bait" advertiser** who offers an unbelievably low price — then tries to add on "extras" or "switch" you to something much more expensive. Don't fall for the "Model Home" sales pitch (the promise of commissions for use of your home as a "display model"). Watch out for fly-by-night roofing or chimney repair operators who "just happen to be in your neighborhood" and who offer you a "special deal."
- **Beware of imposters** falsely claiming to be "sent out by the city." Remember — inspectors or other employees of governmental agencies must display credentials on request . . . will not try to sell you anything . . . and cannot recommend any particular company or product.
- **Doublecheck on zoning, housing and legal occupancy requirements** and on possible city plans for the area, before buying or building a home or making any substantial expenditure for alterations or improvement.
- **Deal with an established contractor.** If in doubt as to his reputation, ask him for a list of previous customers whose satisfaction you can determine. Also check with the Better Business Bureau.
- **Don't hesitate to get estimates** from several contractors (based upon the same specifications) to make sure you will not be overcharged. Find out the exact financing terms, as interest rates vary. Remember that the FHA and lending agencies do not inspect or guarantee the job for materials and workmanship.
- **Never sign a contract in blank! READ BEFORE YOU SIGN — AND KEEP A COPY.** Insist that all promises and guarantees be confirmed in writing. Check the contract with an attorney before signing for major purchases.
- **Make sure that any plumbing, electrical or sidewalk contractor or architect is properly licensed,** and that any necessary city permits have been obtained. Don't forget that whenever a permit is required, the work must be inspected by the city.
- **Remember that you — the homeowner — are held responsible** for the proper correction of violations, and you must also make sure that any alterations or improvements are in conformance with housing and building regulations. Don't give the work your final "Okay" until it has passed city inspection.
- **Don't sign a "Completion Certificate"** before the job is finished to your satisfaction and required city inspections have been made. If you do, the contractor may collect his money from the financing agency, but fail to complete the work.

There are various governmental departments ready and willing to serve you.

These are listed on the other side.

THIS FOLDER CAN SAVE YOU MONEY—SAVE IT FOR FUTURE REFERENCE

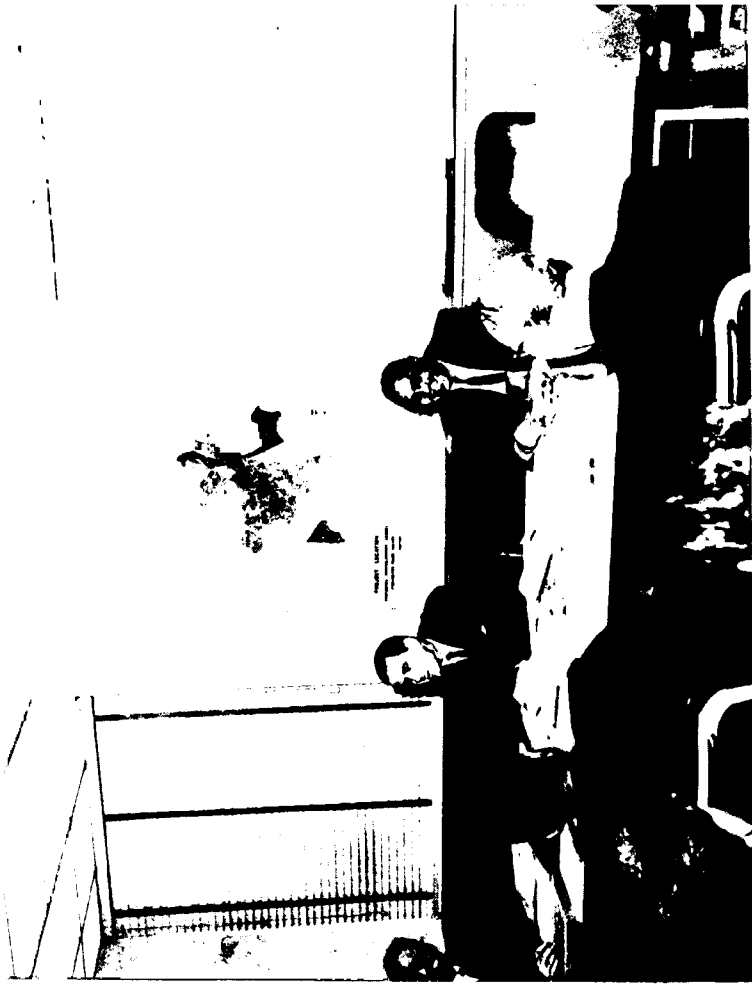
Addressing Providence's subcommittee on minority group housing problems is the intergroup relations specialist of the Urban Renewal Administration, J. Lawrence Duncan (at right, facing camera). At Mr. Duncan's right is the subcommittee chairman, Joseph P. Dougherty.

CIVIC COOPERATION

The most notable occurrence in the area of civic cooperation during 1961 was the appointment, on June 25, of the nucleus of the Providence Citizens' Advisory Committee for Urban Renewal.

Appointed by Mayor Reynolds were the first eleven members of the executive committee, headed by a chairman, President William C. Gaige of Rhode Island College.

As Mayor Reynolds said of the committee members, "They represent the abundance of human resources available to keep our city's renewal program among the very best."



