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# Providence

# Redevelopment

# Agency



annual

report

1981

40 FOUNTAIN STREET

PROVIDENCE, R. I. 02903

1 9 8 1 A N N U A L R E P O R T

PROVIDENCE REDEVELOPMENT AGENCY  
40 Fountain Street  
Providence, Rhode Island 02903

Review of Project Activities

January 1, 1981

through

December 31, 1981

PROVIDENCE REDEVELOPMENT AGENCY MEMBERS

1981

Stanley P. Blacher, Chairman

John Rao, Jr., Vice Chairman

Robert J. Bevilacqua

Frederick Lippitt, State Representative

Joseph Mollicone, Sr.

Laurence K. Flynn, Councilman

Edward W. Xavier, Councilman

Vincent A. Cianci, Jr.

Mayor

Ex Officio

AGENCY STAFF

  
Stanley Bernstein, Executive Director  
and Secretary

Charles A. Pisaturo, Legal Counsel

Mary J. Dessaint, Recording Secretary

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## INTRODUCTION

The Providence Redevelopment Agency was established in 1947 under the terms of the state Community Development Act, 1946, and by City Council Resolution No. 644, approved December 20, 1946. State enabling legislation underwent subsequent change until passage of new enabling legislation, the Redevelopment Act of 1956. The 1956 Act, as amended, provides the legal basis for and delineates the scope of the Agency's activities.

Over a period of time, with the passage of amendments and the addition of new titles to the Federal Housing Acts, Federal philosophy evolved from one of pure physical treatment to a concept of total involvement in treating physical, social and environmental problems - greater stress was placed on assisting people rather than buildings. Starting with a small staff of 2 in 1947, the Agency grew in size until 1967 when it had a staff of 57.

In February 1967, the City administration decided to create a single Department of Planning and Urban Development. The City Council Ordinance which established the new Department made it responsible for comprehensive City planning and housing code enforcement; and, by contract with the Providence Redevelopment Agency it would provide staff services for urban renewal activities. The new Department amalgamated separate structures each of which was attempting to arrest blight, bring about social change and provide a climate for economic growth within the context of expanding HUD programs.

In 1974, the U.S. Department of Housing and Urban Development (HUD) replaced several programs, including Title I urban renewal, with the Community Development Block Grant as the major source of federal urban development funding. Providence responded to the new legislation by retaining the Department of Planning and Urban Development to carry out comprehensive planning and redevelopment and by creating a new Mayor's Office of Community Development to plan and execute specific development activities under the new law and to administer the block grant funds.

Responding to this change in direction by the Federal government, and foreseeing a drastic decrease in Federal funding for urban renewal per se, the Providence Redevelopment Agency, in 1977, requested the Executive Director to prepare a five-year, \$25 million plan for funding future renewal projects. In so doing the Agency assumed responsibility for continuing the revitalization process it started in 1947. The \$25,000,000 redevelopment bond issue was approved at a special election on June 26, 1979.

The new bond issue permits the Agency to assume an even larger role in guiding and directing physical, economic and social improvement at several levels - neighborhoods, downtown revitalization and industrial retention or expansion.

Beginning early in 1980 and continuing into late 1981, a series of adverse events prevented the Agency from implementing this revitalization program on the scale intended. It became apparent that the city was headed towards a deepening financial crisis; the Administration and the City Council became locked in a struggle over the size of the City budget, the size of the deficit and the tax rate needed to support the budget and reduce the deficit. By late 1981 the consortium of banks which had been underwriting the city's expenses through a series of short term loans refused to lend the city additional funds unless and until the city could come to terms on the means to alleviate its financial problems.

Caught in the middle of these financial problems, the Agency was forced to slow down its revitalization efforts. But through careful handling of the monies it did have available and through the judicious and selective process of capturing surplus funds from nearly completed projects, the Agency was able to keep its commitments to those new projects for which it had authorized expenditures. It had to hold in abeyance those projects for which it had only made a reservation of funds.

It is anticipated that when the banks ease their credit restrictions, several new projects will get underway early in 1982.

NOTE: See Appendix A, Historical Retrospective, for a summary review of Agency activities since 1947.

## GENERAL AGENCY ACTIVITY

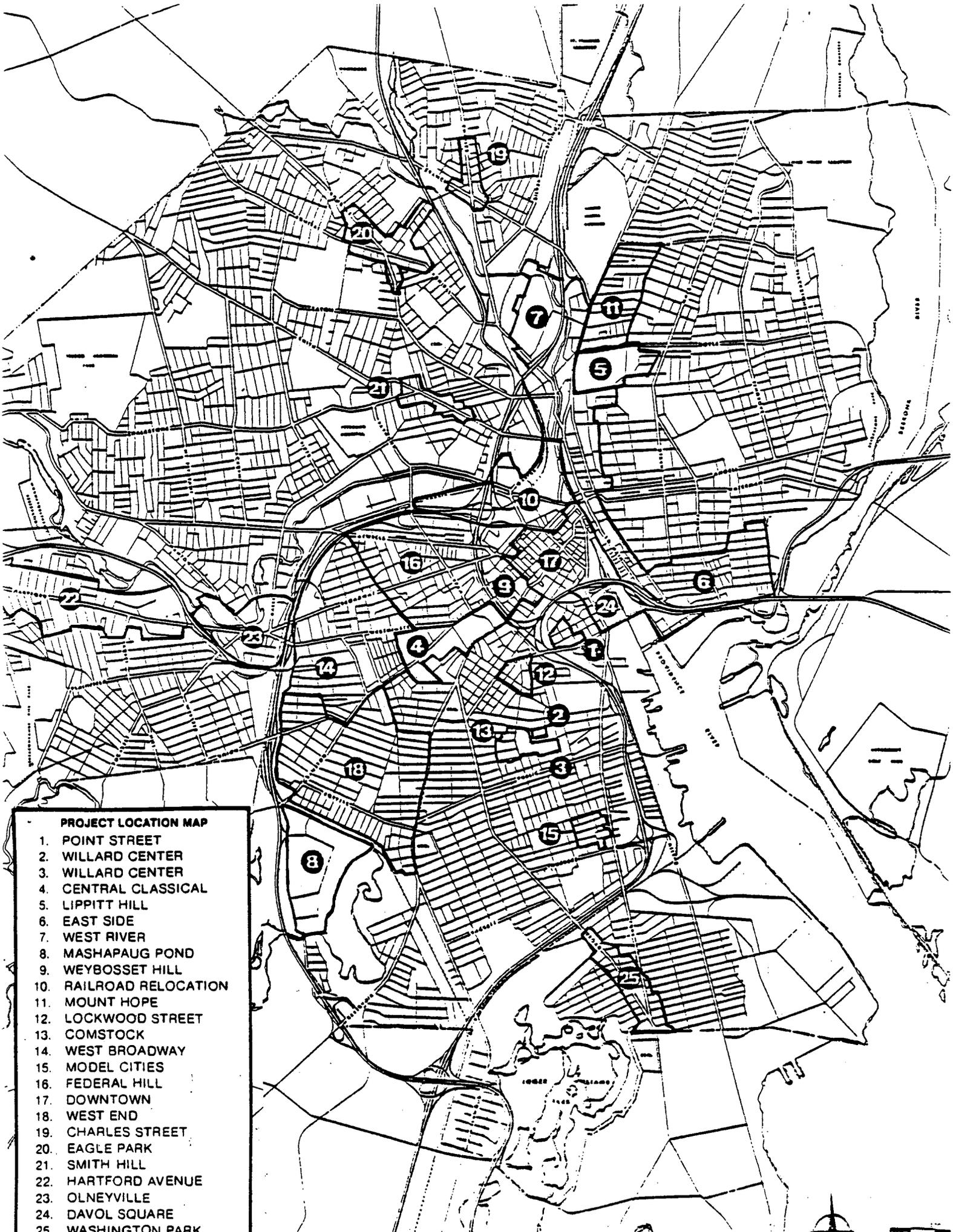
The Providence Redevelopment Agency held twelve regular monthly meetings in 1981. Reelected at the January 1981 meeting were Stanley P. Blacher, Chairman; John Rao, Jr., Vice Chairman; and Stanley Bernstein, Secretary.