The Providence Journal editorialized about the citizens group on June 27: "The primary purpose of the committee is not to proffer technical advice. Technical aspects of renewal and redevelopment will be carried on, as at present, by the city's well developed planning staffs. Rather, the committee's function will be to focus attention on human needs in renewal, and on the impact of redevelopment on people."

CIVIC COOPERATION

Toward the end of 1961 the executive committee was working to accomplish its first task, the nomination of a chairman of a subcommittee on minority group housing problems. (A chairman, Mr. Joseph P. Dougherty, was appointed in January 1962). Other subcommittees contemplated would deal with areas like banking and finance, industrial development, and the Community Renewal Program.

For instance, the Agency is indebted to such local groups as the John Hope Settlement House, the West Side Neighborhood Council, the East Side Neighborhood Council, the Lippitt Hill Rehabilitation Association, IMPACT, R. I., Inc., the College Hill Committee and the Providence League of Women Voters, for the various services they gave the renewal program during 1961.

"The Committee's Function Will Be To Focus Attention On Human Needs in Renewal . The Impact of Redevelopment On People"

While the formation of the citizens' committee was the highlight of 1961, the Agency had the cooperation and assistance of a number of private and governmental agencies and private citizens, both within the local community and outside it.

Without the sort of participation donated by these and other citizens, the Providence renewal program would be rootless and without hope of a continuance of the success it has so far enjoyed.

RELOCATION

The Family and Business Relocation Service, while part of the city's Department of Public Works, is closely associated with the Redevelopment Agency in the responsibility of helping citizens displaced by redevelopment projects to find decent, safe and sanitary homes.

While the relocation service's activity in redevelopment projects was limited to Lippitt Hill in 1960, its attention was spent on four separate renewal projects during the past year.

The major concentration was on completing the relocation program for the Lippitt Hill project and on relocating 455 families and individuals displaced for Mashapaug Pond redevelopment. Of this total at Mashapaug, 421 were relocated during 1961.

Also needing attention were 24 persons displaced from the Metropolitan Theatre Complex by the Redevelopment Agency's early land acquisition program in the proposed Weybosset Hill project. All the residents on

the site when the Agency purchased it from the city in June were relocated before the end of 1961.

In the fourth project, Central-Classical, the relocation service was involved in surveys preliminary to condemnation of the area by the Redevelopment Agency.



A resident of the Central-Classical redevelopment project area is interviewed by Relocation Service social case workers, Mrs. Henri Lopes (left) and Miss Gertrude Olson.

RELOCATION

The surveys, to ascertain the housing needs of the residents to be displaced, were begun in September.

While conducting the study, the relocation service registered the area's residents to determine, as close to condemnation date as possible, how many families and individuals would be displaced by the project: registered were 318 families and 457 individual householders.

David Joyce, administrator of the city's Family and Business Relocation Service, interviews Central-Classical area resident in the relocation-management field office in the project area.



Significant for the Central-Classical relocation program was a report by the administrator of the relocation service on August 3 that many families displaced by Mashapaug Pond redevelopment had found homes outside Providence, particularly in Cranston and Warwick. Mr. Joyce suggested that this pattern will reduce the strain on housing resources that would be caused by Central-Classical displacement.

Responsible for relocating about 140 industrial and commercial establishments to be displaced by the Central-Classical project will be the industrial division of the Redevelopment Agency. This job will be made easier by a new provision of the 1961 National Housing Act that stipulates the federal government will pay all moving costs incurred by a business in relocating from a redevelopment project area. Previously, the federal government had an established maximum of \$3,000 for relocation expenses it would assume.

INDUSTRIAL DEVELOPMENT

"Providence has spurred ahead of the rest of the state this year in industrial development."

This evaluation was reported by the Providence Sunday Journal July 16. It was based on the fact that within the first half of 1961 the city could announce plans for the construction of four major industrial plants, aggregating 485, 000 square feet.

While the park's 95 acres allocated to industrial reuse were still partially inhabited and largely uncleared, about 33 acres were spoken for by three expanding companies. On April 27, less than three months after land was acquired for the project, the Agency approved signing an option for 11.8 acres with Glass-Tite Industries,

Providence Leads The State In Industrial Development

The rest of the state during this same period was able to announce construction plans for just 396, 000 square feet.

HUNTINGTON EXPRESSWAY INDUSTRIAL PARK

Most of this dramatic progress in industrial development resulted from the city's Huntington Expressway Industrial Park, created by the Mashapaug Pond redevelopment project.

a Providence electronics firm. The option was signed and executed during 1961; the company has plans to begin construction of its 100, 000 square foot plant before summer and to start operations in it by fall of 1962.

By the end of April another Company, Providence Wholesale Drug, had made known its intention to purchase 10.4 acres in the Park for the construction of a 120, 000 square foot plant.

INDUSTRIAL DEVELOPMENT

Providence Wholesale Drug during the year made known its intention to enter the field of manufacturing pharmaceuticals in the park. This company plans to have its new plant operating by the end of 1962.

On June 6 the Agency reported that a third company, Anson Incorporated, had expressed its intention to purchase land in the park. Anson signed an option on June 23 for 10.7 acres on which it plans to build a 140,000 square foot plant.

A manufacturer of men's jewelry, Anson has been conducting its operations in six units scattered around the city. Its move into the park, expected to occur during 1962, will result in both an enlargement and consolidation of facilities.

It will also enable Anson to enter the electronics field as a manufacturer of component parts for the radio and television industry.