The role of the Agency remains essentially the same, to plan and administer urban renewal in Providence. Over the years the Agency has had to face the challenge of shifting Federal priorities and a reduction of Federal funding for specific redevelopment programs. In the past many projects have been brought to completion, and the Agency has served as a catalyst in revitalizing the city. More recently, in recognition of the need to maintain past levels of public investment and despite Federal withdrawal from the area of redevelopment, the Agency took the initiative in proposing a \$25 million bond issue for funding future renewal projects. (Prior bond issues amounting to \$34 million were either expended or committed). With the funding provided by this 1979 bond authorization of \$25 million, the Agency is able to assume an even larger role in guiding and directing physical, economic and social improvement on the neighborhood level.

The Agency moved to assure that neighborhood residents' desires are expressed by advising all Project Area Committees (PAC's) that they must establish a formal review process to assure the PRA that all recommendations represent the decisions of project area residents. PAC's were also requested to submit updated membership lists to determine that each project area had adequate representation.

At the urging of HUD and on the recommendation of the Executive Director, the Agency took the initial steps in 1980 to close out three projects (Weybosset Hill, West Broadway and Model Cities) by passing Resolutions requesting financial settlements. Under terms agreed to by HUD, the Agency may retain surplus funds for incomplete project activities and transfer any remaining funds to projects with cumulative deficits. These three projects were closed-out in 1981.

Under these same terms it was recommended that close-out proceedings for the East Side and Lockwood Street projects be initiated. The documentation for Certificate of Completion and a final statement of gross and net project costs were submitted to HUD in September 1981. Using these procedures the Agency has been able to capitalize on surplus funds to initiate three new projects directly related to bolstering the city's economy - LaSalle Gateway, Memorial Square and Davol Square.



**PROJECT LOCATION MAP**

1. POINT STREET
2. WILLARD CENTER
3. WILLARD CENTER
4. CENTRAL CLASSICAL
5. LIPPITT HILL
6. EAST SIDE
7. WEST RIVER
8. MASHAPAUG POND
9. WEYBOSSET HILL
10. RAILROAD RELOCATION
11. MOUNT HOPE
12. LOCKWOOD STREET
13. COMSTOCK
14. WEST BROADWAY
15. MODEL CITIES
16. FEDERAL HILL
17. DOWNTOWN
18. WEST END
19. CHARLES STREET
20. EAGLE PARK
21. SMITH HILL
22. HARTFORD AVENUE
23. OLNEYVILLE
24. DAVOL SQUARE
25. WASHINGTON PARK

## CHARLES STREET

Purpose: To improve, develop and revitalize an 8 block commercial strip between Branch Avenue and Paul Street.

Size: 13.35 acres.

Schedule: Project begun 1981. Estimated completion 1983.

Primary Land Uses: Commercial.

New Developments: Public improvements, traffic circulation, acquisition, residential and commercial rehabilitation.

Future Activities: New construction and private investment.

Project Cost: \$1,200,000

Source of Funds: PRA Redevelopment Bond Authorization

### Project Activities

The Charles Street Revitalization Commission originally sought \$3.5 million for this project along a neighborhood commercial strip calling for tree planting, new lighting, new sidewalks, storefront renovation, removal of overhead utility wires and a new traffic pattern. The Agency approved a project cost of \$1.2 million in October 1979 to be used primarily for land acquisition and site improvements. Lee Pare and Associates, Inc. was retained to prepare the final design for the project. While the final plan received Agency approval in January 1981, several problems prevented actual groundbreaking for this project until September 3, 1981.

One major problem was the removal of over head utility lines. The utility companies were unwilling to assume the cost of this modernization which would consolidate utility poles, (which now run along both sides of the street) on one side and streamline the cables that the poles carry. The Agency was willing to invest \$200,000 in this phase of the project with the proviso that it could sue the utility companies at a later date to recover the costs if it should be determined that the utilities were in fact legally responsible for the improvements, but the utility companies did not want that proviso included in the letter to proceed with the work.

Another problem arose as a result of disagreement between the Administration and the City Council over the amount of the total city budget for 1981-82. Groundbreaking, originally scheduled for July 10, 1981, was canceled and a moratorium placed on expenditures because of uncertainties involving budget cuts made by City Council and their affect on neighborhood projects.

In the meantime the Agency having borrowed half of the \$1.2 million, had awarded contracts to the Narragansett Improvement Company in the amount of \$319,552 for street and sidewalk repairs and improvements and new traffic signalization and had negotiated contracts for \$89,000 with Narragansett Electric Co. and \$35,000 with New England Telephone to move and consolidate utility lines and poles. Work had also proceeded on property acquisition, demolition and renovation.

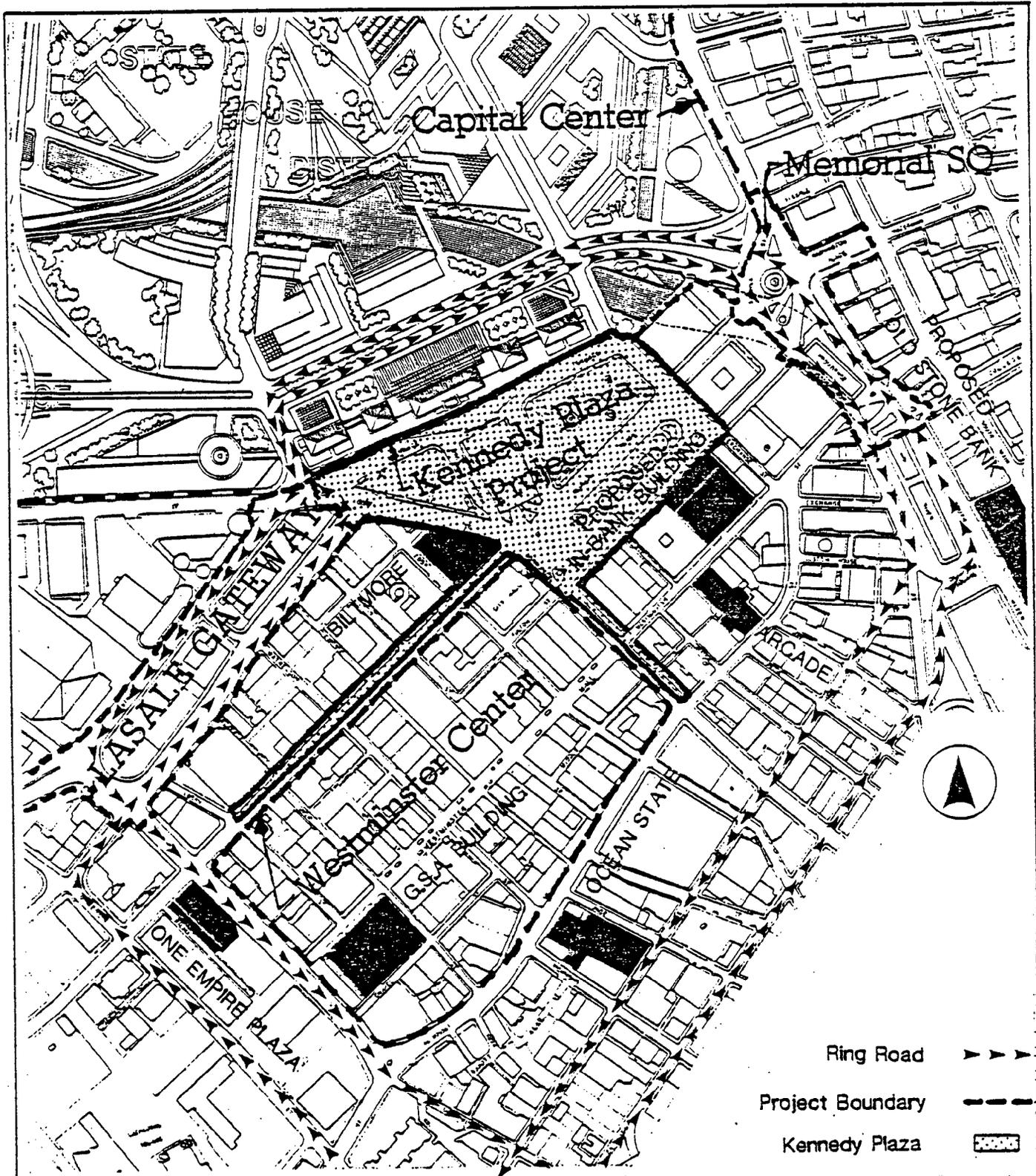
The availability of land and buildings acquired by the Agency stimulated considerable interest. Multiple offers to purchase were received on several parcels - the most sought after were vacant parcels rather than those with buildings requiring rehabilitation. It is expected that 1982 will see increased activity once the offers to purchase are formally accepted and site plans are translated into physical development.