Building this plant on 10.4 acres in Huntington Expressway Industrial Park will be the Providence Wholesale Drug Company.



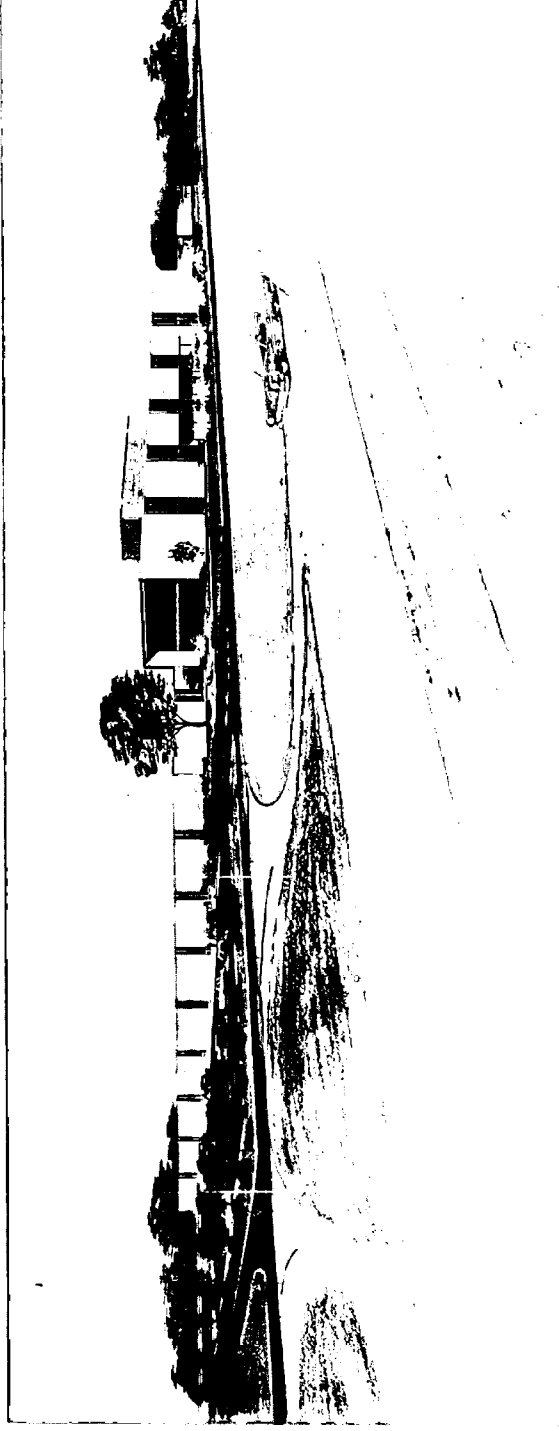
INDUSTRIAL DEVELOPMENT

It is anticipated that the city's job supply will increase by more than 1,000 once these three companies are fully operative in their new quarters. They have employed 1,155 and, by their estimate, they will employ about 2,200 at Mashapaug.

In the area of taxes, it is estimated that the plants will mean more than \$125,000 a year in real estate tax income for the city. Prior to redevelopment for industry the entire project area had produced about \$38,000 a year in taxes.

The expansion of Glass-Tite and Anson will serve to fortify Providence's position as an electronics center. While Glass-Tite has been in the field since beginning in business in 1956, Anson's move into electronics in its new plant will represent a diversification for that company. It is anticipated that Providence Wholesale Drug, with its new manufacturing activity, will attract satellite industries to Providence.

It seems, therefore, that these first three companies in Huntington Expressway Industrial Park will certainly serve to create a healthy economy for Providence and Rhode Island.



This will be the new home of Glass-Tite Industries, which plans expansion in the industrial park.

INDUSTRIAL DEVELOPMENT

WEST RIVER

While the industrial park at Mashapaug Pond is designed to satisfy the needs of large industry with minimum sites of five acres, West River Industrial Park is geared to the needs of medium-sized companies.

The city's first industrial park, taken for redevelopment in 1956, West River offers sites at a minimum of 25,000 square feet.

With 56 of the park's 60 acres sold or in negotiation, it is anticipated that about 1,000 new jobs will be created when all the plant-occupants are in full operation.

While the big news in West River development this year was the Providence Journal Company's purchase of eight acres for the construction of a rotogravure printing plant in the park, four other companies purchased or negotiated for about 150,000 square feet.

In March a 51,130 square foot site was sold to the Westinghouse Electric Company for the construction of a warehouse and distribution facility at the corner of

Charles and Corliss Streets, opposite Intelex's automated post office. Westinghouse's building plans were approved by the Agency on December 12 and the company expects to be operating in its new plant by June of 1962.

During the Summer of 1961 the Agency's industrial division concentrated much of its attention on selling a 141,000 square foot site near the intersection of Corliss Street and Industrial Drive, between the Intelex site and Clifford Metal Sales Company.

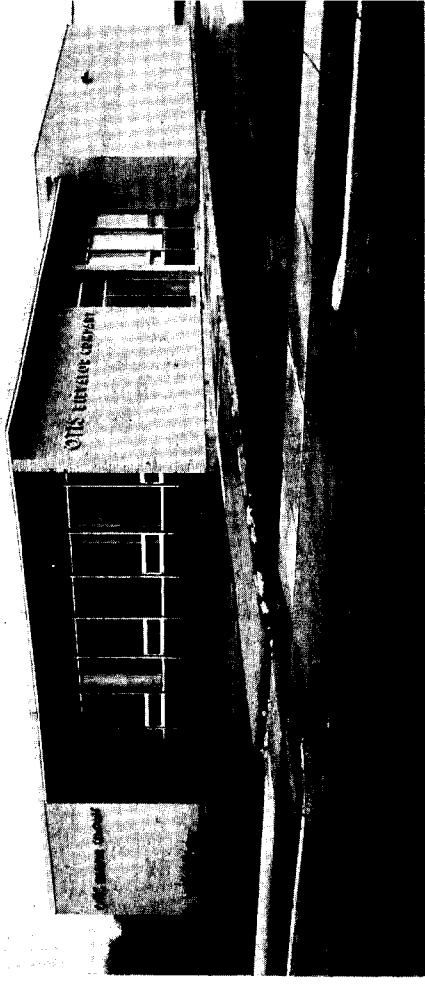
By mid July interest in purchasing a parcel within this site had been expressed by the Adolph Meller Company, a manufacturer of optical crystals used by the electronic industries and by instrument and aircraft manufacturers. After its approval by the Agency as a redeveloper, the company purchased 41,000 square feet of land for a 10,000 square foot plant, on November 28.

INDUSTRIAL DEVELOPMENT

Interest in this site also was expressed during the summer by the Samsan Company, a jewelry manufacturing concern. By the end of the year negotiations were being completed with Samsan to purchase 37,000 square feet in the site to build a 7,500 square foot plant.

Still another parcel within the site was the subject of negotiation between the Agency and Clifford Metal Sales Company during this time. This company indicated its wish to purchase 25,000 square feet adjacent to its present building on Corliss Street, to be used for future expansion. The Agency approved the sale of this land to the company on November 28, and the sale awaited official notification of the City Council at the end of the year.

Rounding out the city's program for providing industrial sites is the Randall Square section of the East Side Renewal project. This 60 acre area will be designed to meet the needs of small industry, with minimum sites of about 10,000 square feet.



One of the modern new plants in West River Industrial Park is the building of the Otis Elevator Company.

As the Industrial Commission for the city, the Agency's industrial division acts outside redevelopment project areas. Representative of the extra-project activities is the division's role in the leasing of 5,000 square feet in the American Upholstery Company Building to a British textile firm, Bonas Brothers Limited. This building is on Charles Street, across from West River Industrial Park. Bonas Brothers has used its space as the company's sales headquarters in the United States, since beginning operations there in April.

Before deciding on Providence, on the advice of the industrial division, the company inspected a number of communities along the East Coast.

INDUSTRIAL DEVELOPMENT

In its capacity as industrial commission, this Agency division carries out an active program that is designed both to assist local industries and commercial firms to relocate and expand, and to attract new industry to the city.

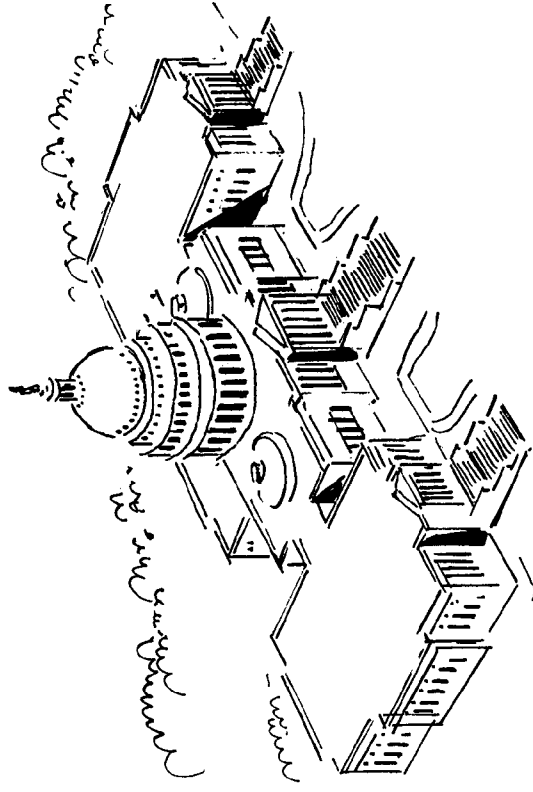
An important part of its program is direct personal contact with all local and out-of-state industries that do evidence a desire to relocate or expand. This contact is maintained systematically through visits, telephone calls and direct mail.

The industrial division is informed of relocation and expansion plans through the cooperation of various business and industrial leaders, bankers, realtors and others, whose assistance has been extremely helpful in bringing clients to the industrial division.

The division is designed to be a "one-stop" agency that can supply its clients with every necessary service: the selection of a plant site; obtaining advice on construction details; aid on financing arrangements; counsel on the formation of a labor force.

Vested with the responsibility of maintaining a healthy, balanced Providence economy, the industrial division strives to keep the city constantly equipped to accommodate its growing industrial community.

NATIONAL LEGISLATION AND LOCAL RENEWAL



During the past twelve years the scope of its renewal program has enabled Providence to benefit consistently from increasing liberalizations of national urban renewal legislation.

Even before passage of the Housing Act of 1949, the principal federal legislation dealing with slum clearance and urban renewal, the city had an operating redevelopment agency.