## DOWNTOWN PROVIDENCE RENEWAL PLAN

Purpose:	To facilitate continued downtown redevelopment...intermodal transportation center, pedestrian and traffic improvements, parking garage, commercial development, railroad relocation and regional office park development, miscellaneous acquisition and development projects.
Size:	156 acres.
Schedule:	Project begun 1977.
Future Activities:	Funding of local share for Kennedy Plaza ARZ, parking garage, Capital Center Project, Ring Road (two one-way loops encircling Downtown), and acquisition. An updated Downtown Master Plan will include a parking plan as a major element.
Related Developments:	The redevelopment and expansion of the Westminster Mall into the Westminster Center Project, the development of Trinity Mews, recycling of Union Station and major private office building developments.
Project Cost:	Estimated \$100,000,000+ (Local commitment to date \$7,114,000, Federal \$2,300,500)
Source of Funds:	PRA Redevelopment Bond Authorization, UMTA, FRA, FHWA, State of Rhode Island (DOT), Providence & Worcester Railroad and other private investment.

### Project Activities

Since 1975, Downtown Providence has been undergoing a dramatic and far reaching revitalization effort. Through the active participation of the Mayor, the Providence Foundation and others, a close and mutually beneficial partnership has emerged between government and the downtown business community.



Recent Developments and Proposals

# DOWNTOWN PROVIDENCE

Department of Planning and Urban Development

Building on the Downtown Providence Renewal Plan adopted by the Providence Redevelopment Agency in 1976, the following activities are of major significance.

Kennedy Plaza Auto-Restricted Zone (ARZ)

In September of 1978 the City was awarded a \$340,500 Section 3 grant from the Urban Mass Transportation Administration (UMTA) for final engineering and design studies and in November a Section 6 demonstration grant of \$960,000 was received from UMTA. The \$5.8 million project (local share \$981,000) is designed to give Kennedy Plaza a new face, make walking safer and more pleasant, encourage bus travel and reduce traffic congestion and air pollution. In October 1980, due to inflation and delays in project execution, the local share was proposed to be increased by another \$309,000 making the total local share \$1,290,000.

Complementary to the Union Station project, it will be carried out with the cooperation of the Rhode Island Public Transit Authority and the Rhode Island Department of Transportation. In June 1979, Albert Veri Associates was selected architect/engineer for the project. In September 1979, UMTA notified the Agency that for procedural reasons it would not approve the contract with Albert Veri Associates and requested the Agency to go through the selection process a second time. To avoid any further delays in the project the Agency decided to go ahead and readvertise for new proposals, since groundbreaking for the project would now be delayed until the Fall of 1981. Again the Veri firm was awarded the contract subject to UMTA approval which was received in May 1980.

In the meantime, UMTA indicated that funding under Section 3 might not be available and requested that a supplemental application for construction funds be filed under its new Urban Initiatives Program. The latest amended application under the Urban Initiatives Program was filed in February 1981. A budget reduction campaign undertaken by the Reagan administration placed this project in further jeopardy and in June 1981 it was announced that UMTA might withdraw a long-standing pledge to award the \$5.1 million grant needed to complete the project. Subsequently, it was determined that a rescue effort might be mounted by tapping other grant money available through the U.S. Department of Transportation and the state since the state has dropped plans to construct Route 895, and under Federal regulations it can request that other projects be substituted and money reassigned.

Because of the Federal government's delays, the Mayor vigorously pursued this matter with high level administration officials and in November 1981, UMTA advised the city that it had approved \$1.0 million for construction of the first phase, the main transit terminal.

## Capital Center Project

Union Station and the land occupied by the railroad tracks remain an important component in Downtown's long term redevelopment plans. The four buildings that comprise the station complex are on the National Register of Historic Places. Since most of the space is not needed for station use, the desirability of redeveloping the buildings for a combination of uses has prompted the City of Providence to encourage private development of the complex.

In the fall of 1978, the Providence Foundation, an affiliate of the Greater Providence Chamber of Commerce, reviewed an earlier Providence Redevelopment Agency concept for relocating the existing elevated railroad tracks. As part of the Northeast Rail Corridor improvements program, the Federal Railroad Administration (FRA), a division of the U.S. Department of Transportation, had already begun to spend about \$23.6 million to refurbish the existing trackage and Union Station. The Foundation estimated that the cost of relocating the tracks would save about \$6.0 million and would open up dozens of acres of prime land for new development. The plan provided for new at-grade trackage which would pass at the base of the State House lawn, a recycling of the present Union Station complex and construction of a smaller station near the new line of tracks. Federal, state and local officials all agreed to give serious consideration to this proposal.

On April 26, 1979, Mayor Cianci unveiled a detailed plan for relocation of the railroad tracks and redevelopment of the resulting open space. The plan was prepared by a team of Federal, State, City and local business planners with aid from the architectural firm of Skidmore, Owings and Merrill. Basically, this \$50 million plan would dismantle the elevated tracks, build a new stretch of partly-covered tracks closer to the State House, and create a 33-acre office park adjacent to the existing Downtown. Subsequently, the FRA held a series of public hearings while preparing an Environmental Impact Assessment to determine the effects such a plan would have on the Downtown area. On June 29, 1979, the U.S. Department of Transportation tentatively endorsed this detailed plan which had already received State and City endorsement in April.

Negotiations continued between government and business planners towards implementing the long range plan. In October 1979, planners reached several agreements including (1) a proposal to establish a quasi-public commission, made up of all interested parties, to coordinate the overall project; (2) owners of land progressed in negotiating a complex series of land transfers and (3) the City of Providence and the Providence & Worcester Railroad gave FRA letters of intent to provide their

share of development funds when needed. In January 1980, consultants announced their preliminary findings with the major finding being that the relocation project would provide a major economic boost to the City.

The last of a series of public hearings was held in March 1980 at which time two distinct camps of opinion emerged - business and labor in favor; rail passengers, ecology advocates and admirers of Union Station opposed. It was announced that a draft Environmental Impact Study was under preparation.