It was, therefore, in an eminently good position to capitalize on the assistance provided by the 1949 act, which instituted a program of loans and grants to local communities undertaking renewal.

Providence was just as ready to take advantage of the next major housing act, in 1954, which introduced the concept of "urban renewal", a broader and more flexible substitute for the mechanism of slum clearance and redevelopment.

The 1954 act introduced two new weapons against blight: conservation, the protection of good neighborhoods from the influences of blight; and rehabilitation, the restoration to soundness of structures that have started to deteriorate but are still salvageable.

Providence, in its Lippitt Hill project, anticipated the act's "urban renewal" approach with a program of rehabilitation and clearance and redevelopment.

NATIONAL LEGISLATION

By 1956, national legislation authorized--and the local program incorporated provisions for relocation payments to individuals, families and businesses displaced for redevelopment.

The housing act of 1956 also created a new tool to keep cities sound, the General Neighborhood Renewal Plan. Locally, under the auspices of the City Plan Commission and private citizens in one area of the city, the noted College Hill Study was in the making. This study was, essentially, a general neighborhood renewal plan for an historic section of the city, just as the recent Downtown Master Plan was such a plan for the downtown area.

By the housing act of 1959, provision was made for federal grants to communities undertaking "Community Renewal Programs", which are designed to serve the same basic function as does the general neighborhood renewal plan, but over a larger area. Although Provi-

dence did not engage in a formal CRP until last year, the local program had produced in 1951 what has been termed the "first Community Renewal Program in the country"--a "Central Areas Report" for the city. This report documented the concentrations of blight throughout the central sectors of Providence and delineated redevelopment areas, thus anticipating requirements of the Community Renewal Program.

By 1961 its local program again placed Providence in a position to derive maximum benefits from national legislation. The 1961 housing act has increased materially--by some two billion dollars--federal funds to be allocated as renewal grants.

Meanwhile the tempo of local renewal activity has so accelerated that a total of \$34.5 million in grants was reserved by the Urban Renewal Administration for three Providence projects--East Side Renewal, Railroad Relocation and Webbosset Hill, all during 1961.



The plight of buses like this one (under bridge) trapped in busy city traffic was discussed by planners during 1961.

Accordingly, it authorizes local renewal agencies to maintain demonstration rehabilitation programs in project areas, to learn lessons about rehabilitation techniques and to illustrate for project residents how neighborhood improvement can be achieved through rehabilitation programs.

The local program seems to place Providence in a position to exploit this newly authorized provision for the East Side Renewal project, which has been in formal planning since January 1961, before enactment of the housing act. A major portion of the acreage of this 400-acre project is now in residential use and is tentatively slated for rehabilitation.

While it is so far unknown whether implementation of this provision of the act is allowable locally under Rhode Island enabling legislation for urban renewal, it may be that the provision will be practicable for appropriate portions of the East Side area.

NATIONAL LEGISLATION

Thus, as the federal government is acknowledging by increased authorization of funds the magnitude of the renewal task, so has the local program been enlarging in its volume and scope.

Along with increasing the amount of federal money available in grants for urban renewal, the housing act of 1961 has heightened the requirements on the quality of renewal that communities must conduct to obtain federal assistance. To promote higher standards, the act encourages experimentation.

NATIONAL LEGISLATION

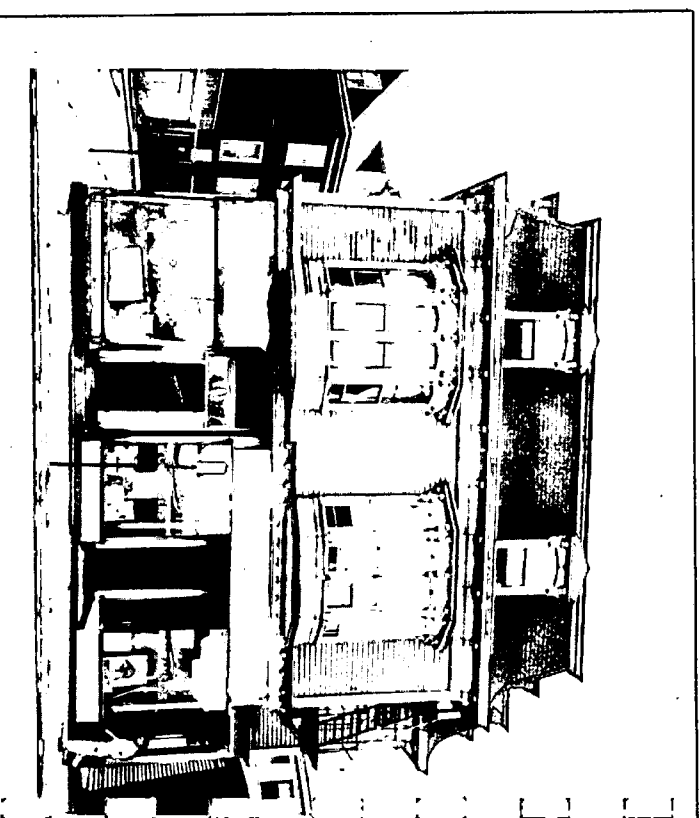
The provisions of the housing act of 1961 are wide ranging, touching even on those areas that are indirectly related to urban renewal: among these is the area of mass transportation. To assist the cities in meeting mass transportation problems the housing act authorized loans and grants in the amount of \$150 million.