The month of June 1980 saw several developments which served to move the project forward. The President signed a bill which included \$750 million to complete improvements along the Northeast Rail Corridor (NERC) from Boston to Washington by 1985 (including relocation of the Providence station and tracks). This brings the total cost of the Corridor project to \$2.5 Billion.

On June 10, 1980, the Providence Redevelopment Agency voted to contribute \$4.3 million as the city's share of the overall public improvement costs. The \$4.3 million will come from the \$25 million renewal fund authorized by the voters in June 1979. By October, in order to meet rising costs the Agency proposed an amendment to the Downtown Plan to increase the local share to \$4.624 million and reserved the right to make budget adjustments. The cost of the project is now estimated at \$126 million of which the Federal share will be 80 percent. Beginning in 1982, most of this decade will be spent converting the 30 acre center into convenient and prestigious sites for major office and residential buildings. Developers are expected to construct up to 3.5 million square feet of new office space over a period of 10 to 20 years, beginning in the late 1980s.

In May 1981, the Capital Center Commission was formally created as an Agency of the state and city governments. The commission will have the power to adopt and enforce regulations for construction in the development area. Also in May, the State Department of Transportation, as part of a \$25 million bond referendum to be presented to voters in November 1981, announced plans for the long planned Civic Center interchange. The interchange, a series of seven highway ramps that would connect Route 95 to local streets in downtown Providence, is a key element in the development of the Capital Center and is considered a major attraction for promoting developer interest in construction of new office buildings. The interchange will cost \$40 million with the State paying its \$4 million share from the proposed bond issue.

The U.S. Department of Transportation approved a final "environmental impact statement" in June 1981, which concluded that railroad relocation was the preferred alternative.

Several other major steps were taken in the fall and winter of 1981 which served to bring the project closer to final stages of agreement, at least among local participants - in September, the State Planning Council voted to amend the State Guide Plan to permit moving the railroad tracks; in October the State acquired Conrail's rights to Union Station and adjacent property to prevent any snags in developing the project and also in October, the City Council voted final passage of an Ordinance committing \$4.624 million in city funds to the project.

#### Westminster Center

Under a grant from the Economic Development Administration, the Westminster Pedestrian Mall has been redesigned, enlarged and re-designated as the Westminster Center Project. The enlarged project includes modification of Weybosset, Empire and Washington Streets, connecting links to the Outlet Company's main entrance, Trinity Mews and a tie-in with Kennedy Plaza using permanent paving of granite and brick. Trees, new lighting and street fixtures are all designed to effect an esthetically coordinated downtown. The total project cost will be \$4.9 million. The final phase of this work began on March 27, 1980 with the completion scheduled for Summer 1982.

The development of Trinity Mews along Aborn Street between Washington and Fountain Streets to serve as an outdoor adjunct for cultural activities in connection with Trinity Theater and other performing arts groups moved a step closer to reality with resolution of the required land swap. By October 1980, the Agency had received enough letters of assent from bondholders (it needed approval of 75% of bondholders) to release land adjacent to the Majestic Garage for construction of Trinity Mews with Economic Development Administration Public Works funds. The letters of assent permitted the Agency to amend the lease with Providence Off-Street Parking, Inc., to delete the land in question and transfer it to the city. The project, which features a stage, a brick paved plaza and trees was completed in December 1981 at an approximate cost of \$185,000.

#### Other Public and Private Developments

On April 8, 1980, the PRA voted unanimously to take steps to acquire the former Journal Building on Westminster Mall, with the goal of finding a developer willing to restore and utilize the building. One restoration specialist has estimated it would cost at least

\$500,000 to repair the damage caused to the original terra cotta exterior where aluminum panels were installed and a total of \$3.5 million to renovate the entire building. A public hearing was held in January 1981 and the concept of acquiring the building was received favorably but because of the city's critical financial situation at that particular time no further action was taken. City Council Resolution No. 511 dated September 9, 1981, directed the City Treasurer to borrow \$700,000 for acquisition of the building. On October 9, 1981, the Agency requested the City Treasurer to provide it with the \$700,000 so that further steps could be taken towards acquisition. However, because of continuing financial difficulties, the consortium of banks were unwilling to extend the city's line of credit - it was felt that possibly by the first part of 1982 the banks might be able to provide an extension on credit limit.

EAST SIDE R.I R-4

Purpose: To selectively develop portions of the East Side and Randall Square.

Size: 343 acres, divided into four sections: Randall Square, Constitution Hill, South Main and South Water Streets, Fox. Point.

Schedule: Project begun 1967. Estimated completion 1982.

Primary Land Uses: Residential, commercial.

New Developments: Garden apartments, housing for the elderly, hotel and parking, office buildings, institutional headquarters, rehabilitated residential and commercial structures, medical office building, restored historic structures.

Future Activities: Sale of remaining parcels to preferred developers.

Project Cost: \$30,861,035

Source of Funds: HUD -- \$23,754,301; Local Share -- \$7,106,734

Estimated Private Investment: \$95,000,000

Project Activities

This massive, diverse project, the largest project undertaken in the City is nearing completion after a development period spanning almost one and a half decades. Most of the anticipated major construction is already in place: high and low rise apartments, office buildings, an hotel, commercial developments and renovation or restoration of a number of historic structures and site improvements. Close-out procedures have accelerated on this project - Certificates of Completion were issued to developers of nine seperate parcels during the year.

As a matter of fact, the PRA decided around mid-year to initiate close-out procedures for both the East Side and Lockwood Street projects. HUD advised the Agency in June 1981 that it had completed a review of the Agency's request for a financial settlement and requested that necessary documentation for a Certificate of Completion and a final statement of gross and new project costs be submitted by September 4, 1981. These close-outs will carry similar terms of agreement as applied to the Weybosset Hill, West Broadway and Model Cities close-outs - surpluses can be utilized within expanded project boundaries, for incomplete project activities, or transferred to projects with cumulative deficits.

Major activity for the past year has centered on residential and office building construction. The two series of luxury townhouses erected by Erlich-Germon Corp. and Kates Properties were completed and ready for occupancy. Burr's Lane Associates obtained final site plan approval for twelve townhouses; five units were under construction by the end of this reporting period. The four story Plantations Office Building containing 15,000 square feet at the corner of South Main and Power Streets has been completed and work is currently underway on the three story Gateway Building which will have 29,000 square feet at a cost of \$2.5 million.

A developer advanced a conceptual plan for a building identical to the recently completed IBM building in the Randall Square section. The new building would have 81,800 square feet with a two-story parking garage topped by four floors of office space costing about \$5.5 million. The American Mathematical Society added a 15,000 square foot addition to its existing 25,000 square feet of space.

In a plan amendment, the East Side Project boundaries were extended to include the \$300,000 Davol Square project. (See New Redevelopment Projects).

## FEDERAL HILL EAST

Purpose:	To revitalize a Providence neighborhood by rebuilding and improving a commercial strip and by preserving its ethnic character as the first step.
Size:	170 acres, bounded by the Route 6 Connector, Knight Street, Westminster Street and Interstate 95.
Schedule:	Project begun 1977. Estimated completion of Atwell's Avenue 1981.
Primary Land Uses:	Residential, commercial.
New Developments:	A redesigned and rebuilt major arterial street and commercial strip, pedestrian plaza for open air market, plazas, entrance arch, brick sidewalks, historic style light standards, new bus shelters, trash receptacles, trees, etc.
Future Activities:	Rehabilitation of commercial and residential properties. Additional site improvements.
Project Cost:	\$3,600,000
Source of Funds:	Local Share \$3,600,000

### Project Activities

Two amendments to the Official Redevelopment Plan were made in 1980. In March 1980, an amendment was authorized to allocate \$258,000 to develop a plaza for St. John's Church on Atwell's Avenue. The plan called for relocating or demolishing the building at 366 Atwells Avenue and selling the building at 370-376 Atwells Avenue for rehabilitation. There was sufficient money in the Project Budget so that no increase in project cost was necessary.

Three letters of interest concerning the rehabilitation of the property at 368-376 Atwells Avenue were referred to the Project Area Committee for consideration in February 1981. A decision was made to accept Jane Mayerson as developer of this parcel subject to inclusion of a solar wall.

A second amendment was authorized to be filed with the City Council at the July 1980 Agency meeting. This amendment authorized the acquisition of nine (9) parcels of land and an addition to the budget of \$500,000 of committed funds.

The Amendment was approved by the City Council, but a Resolution authorizing an additional \$500,000 for budgeted expenditures for this project was withdrawn from City Council when it was determined that the required funding was available in the budget through savings effectuated over the years.

LOCKWOOD STREET R.I. R-27

Purpose: To develop a portion of Upper South Providence in the vicinity of Rhode Island Hospital.

Size: 11 acres.

Schedule: Project begun 1973. Estimated completion 1982.

Primary Land Use: Residential.

New Developments: Housing for families and elderly persons.

Future Developments: Sale of remaining parcels.

Project Cost: \$2,490,333

Source of Funds: HUD -- \$1,876,500; Local Share -- \$613,833

Estimated Private Investment: \$10,000,000

Project Activities

William J. Canning asked for an extension of time on his proposal to build 38 Section 8 units for low income families so that he can combine it with another 16 unit project in West Broadway in order to make the economics feasible.

Along with the East Side project, the Agency decided in mid-year to initiate close-out procedures on this project. HUD advised the Agency in June 1981 that it had completed a review of the Agency's request for a financial settlement and requested that necessary documentation for a Certificate of Completion and a final statement of gross and net project costs be submitted by September 4, 1981. A final audit for this project was authorized in December 1981.

## WEST END

Purpose: To stabilize and redevelop portions of a densely mixed use neighborhood which has suffered physical deterioration, population changes and structural obsolescence.

Size: 309 acres.

Schedule: Project begun 1979. Estimated completion 1985.

Primary Land Uses: Residential, commercial.

New Developments: Site improvements.

Project Cost: \$1,000,000

Source of Funds: PRA Redevelopment Bond Authorization

### Project Activities

Recognizing that the West End Neighborhood was rapidly deteriorating, the Agency agreed in 1978 to set aside \$1.0 million from its bond authority already reserved for the Downtown area. The staff was directed to develop a plan for the use of the \$1.0 million in cooperation with local neighborhood groups. Planning studies including land use and socio-economic surveys were undertaken. The West End Coalition eventually emerged as the recognized official Project Area Committee. The project boundaries were established as the Huntington Expressway on the west and south, Elmwood Avenue on the east and on the north by Wood, Messer, Cranston, Dexter and Cromwell Streets.

On September 27, 1978, the West End Coalition presented its preliminary plans at a public hearing. The plan focussed on providing low-interest, home improvement loans and selective clearance of between 15 and 20 dilapidated houses. In January 1979, the Agency agreed in principle to a rehabilitation program which provided for renovation of between 140-160 houses.

In August 1979, after twenty-one months of planning and negotiations, the low-interest loan program got underway with five (5) banks participating. Loans of up to \$10,000 were to be provided at 12 percent interest, 6 percent of which is subsidized by the Agency. In May and June of 1980, two of the participating banks indicated the necessity to increase the interest from 12 to 15 percent. Subsequently, the Agency agreed to increase its subsidy from 6 to 9 percent to meet the increased cost. In

September 1980, the rehabilitation loan program was temporarily suspended while the Agency sought additional legal determinations as to the legality of the subsidy concept. A swift decision in favor of the subsidy put the program back on track almost immediately.

By the end of 1981, there had been 281 responses to 436 letters to property owners. This has resulted in 90 referrals to banks of which 38 have been approved for loans, an equal number has been rejected and 14 are pending. Because of the relatively high percentage of rejections, the West End Coalition approached the Agency with a view towards expanding the loan program to assist these borderline credit risks. A \$40,000 "high risk" revolving loan fund, was established for this purpose.

## NEW REDEVELOPMENT ACTIVITIES

In order to maintain past levels of public investment in redevelopment in the City, the Administration requested and received voter approval of a 1979 \$25 million bond issue which will contribute to rebuilding the City over a five year period. All prior redevelopment funds are spent or obligated, and the use of the bond money as a local match for inter-governmental aid could generate \$75 to \$100 million in total public investments.

The tentative allocation of City money will be in the following areas:

1. Commercial Development \$8,000,000  
including Downtown (\$1,000,000),  
neighborhood commercial centers  
(\$7,000,000).
2. Transportation-Related Site  
Improvements \$5,000,000
3. Residential Neighborhood Improvements  
and Housing \$2,000,000
4. Industrial Development \$8,000,000

### Project Development

As a result of voter approval of a new \$25 million bond issue for redevelopment purposes, numerous proposals and requests for planning assistance have been received from citizen groups and organizations seeking funding for various neighborhood improvement projects. Among the neighborhoods requesting funds and preparing plans for their expenditures are:

Washington Park	Smith Hill
Olneyville	Hartford Avenue
Trinity Gateway	South Providence
Charles Street	Eagle Park

NOTE: See also, Annual Report 1980, Department of Planning and Urban Development.

## Neighborhood and Commercial Area Revitalization Plans

### Trinity Gateway

This project covers a 60-acre section of South Providence and Elmwood. As originally proposed by the Trinity Gateway Committee (PAC) the \$5.8 million plan has three basic parts: 1) revitalization of the Trinity Square retail district, 2) creation of a housing fund to provide home improvement loans and grants, and 3) revitalization of the area's industrial districts. In September of 1980 the Providence Redevelopment Agency approved the sum of \$1.25 million for the project of which \$250,000 would be for rehabilitation purposes. In the later part of the year there was some dispute as to the citizen and minority make-up and membership of the PAC being representative of the area residents. Subsequently, it was determined that there is some overlap with another group purporting to represent the South Providence area and that both groups should coordinate their efforts.

### Olneyville Square

This plan was originally conceived as a proposal to relieve traffic congestion in Olneyville Square. In-house staff designed a circulator which served as a centerpiece for a revitalization plan. Under funding from the Mayor's Office of Community Development (MOCD), C.E. Maguire was engaged to develop the final conceptual plan. The plan calls for off-street parking, treatment of the Square with new sidewalks and other amenities and for the re-use of blighted properties as a stimulus for business in the area. Full implementation of the plan would cost about \$4.0 million. In January 1981, the Providence Redevelopment Agency agreed to reserve \$1.0 million towards the cost of the project with the balance of funding to be requested through the State's Urban Systems Program.

### Hartford Avenue

The Hartford Avenue Business Association initiated this project in an effort to revitalize the commercial district. Under a grant from MOCD, Albert Veri Associates (AVA) prepared a conceptual plan. The department staff provided the basic field work, conceptualized street adjustments, and planning insights. AVA staff developed the site design to create a new square at the intersection of Petteys and Glenbridge Avenues. In March 1981, the plan was presented to the Providence Redevelopment Agency and was accepted, and the PRA reserved \$1.0 million for the project. In June 1981, the staff commenced work on a final Redevelopment Plan which was submitted to the City Council in October. The final public hearing on the plan was scheduled for January 1982.