In July 1961 officials representing the federal Housing and Home Finance Agency met with local and regional officials in the field of mass transportation to determine how Providence can benefit from the new housing act provisions. This was essentially a fact-finding conference, designed to inform the federal agency about Providence's mass transit situation. There had been no tangible results from the meeting as of the end of 1961.

The 1961 housing act has also broadened the range of renewal effort by linking itself to other major legislation. Two examples with relevance to the Providence program can be cited.

The housing act authorized the Small Business Administration "to make loans on special terms to displaced small business concerns." Taking swift advantage of this authorization, the Redevelopment Agency joined with the local Small Business Administration office to determine how firms displaced by Providence redevelopment projects can benefit from this new loan program.

The Small Business Administration's new loan program can assist commercial establishments that are displaced by urban renewal clearance projects.



NATIONAL LEGISLATION

The 1961 housing act also is related to the Area Redevelopment Act, passed in 1961 to assist economically distressed--or "labor surplus" -- sectors of the nation.

Since the Providence Standard Metropolitan Area--embracing almost all of Rhode Island as well as a number of Massachusetts towns----is one such sector, the Redevelopment Agency has been able to pursue two attempts to obtain additional federal funds for the local renewal program:

(1) It has applied to the Area Redevelopment Administration for more than one million dollars in loans and grants for the Mashapaug Pond project.

FHA Aid For Middle-Income Families

(2) It has stimulated congressional effort in Washington to modify the section of the 1961 housing act that offers special liberalized federal assistance to economically distressed cities whose population is under 150,000, thereby excluding Providence, whose population is about 207,000. It is estimated that removal of the population restriction would mean a saving to Providence of \$4.3

million in meeting the costs of three local projects that would be eligible for the liberalized federal assistance.

But the housing act's major impact on the local renewal program may be the result of its provision for Federal Housing Administration insurance of loans for residential construction and improvement. Again, the maturity of the local renewal program, reflected by the excellent relationship that exists between local renewal and FHA representatives, puts Providence in a good position to fully enjoy the fruits of these loan insurance provisions.

Although no project of the Agency did in fact require immediate use of these new provisions, the probability is strong that they will be useful in the near future for several projects, proposed and already underway.

In the Lippitt Hill development, for example, the potential sponsors hope to be able to obtain mortgages at an interest rate below that prevailing in the current rates.

NATIONAL LEGISLATION

One major practical effect of the low interest is that the sponsors of new private housing in Lippitt Hill will thus be enabled to offer reduced rents and sales prices.

Eligibility for such a mortgage insured by FHA requires that the sponsor be a "private non-profit corporation or association, a limited dividend corporation, a cooperative or a public body...that is not receiving Federal Assistance exclusively for public housing."

The FHA can insure such mortgages and the Federal National Mortgage Association "is authorized to purchase the mortgages." Private banks than serve to

funnel federal funds freely to the families toward which these provisions are directed--those in the "middle income" bracket whose earnings exceed public housing requirements but are insufficient to compete for new private housing.

As has been noted, the housing act of 1961 encourages experimentation. Another instance of this is the act's authorization of FHA insurance of "homes or rental housing incorporating new and untried materials, design and construction methods and involving experimental property standards and neighborhood design." It may be that this provision also can be used in East Side Renewal and other local projects.

NATIONAL LEGISLATION

A direct influence on rehabilitation work in the East Side project may result from the 1961 housing act's redetermination of the basis for insuring rehabilitation mortgages. Previously a home valued at \$10,000 with improvements costing \$4,000 could have an insurable value of only \$12,000 or \$13,000. The housing act, however, equates the insurable value of the home with its original value plus the cost of the improvements. Thus the \$10,000 home with \$4,000 in improvements has a total insurable value of \$14,000 on the redetermined basis.

Another feature of the 1961 act with relevance to the local renewal program is FHA authorization of FHA insurance for a housing form called "condominiums." In its elemental form, a condominium is ownership of one unit in a multi-family structure. The condominium's advantage is that it combines the favorable attributes of home ownership with efficiency of land use. By authorizing insurance of mortgages for such units, the 1961 act may stimulate experimentation with cooperative housing along condominium lines.

SPECIAL SERVICES

Whenever the Agency needs to engage the services of specialists having qualifications, experience and equipment not possessed by the regular staff, or when- ever an unusual workload requires additional personnel to meet a deadline date, these services are purchased and controlled under contract in the interest of effi- ciency. Payments on these contracts during 1961 amounted to \$1, 198, 065. 95, as compared with internal payments totalling \$328, 301. 16 for staff salaries and office overhead, indicating that about 68. 7 per cent of the Agency's workload is contracted for with private industry.