### Smith Hill

This project was initiated at the request of the Smith Hill Neighborhood Economic Revitalization Commission (SHNERC). The Smith Hill plan was completed in March 1981 and presented to the Providence Redevelopment Agency. The \$1.0 million plan approved by the Agency in October for the redevelopment of several blighted and vacant properties; increased off-street parking; access to Nolan Street via Smith Street; and streetscape amenities.

In addition, the Department was instrumental in initiating an Architectural Workbook which in cooperation with the Mayor's Office of Community Development (MOCD) and the Providence Office of Economic Development (POED) was published in April 1981. As a further aid to assisting the area, City Council passed a "design control ordinance" to rid the area of ugly storefronts, billboards, etc. A Design Review Committee was sworn-in in November with control over requirements for shop windows, awnings, roofs, signs, parking lots and building colors. A public hearing for this project is scheduled for January 1982.

### Washington Park

This plan was completed by the middle of 1981. It calls for the redevelopment of several blighted parcels and streetscape amenities along Broad Street. In October 1980, the Providence Redevelopment Agency approved the conceptual plan for the area and reserved \$1.2 million for project activities.

### South Providence

As a result of the need for specific neighborhood revitalization efforts, such as was attempted by the Trinity Gateway Committee, the South Providence Revitalization Committee and others, the Department has initiated a generalized comprehensive plan for all of South Providence, the West End and Elmwood. A generalized plan will propose activities in these neighborhoods as a framework from which to formulate specific revitalization projects. The intent is to allow local Project Area Committees to determine their own objectives and let the staff and/or consultants provide technical input to achieve these objectives. The Providence Redevelopment Agency targetted \$1.0 million for project activities for this area.

### Eagle Park

The Eagle Park Revitalization Commission retained as private consultants, MacDonald, Casner, Kelly, to prepare a proposal to be

submitted to the Department for consideration by the Providence Redevelopment Agency for financing. This plan was completed in June 1981 and approved by the PRA in conceptual form. In August, the Agency endorsed the final plan which provides for rerouting traffic, repaving streets, new sidewalks, trees, benches and some minor acquisitions.

#### LaSalle Gateway

A 1979 proposal, from the Fountain Street - Sabin Street Association, originally called "Gateway One" and now referred to as "LaSalle Gateway" was first considered for funding as an amendment to the Downtown Renewal Project at a local cost not to exceed \$220,000. Subsequently, it was determined that surplus Weybosset Hill Project funds could be used to expand site improvement activity, and the earlier action using Downtown funds was rescinded. Four proposals for architectural and engineering planning were received with Albert Veri Associates being the successful bidder. Improvements will include trees, brick sidewalks, new streetlights, flagpoles and other street amenities.

#### Davol Square

The boundaries of the East Side Project were expanded to include "Davol Square", a multi-million dollar conversion and restoration of an old factory complex into a new office/retail complex combining professional office space with first class speciality shops and restaurants. In September 1981, the Agency reserved \$300,000 for site improvements. This project sponsored by Marathon Companies, will cost between \$12,000,000 to \$15,000,000.

COMPLETED PROJECTS

Point Street 3.8 acres. Initiated 1950. Delayed by lawsuit. Undertaken 1956. Primary reuse: Industrial Parking. Completed 1961. Net Project Cost \$157,000.

Willard Center One 4 acres. Undertaken 1954. Primary reuse: elementary school. Completed 1959. Net Project Cost \$600,000

Willard Center Two 15 acres. Undertaken 1955. Primary reuse: shopping center, school playfield. Completed 1959. Net Project Cost \$1,593,000.

West River 60 acres. Undertaken 1956. Primary reuse: Industrial Park. Completed 1961. Net Project Cost \$4,090,000.

Lippitt Hill 57 acres. Undertaken 1959. Primary reuse: shopping center, apartments, elementary school, church. Completed 1971. Net Project Cost \$4,639,278.

Central-Classical 67 acres. Undertaken 1959. Primary reuse: high school, playfield, garden apartments, nursing home. Completed 1971. Net Project Cost \$7,980,951.

Huntington Expressway Industrial Park 150 acres. Undertaken 1961. Primary reuse: Industrial park. Completed 1971. Net Project Cost \$5,235,022.

Model Cities (NDP A2-2) 20 acres. Undertaken 1970. Primary reuse: residential. Completed 1973. Net Project Cost \$1,015,803.

Comstock 10 acres. Initiated in 1972. Primary reuse: new single-family owner-occupied homes; neighborhood facility. Completed 1979. Net Project Cost \$1,312,304.

Mount Hope

90 acres. Undertaken 1968. Primary reuse: rehabilitation of existing structures, construction of needed site improvements. Completed 1979. Net Project Cost \$4,831,186.

West Broadway A2-1

233 acres. Undertaken 1970. Primary reuse: multi-unit housing for families and elderly, scattered site developments of single-family housing, a health center, a neighborhood center and a public school. Completed 1979. Project Cost \$11,300,000. Private investment estimated at \$10,000,000.

Weybosset Hill R-7

56 acres. Project begun 1964. Primary reuse: Civic Center, interstate bus terminal, high rise luxury apartments, apartments for the elderly, office buildings, Cathedral Plaza. Completed 1981. Project Cost \$21,289,390. Private investment estimated at \$145,000,000.

PROVIDENCE REDEVELOPMENT AGENCY  
 Consolidated Condition Statement  
 December 31, 1981

ASSETS AND PROJECT COSTS

CASH IN BANK

Project Expenditure Accounts	\$ 285,412.
Temporary Loan Repayment Funds	16,418.
Good Faith Deposits	50,893.

TOTAL CASH	\$ 352,723.
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Accounts Receivables (Court, Etc.)	1,104,329.
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Investments	3,480,000.
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PROJECT COST:

East Side	\$ 143,866.
Lockwood Street	21,148.
Federal Hill East	2,778,399.
Downtown Renewal Project	100,567.
West End Project	122,065.
UMTA Section #3	182,653.
Charles Street Project	457,009.

TOTAL PROJECT COST	3,805,707.
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TOTAL ASSETS

\$ 8,742,759.

LIABILITIES & FUNDING GRANTS

LIABILITIES:

Accounts Payable	\$ 1,180,776.
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TOTAL LIABILITIES	\$1,180,776.
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FUNDING GRANTS:

Local Grant-In-Aid; Cash	\$ 5,737,696.
Project Grants	1,386,859.
Rehabilitation Grants	239,072.

TOTAL FUNDING GRANTS	7,363,627.
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Proceeds from sale of land	198,356.
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TOTAL LIABILITIES & FUNDING GRANTS

\$ 8,742,759.

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT

DECEMBER 31, 1981

Executive

Stanley Bernstein  
Peter Peligian  
Mary J. Dessaint

Director  
Assistant to the Director  
Secretary to the Director

Fiscal Affairs

Frank E. Corrente  
Thomas J. Graves  
Robert V. Landi  
Albert E. Lavallee  
Barbara S. Gaulin  
Donna M. Pietrunti

Chief  
Assistant Chief  
Fiscal Officer  
Accountant III  
Accountant I  
Receptionist

Legal Services

Charles A. Pisaturo  
Raymond Mannarelli  
John Cappello  
Louis J. Cosentino  
Rae Baker

Chief  
Assistant Chief  
Project Counsel  
Project Counsel  
Legal Secretary

Research & Evaluation

David L. Davies  
Donald S. Conley  
Joseph P. Lackey  
Jo-Ann M. Penta

Chief  
Senior Research Assistant  
Research Assistant  
Clerk Stenographer III

Family Relocation

John A. Ryan  
Michael R. Lepore  
Linda J. D'Iorio

Chief  
Case Work Supervisor  
Social Case Worker

Project Development

Robert H. Yeremian  
John R. D'Antuono  
Vincent F. Porrazzo  
G. John Terenzi  
Anthony Napolitano  
Normand R. Masse  
Gloria Levitt  
Beverly A. Shechtman

Project Supervisor  
Project Supervisor  
Project Supervisor  
Supervisor of Rehabilitation Services  
Supervisor of Program Specialist  
Rehabilitation Specialist  
Legal Secretary  
Clerk IV

Real Estate

William G. Floriani  
Patrick F. O'Connor  
Peter L. Cannon, Jr.

Supervisor of Real Estate  
Real Estate Aide II  
Land Disposition Officer

Engineering

John S. Kowalik  
Louis Calcagni, Jr.  
Ronald E. Moore  
Clinton C. Goins

Supervisor of Engineering  
Associate Engineer IV  
Engineer's Associate  
Engineer's Associate

Management

James F. Murphy  
Thomas A. Cahir, Jr.  
Arthur Marsland

Supervisor of Business Relocation  
and Property Management  
Business Relocation Officer  
Management Officer

Planning

Samuel J. Shamoon  
Soo-Dip Chin  
George Turlo  
John R. Kellam  
Bruno Mollo  
Merrick A. Cook, Jr.  
William F. Lombardo  
Richard H. Piscione  
Ronald A. Mercurio  
Earl R. Shirley, Jr.  
Edward K. Grant  
Cecelia A. Diggins

Chief  
Supervisor of Project Planning  
Supervisor of Current Planning  
Supervisor of Long Range Planning  
Supervisor of Traffic Planning  
Principal Planner  
Senior Planner  
Senior Planner  
Senior Planner  
Associate Planner  
Draftsman  
Clerk IV

CODE ENFORCEMENT

Barbara M. Krank	Chief
Frank L. Hanley	Supervisor
Richard G. Riendeau	Counsel
Melvin St. J. Susi	Supervisor of Rehabilitation Services
Daniel C. Murphy	Rehabilitation Specialist
Ralph T. Salvatore	Rehabilitation Specialist
John J. Beatini	Rehabilitation Specialist
Patrick J. Fallon	Financial Specialist
Haig Boghigian	Renewal Inspector III
Alexander Perillo, Jr.	Renewal Inspector III
Edward H. Emmott, Jr.	Renewal Inspector III
Calvin A. Turner, Jr.	Renewal Inspector II
Antonio R. DelPico	Renewal Inspector II
Kevin Hodgkins	Renewal Inspector II
Robert S. Carew	Renewal Inspector II
Richard A. Gomes	Renewal Inspector II
Vincent Lato, Jr.	Renewal Inspector I
Marcus Andrade	Renewal Inspector I
Hulet Hill	Renewal Inspector I
Emilio M. Matos	Renewal Inspector I
Joan R. Craddy	Legal Secretary
Teresa R. Imondi	Clerk IV
Jean Roy	Clerk Stenographer III
Barbara C. Dodd	Clerk Stenographer III
Sheilia R. Berger	Clerk Stenographer III
Angela M. Goff	Clerk Stenographer II

THIS REPORT WAS PREPARED BY

DIVISION OF RESEARCH & EVALUATION

DAVID L. DAVIES, CHIEF

DONALD S. CONLEY, SENIOR RESEARCH ASSISTANT

TYPED BY

JO-ANN M. PENTA

CLERK STENOGRAPHER III

## PROVIDENCE REDEVELOPMENT AGENCY

HISTORICAL RETROSPECTIVE

The Providence Redevelopment Agency was created in 1947 under the terms of the "Community Redevelopment Act", Chapter 1802 of the Public Laws of 1946, and by City Council Resolution No. 644, approved December 20, 1946. It was the first redevelopment agency in New England and one of the first in the country. Redevelopment legislation was subsequently amended by the "Slum Clearance and Redevelopment Act", Chapter 2574 of the Public Laws of 1950.

The legal basis for redevelopment and rehabilitation was written into the State Constitution by virtue of a constitutional amendment approved by the voters at a special election on July 12, 1955. New enabling legislation was then considered by the General Assembly which would broaden the function of a redevelopment agency in accordance with the phasing of the constitutional amendment. This resulted in passage of the "Redevelopment Act of 1956" which, as amended, provides the legal basis under which the Providence Redevelopment Agency now operates.

The road to renewal was not as smooth nor as simple as it may sound from the above introductory paragraphs. A complicated series of actions and litigations occurred before the Agency was able to "settle in" to implement its primary purposes.

One of the first official acts of the Agency was to recommend to the City Council that it designate seventeen (subsequently increased to eighteen) redevelopment areas. These areas were divided into "arrested areas" and "deteriorated areas". Since it was a period (1948) of housing shortages, the redevelopment agency considered its first duty was to undertake projects that would add to the housing supply. The thinking was that this could best be done in the "arrested areas" where redevelopment could proceed with a minimum amount of displacement. This approach was stalemated in 1949 when the State Supreme Court indicated that it failed to see how redevelopment of arrested areas could be considered a public purpose as defined by the State Constitution. This raised a serious question since the constitutionality of the Community Redevelopment Act of 1946 and the right of eminent domain vested in the Agency were explicitly founded on the premise that redevelopment is a public purpose.

The Agency now turned its attention to the "deteriorated areas" where the proposed treatment would be slum clearance. Before proceeding with this application of the Act, it was deemed advisable to confirm the constitutionality of the 1946 Act to determine once and for all whether the Redevelopment Agency had the right to condemn land and spend public funds to prepare land for development by private enterprise.

To force the issue, it was decided to undertake a full scale project through planning to the point of execution--requiring condemnation of property. The Point Street Project, an eight acre portion of a 255-acre redevelopment area was chosen to serve as a test case. A redevelopment plan for Point Street was approved by the City Council in May of 1951; previously a tentative plan had been approved, so the project was approaching condemnation. Condemnation cannot occur until thirty day's following enactment of the plan into law, during which time suits can be brought to contest the plan. In July of 1951, one hour before expiration of the required 30-day period, the Agency and the City were sued by a Point Street property owner. Two months later another suit was instituted. These suits kept the Point Street Project in the courts until 1956.

When they were resolved, the second in the State Supreme Court, both in favor of the Redevelopment Agency and the city, two legal principles were clearly established:

- 1) The Redevelopment Agency can, in fact, condemn land and spend public funds for development by private enterprise, and
- 2) The Agency has the authority to determine which properties must be condemned to accomplish the public purpose of redevelopment within an approved project area.

By the time the cleared land was ready for reuse, the project for one reason and another had been reduced in size to one and a half acres. The project was officially completed on April 10, 1961, more than ten years after its beginning.

Years before the Point Street project reached condemnation, a second clearance project was well along in development. This was the 19 acre pair of Willard Center projects in South Providence. Just as the Point Street project was the pilot legal case, Willard Center was the pilot redevelopment operation for Providence. From this project and in particular the displacement problems which arose, the Agency went through its "growing pains" and learned first hand how to develop, administer and manage a full dimensioned project.

Lippitt Hill, the City's first project designed for residential redevelopment represented a significant change in emphasis that radically affected the concept of redevelopment in 1954. This change gave birth to the term "urban renewal" and was articulated by the Housing Act of 1954, which shifted emphasis from total concern with slum clearance to concentrate instead on an "effective program for attacking the entire problem of urban decay".

Redevelopment planning work on the Lippitt Hill area had begun as early as 1951 and plans for this section and for Constitution Hill, (eventually included in the East Side Project) were submitted to the City Council in February 1954. These two sections on the western border of East Side, considered together with a larger area adjacent to them, were called the Mount Hope Area. The Agency's objectives were a program involving not only clearance of poor housing but rehabilitation and conservation of housing worth saving. This project was to serve as the pilot "urban renewal" project whose methods the Agency could follow in future renewal projects.