Another 3. 9 per cent is provided by governmental assistance in the form of relocation services. This work was divided among the following classifications:

Special Services Rendered Providence Redevelopment Agency Under Contract From Jan. 1, 1961 - Dec. 31, 1961		
Demolition, 3 Contractors -	\$ 176, 765. 10	
Real Estate Appraisals, 14 Contractors -	45, 251. 66	
Engineering Services, 5 Contractors -	94, 382. 50	
Negotiation Services, 3 Contractors -	47, 398. 10	
Site Improvement Services		
2 Contractors -	371, 619. 62	
Title Services, 3 Contractors -	54, 011. 19	
Community Organization Advisory,		
1 Contractor -	4, 995. 89	
Bond Counseling, 1 Contractor -	500. 00	
Brokerage Services, 2 Contractors -	9, 209. 89	
Rodent Control Services, 2 Contractors -	2, 636. 00	
Land Use & Marketability Study, 1 Contractor -	2, 500. 00	
Contract for Building Inspection, 1 Contractor -	707. 15	
Professional Services, 1 Contractor -	13, 115. 74	
Total, 39 Private Contractors -	\$ 823, 092. 74	68. 7%
Relocation Services by City of		
Providence -	46, 672. 05	3. 9%
Redevelopment Agency Salaries		
and Overhead -	328, 301. 16	27. 4%
Total Work Load -	\$1, 198, 065. 95	100. 0%

FINANCING

CITY OF PROVIDENCE - PROVIDENCE REDEVELOPMENT AGENCY

FINANCIAL STATEMENT

FISCAL YEAR 1960 - 1961

	APPROPRIATION	EXPENDITURES	SURPLUS RETURNED TO GENERAL FUND
Salaries	\$ 32,780.00	\$ 29,639.59	\$ 3,140.41
Contract Services	14,020.00	9,779.89	4,240.11
Materials and Supplies	500.00	478.49	21.51
Furniture and Equipment	<u>450.00</u>	<u>408.61</u>	<u>41.39</u>
	<u>\$ 47,750.00</u>	<u>\$ 40,306.58</u>	<u>\$ 7,443.42</u>

Providence Redevelopment Agency
 Point Street Project No. UR R.I. 1-1
 Balance Sheet
 September 30, 1961

PROJECT COSTS

Project Costs:

Total Project Costs to Date	\$544,748.46	
Less Sales Price of Land Sold	<u>390,406.93</u>	
Net Project Costs to Date		154,341.53
Relocation Payments		9,332.19
Donated Land		2,600.00
Cost Exception		<u>1,365.10</u>
Total Assets and Project Costs		<u><u>\$167,638.82</u></u>

CAPITAL

Local Grants-in-Aid:		
Cash Grant-in-Aid	\$ 51,078.95	
Non-Cash Grants-in-Aid	<u>2,600.00</u>	
Total Local Grants-in-Aid		\$ 53,678.95
Federal Capital Grants:		
Project Capital Grants	104,627.68	
Relocation Grants	<u>9,332.19</u>	
Total Federal Capital Grants		<u>113,959.87</u>
Total Capital		<u><u>\$167,638.82</u></u>

Providence Redevelopment Agency
Lippitt Hill Project No. R.I. R-3
Balance Sheet
September 30, 1961

ASSETS

Current Assets:		
Cash in Bank		\$ 59,596.06
Accounts Receivable		
Federal Relocation Grants	\$.98
Tenants		5,464.04
Revolving Fund		1,194.00
Superior Court of R.I.		25,275.45
Total Current Assets		<u>31,934.47</u>
Investments Held		
Project Costs		
Total Project Costs to Date		3,907,857.17
Less: Other Income		42,112.94
Sales Price of Land Sold		<u>1,060.42</u>
Net Project Costs to Date		
Relocation Payments		
Total Assets and Project Costs		<u>43,173.36</u>
		3,864,683.81
		108,429.98
		<u>\$4,667,148.68</u>

LIABILITIES AND CAPITAL

Current Liabilities		
Vouchers Payable	\$	2,220.84
Vouchers Payable-City of Providence		629.93
Loans Payable		1,579,000.00
Accrued Interest on Loans Payable		<u>25,274.53</u>
Total Current Liabilities		\$1,607,125.30
Capital		
Local Cash Grants-in-aid		1,396,314.40
Federal Capital Grants		
Project Capital Grant		\$1,555,279.00
Relocation Grant		<u>108,429.98</u>
Total Capital		<u>1,663,708.98</u>
Total Liabilities and Capital		<u>3,060,023.38</u>
		<u>\$4,667,148.68</u>

Providence Redevelopment Agency
 Mashapaug Pond Project
 September 30, 1961

ASSETS

Current Assets:

Cash in Bank

\$ 34,527.69

Accounts Receivable:

Tenants

\$ 4,943.05

Superior Court

473,803.69

478,746.74

Deferred Charges:

Prepaid Interest

1,384.98

Project Costs:

Total Project Costs to Date

2,965,225.54

Less Land Options

1,600.00

2,963,625.54

Relocation Payments

42,765.18

Total Assets and Project Costs

\$3,521,050.13

CAPITAL

CASH LOCAL Grants-in-Aid

\$3,521,050.13

Providence Redevelopment Agency
Weybosset Hill Project No. R.I. R-7
Balance Sheet
September 30, 1961

ASSETS

Current Assets:

Cash in bank

\$18,662.30

Survey and Planning Costs

24,609.66

Total Assets and Planning Costs

\$43,271.96

LIABILITIES

Current Liabilities:

Accounts Payable City of Providence

\$ 1,139.15

Preliminary Advance Payable

41,697.00

Accrued Interest on Preliminary Advance

435.81

Total Liabilities

\$43,271.96

Providence Redevelopment Agency
East Side Renewal Project No. R. I. R-4

Balance Sheet
September 30, 1961

ASSETS

Current Assets:

Cash in Bank

\$ 9,452.36

Survey and Planning Costs

40,547.64

TOTAL ASSETS & PLANNING COSTS

40,547.64

\$50,000.00

LIABILITIES

Accounts Payable

City of Providence

\$50,000.00

Providence Redevelopment Agency
Weybosset Hill Project No. R.I. R-7 (Early Acquisition - Metropolitan Theatre)

Balance Sheet
September 30, 1961

ASSETS

Current Assets:

Cash in Bank	\$ 7,576.89	
Accounts Receivable		
Tenants	<u>1,048.60</u>	
Total Current Assets		\$ 8,625.49
Investments Held		44,828.26

Project Costs

Total Project Costs to Date	406,609.69	
Less: Other Income	<u>83.44</u>	
Net Project Costs		406,526.25
Relocation Payments		<u>20.00</u>
Total Assets and Project Costs		<u>\$460,000.00</u>

LIABILITIES

Accounts Payable

City of Providence	<u>\$460,000.00</u>
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Providence Redevelopment Agency
 Central-Classical Project No. R. I. R-2
 Balance Sheet
 September 30, 1961

ASSETS

Current Assets

Cash in Bank \$39,625.64

Accounts Receivable

Revolving Fund 21.00

Other 70.00

Total Current Assets \$ 39,716.64

Survey and Planning Costs

Survey and Planning Costs to Date 129,486.32

Total Assets and Survey and Planning Costs \$169,202.96

LIABILITIES

Current Liabilities

Vouchers Payable - City of Providence \$ 3,046.28

Preliminary Advance Payable 160,704.00

Accrued Interest on Preliminary Advance 5,452.68

Total Liabilities \$169,202.96

PROVIDENCE REDEVELOPMENT AGENCY

West River Project No. UR R.I. 1-6

Balance Sheet

September 30, 1961

ASSETS

Current Assets:

Cash in Bank

\$ 10,642.53

Accounts Receivable

Federal Relocation Grants

\$.58

Revolving Fund

1,626.00

Superior Court of Rhode Island

39,543.16

TOTAL CURRENT ASSETS

41,169.74

\$ 51,812.27

Investments Held

215,292.02

Project Costs

Total Project Costs to Date

5,506,990.11

Less: Other Income

136,424.87

Sales Price of Land Sold

1,037,224.61

Net Project Costs to Date

1,173,649.48

Donated Land

4,333,340.63

Relocation Payments

108,300.00

TOTAL ASSETS AND PROJECT COSTS

50,495.58

\$4,759,240.50

LIABILITIES AND CAPITAL

Current Liabilities:

Vouchers Payable

\$ 18,439.09

Loans Payable

1,371,000.00

Accrued Interest on Loans Payable

5,548.73

Total Current Liabilities

\$1,394,987.82

Capital

Local Grants-in-Aid

\$1,276,177.10

Cash Grants

108,300.00

1,384,477.10

Non-Cash Grants

Federal Capital Grants

Project Capital Grants

1,929,280.00

Relocation Grants

50,495.58

Total Capital

1,979,775.58

3,364,252.68

TOTAL LIABILITIES AND CAPITAL

\$4,759,240.50

THE HONORABLE WALTER H. REYNOLDS
Mayor, City of Providence

THE PROVIDENCE REDEVELOPMENT AGENCY

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James F. Reynolds, Executive Director

Robert C. Smith, Deputy Director
Stanley Bernstein, Project Director
Sidney Kramer, Project Director
Michael J. Kopeski, Project Director

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Ronda V. DeStefanis, Clerk-Stenographer I

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* Bryan A. Bailey, Redevelopment Project Planner

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Joseph J. Campo, Associate Engineer II
Thomas J. Angell, Engineering Aide III

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Maynard N. Guy, Management Aide
Robert H. Yermian, Management Aide
Carol L. Berman, Clerk Stenographer I

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Peter L. Cannon, Jr., Industrial Representative
Robert F. Arrigan, Industrial Representative
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Leonard Fleishman, Special Administrative Assistant
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Teresa L. Costello, Clerk-Stenographer I

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Vincent Pallozzi, Attorney I
Paul F. Casey, Attorney I
Jacqueline T. Checca, Clerk-Stenographer III

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* Margaret B. Geddes, Senior Redevelopment Project Planner
Richard R. Torchia, Senior Redevelopment Project Planner
Walter S. Schwaner, Jr., Associate Redevelopment Project Planner
Nanini G. Martucci, Associate Redevelopment Project Planner
Soo Dip Chin, Redevelopment Project Planner
Malcom Derdarian, Redevelopment Project Planner
William F. Mattos, Draftsman
Robert T. King, Draftsman
Rae Budnick, Clerk-Stenographer II

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Roger W. Nani, Assistant Real Estate Officer
Paul C. Lareau, Assistant Real Estate Officer
Maria A. Schiano, Clerk-Stenographer II

RENEWAL SERVICES DIVISION

John R. Kellam, Chief of Renewal Services

* Part-Time

Acknowledgments
We wish to thank the Providence Journal Company and the Rhode Island Historical Society for their generosity in permitting the Redevelopment Agency to use various illustrations that appear throughout this report.

FILED

JUL 2 12 24 PM '62

**CITY CLERK'S OFFICE
PROVIDENCE, R.I.**

*This artist's rendering on front cover depicts the new
Lippitt Hill neighborhood to be created through re-
development.*