However, an urgent need to provide sites for displaced industry as a result of the construction of I-95 forced this project to the sidelines. The Agency had to plunge ahead and develop West River Industrial Park on an accelerated basis. This project did serve to illustrate how well the redevelopment process could unlock doors that would probably remain closed to private industry. The topography of the area as it then existed severely restricted the potential development of this 60 acre project. Besides unlocking acres of land for industry, it served also to remove some very poor housing.

Finally, condemnation within Lippitt Hill did occur in 1959 and the Agency was back on target with its planned projects.

The above discussion serves to illustrate the lengthy legal and administrative maneuvers required of the Agency in its first decade in laying the foundation for the comprehensive urban renewal project planning and implementation process it has been carrying out ever since.

With the basic legal foundation for redevelopment clearly established and the functions of the Agency broadened by legislation, the Agency was able to move forward.

In rapid succession there followed: the Central Classical project which was a total clearance project designed to provide 15 acres for new privately financed housing (1,000 substandard dwelling units were to be removed), 4 acres for commercial redevelopment and 23 acres for campus and recreational uses for two new high schools; the East Side project, the largest and most diverse urban renewal project undertaken by the Agency, designed to implement a full range of renewal goals from conservation to residential and commercial rehabilitation; the massive project was split into four sections: Randall Square, South Water-South Main Streets, Constitution Hill-North Benefit Street and Fox Point; Mashapaug Pond (originally intended for residential redevelopment) was redesigned as an industrial project because of pressure from local industry for space and because of the change in characteristics of the area - the City undertook this project without the aid of federal assistance; the Weybosset Hill project, the first downtown project and a recognized urban renewal showcase, was designed to provide luxury housing, office and commercial uses and institutional/cultural uses;

the Railroad Relocation project (a second downtown project) which would have relocated the existing tracks and terminal to develop a government center, a cultural center and a hotel as elements of the Downtown Master Plan was eventually withdrawn to await resolution of problems affecting the Northeast Railroad Corridor; the Mount Hope project primarily concerned with rehabilitation of existing structures, new facilities for recreational activities and an informal arrangement of open areas and pedestrian walkways; the Lockwood Street project designed to provide multi-unit low to moderate income housing and an intensified rehabilitation program; the Comstock project (in the Model Cities area) designed to provide a clearance area for the construction of 60-100 new units of housing to stimulate construction and rebuilding in the area; the West Broadway project designed as a rehabilitation effort and to provide needed public and commercial facilities; Model Cities NDP a rehabilitation program; the Federal Hill East project, designed to revitalize a commercial strip along Atwells Avenue and preserve the ethnic character of the neighborhood; the Downtown project, designed to provide an intermodal transportation center, pedestrian and traffic improvements and further commercial development; the West End project, designed to stabilize and redevelop portions of a densely mixed neighborhood and the Charles Street project, designed to revitalize a commercial strip in the North End.

The Agency has been continuously engaged in the execution of diverse redevelopment projects since 1954 - it has undertaken land redevelopment in 19 renewal project areas. Of these, 10 projects have been completed, 3 are in the financial close out stage, 5 are nearing completion and 2 are in the first phases of implementation. In addition there are ten neighborhood plans awaiting translation into official Redevelopment Plans.

While the Agency has operated effectively since 1947 and as illustrated in prior discussion, rapidly progressed in developing, executing and implementing renewal projects, it has also had to be flexible and innovative in carrying out its functions in view of shifting Federal priorities and funding mechanisms, changing rules and regulations, and reorganizations at both the Federal and local levels. Some hallmark years and major events are:

- 1946 - Enabling legislation to create redevelopment agency passed by General Assembly.
- 1947 - Providence Redevelopment Agency established under State Law and City Council Resolution.
- 1948 - \$2,000,000 bonds authorized.
- 1951 - Point Street project challenged.
- 1954 - Federal legislation shifted emphasis from slum clearance to development of an effective program for attacking the entire problem of urban decay - the concept of "urban renewal".

- 1955 - \$2,500,000 bonds authorized.
- 1956 - Point Street legal issues settled in favor of the City and the Agency - Agencies rights and authority established.
- 1958 - \$3,500,000 bonds authorized.
- 1960 - \$11,000,000 bonds authorized.
- 1964 - Section 312 rehabilitation loans added to urban renewal projects.
- 1966 - Demonstration Cities and Metropolitan Development Act - expanded renewal program to include social and economic programs in targeted areas.
- 1967 - Department of Planning and Urban Development established; consolidated staff functions of City Plan Commission, Providence Redevelopment Agency and Housing Code Enforcement.
- 1968 - \$15,000,000 bond authorization; Housing and Urban Development Act of 1968 regarded as most comprehensive housing bill in history - added new housing programs, enacted National Flood Insurance and New Communities Act, established Neighborhood Development Program which changed funding from grant reservation covering life of project to annual increment basis.
- 1970 - Housing and Urban Development Act of 1970 amended National Housing Act extensively, miscellaneous amendments to urban renewal, consolidated open space, urban beautification and historic preservation programs into one program.
- 1974 - Housing and Community Development Act of 1974 established Community Development Block Grant Program by consolidating several categorical grant programs - effectively ended urban renewal as it had existed and been funded by the Federal Government for past projects.

- 1977 - Recognizing its responsibility for providing continuity to the revitalization process already underway and accepting the fact of reduced Federal participation in this process the Agency proposed a \$25,000,000 bond issue in support of a five year redevelopment plan.
- 1979 - \$25,000,000 bond referendum approved.
- 1980 - HUD agreed to a project close-out procedure under which the Agency could retain surplus Federal funds for use within expanded project boundaries, for incomplete project activities or for transfer to projects with cumulative deficits.

DEPT. OF TREASURY  
PROVIDENCE, R.I.  
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STANLEY P. BLACHER  
Chairman

JOHN RAO, JR.  
Vice Chairman

ROBERT J. BEVILACQUA

FREDRICK LIPPITT

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LAURENCE K. FLYNN

STANLEY BERNSTEIN  
Executive Director  
and Secretary



PROVIDENCE REDEVELOPMENT AGENCY

MAYOR VINCENT A. CIANCI, JR.  
Ex-Officio

November 9, 1982

The Honorable Vincent A. Cianci, Jr., Mayor  
The Honorable City Council of the City of Providence  
City Hall  
Providence, Rhode Island 02903

Dear Mayor and Council Members:

The Providence Redevelopment Agency is pleased to present its thirty-fourth Annual Report.

For several decades our urban renewal efforts were essentially dependent on and subject to the dictates of the Federal government. Most of these Federally funded urban renewal projects are now drawing to a close - in fact, the last two Federally funded projects; East Side and Lockwood Street, were closed out in this past year.

Now, in the 1980's, with Federal participation in local projects falling victim to Federal budget cutting, we have embarked on an aggressive program of continuing city renewal through the use of voter approved bond authorizations and the stimulation of private investment. Nine renewal projects which will enhance neighborhood revitalization are now in planning or execution. Two major components of the Downtown Renewal Plan - Capital Center and Kennedy Plaza Transit and Pedestrian Mall - are moving closer to physical reality.

With the assumption of this new workload, we look forward to the remaining decades of this century with every confidence that the Providence Redevelopment Agency will continue to play a leading role in the dynamic renewal of our capital city.

Respectfully submitted,

A handwritten signature in cursive script that reads 'Stanley P. Blacher'. The signature is written in dark ink and is positioned above the typed name and title.

Stanley P. Blacher  
Chairman

FILED

Nov 12 1 41 PM '82

DEPT. OF CITY CLERK  
PROVIDENCE, R.I.