

CITY PLAN COMMISSION

CITY OF PROVIDENCE

FISCAL YEAR ENDED

SEPTEMBER 30, 1963

ANNUAL

REPORT



City Plan Commission

EDWARD WINSOR, *Chairman*
ALBERT BUSH-BROWN JERRY LORENZO

WALTER H. REYNOLDS, *Mayor*
HARRY PINKERSON, *Secretary*

JAMES B. LEACH, *Vice Chairman*
RALPH MATERA RAYMOND J. NOTTAGE

FRANK H. MALLEY, *Director*
DIETER HAMMERSCHLAG, *Deputy Director*

*Suite 103, City Hall,
Providence, Rhode Island 02903*

June 2, 1964

The Honorable Walter H. Reynolds
The Honorable City Council of the
City of Providence
City Hall
Providence, Rhode Island

Gentlemen:

I have the pleasure to present herewith the Annual Report of the City Plan Commission for the fiscal year ending September 30, 1963. This report is being submitted in accordance with Section 2, Chapter 22, Title 45 of the General Laws of Rhode Island, 1956 and Section 179½ of Chapter 2 of the Revised Ordinances of the City of Providence.

Let me take this opportunity to offer Your Honor, the members of your Administration, and the members of the City Council, the thanks of this Commission for the excellent cooperation you have given us during the past year.

Respectfully yours,

Edward Winsor
Chairman
City Plan Commission

EW:jag

IN CITY COUNCIL
AUG 13 1964

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

Vincent Vespia
CLERK

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FOREWORD

"If we would first know where we are,
and whither we are tending, we could
better judge what to do, and how to
do it."

Abraham Lincoln

City Planning in its simplest term is intelligent forethought applied to the development of land for urban uses. It strives to produce an organized pattern for urban growth, expansion, and renewal, which will contribute toward a more desirable and efficient environment in which to live. There is increasing public recognition of the approach that city planning offers to the solution of many complex problems of our urban areas.

Urban living has brought with it obvious assets, but has also developed liabilities which are all too familiar -- such as obsolescent housing, traffic congestion, inadequate sites for commercial and industrial growth, decay of downtown areas, and deterioration of neighborhoods.

Obviously not all of the problems of urban life can be rectified by means of planning. But the City Plan Commission engages in numerous programs and activities aimed at properly guiding urban growth so that, over time, a better physical environment will hopefully emerge.

The Commission is responsible to the Mayor and City Council and, through them, to the citizens of Providence for the City's long range development and improvement. The Commission is always glad to receive the comments or criticism of citizens on such matters as come within its purview.

THE CITY PLAN COMMISSION
1962-63

Edward Winsor, Chairman. . . .to Jan. 1966
James B. Leach, Vice Chairman. . . .to Jan. 1967
Harry Pinkerson, Secretary. . . .to Jan. 1968
Albert Bush-Brown. . . .to Jan. 1965
Jerry Lorenzo (Councilman). . . .to Jan. 1965
Ralph Matera (Councilman). . . .to Jan. 1965
Raymond J. Nottage. . . .to Jan. 1969

The Honorable Walter H. Reynolds
Mayor of Providence (ex officio)

THE COMMISSION STAFF

Director:	Frank H. Malley
Deputy Director:	Dieter K. Hammerschlag
Public Relations:	Jeremiah H. Cannon#
Clerical Division:	Mrs. Mary M. Hannan
	Miss Joyce A. Giannini
Principal Planner:	Jerome R. Saroff
Principal Planner:	Charles H. Graves*
Principal Planner:	Carl G. Lindbloom
Senior Planner:	Anthony N. Meleo
Senior Planner:	Christos G. Jemorakos
Senior Planner:	Arne B. Englehart
Associate Planner:	Harold T. Stearns##
Associate Planner:	Miss Albert Z. Potter*
Associate Planner:	Jagdish C. Sachdev
Associate Planner:	Ove F. VanJepmond
Assistant Planner:	G. John Terenzi
Assistant Planner:	James T. Beattie
Assistant Planner:	William F. Lombardo
Planning Aide:	Richard H. Piscione
Planning Aide:	James F. Kruger*
Planning Aide:	Christian G. Cannell**
Planning Aide:	Marc C. Lowenstein*

Transferred to Mayor's Office

* Resigned during fiscal year

** Leave of absence

Retired

ORGANIZATION AND FUNCTIONS

The present City Plan Commission came into being by authority of an Act of the Rhode Island General Assembly and an Ordinance of the Providence City Council, passed in 1944. The Commission, consists of the Mayor (ex-officio), two councilmen elected by the City Council, and five qualified citizens appointed by the Mayor for five year terms.

It is interesting to note that the City Council first created a City Plan Commission fifty years ago, on December 2, 1913. Under the original ordinance, the Commission included the Mayor, the Presidents of the Board of Aldermen and Common Council, the Commissioner of Public Works and four citizens appointed by the Mayor. Theodore Francis Green is the only living member of that first Commission.

The Commission's purpose, as defined by the state enabling law, is to initiate planning studies relative to the resources and future needs of the City and to give technical planning advice and assistance to the Mayor, the City Council, various boards and departments of the city government, and the public.

The city ordinance, which created the present Commission in 1944 charged it with responsibility for making a general plan for the development and improvement of the City and also other plans and proposals for specific developments and projects which it deems desirable, to be recommended to the appropriate authority.

To carry out its work the Commission employs a technical

staff headed by Frank H. Malley, Director. During the 1962-63 fiscal year the department operated under a budget of \$168,000. The activities of the City Plan Commission staff may be grouped, for the most part, into six broad categories, as follows:

- . Master Planning -- including a long range city-wide Master Plan, the Downtown Master Plan, plans for certain districts, and plans for certain systems of facilities.
- . Urban Renewal Planning -- review of the Community Renewal Program and review of urban renewal project plans which have been prepared by the Redevelopment Agency.
- . Capital Improvement Programming -- proposed scheduling and financing of major public facilities, utilities, and land acquisitions.
- . Transportation and Circulation -- the planning of streets, highways, parking, and mass transit facilities.
- . Zoning -- including review of petitions for variance, referrals for zoning amendment, and (scheduled for 1964) zoning revision.
- . Fact gathering -- surveys, analysis, and special studies -- including the publication of special reports.

In Appendix A are listed the amendments to the Master Plan approved by the Commission since adoption of the original

Master Plan in 1946. Appendix B summarizes the action on petitions referred to the Commission from the City Council, the Zoning Board of Review, and the Council Committee to Assist in Implementing the Downtown Master Plan. Appendix C gives a summary of the Department's budget.

REVISION OF THE MASTER PLAN

During fiscal 1963 the City Plan Commission continued the complex operation initiated two years ago of revising its Master Plan.

Amendment and periodic revision of the Master Plan is the responsibility of the City Plan Commission. Since adoption of the first Master Plan in 1946 a number of amendments have been necessary in particular areas because of developments not originally anticipated. The time had come to consolidate those amendments in a new publication, and in the process to revise and update the Plan.

Completed prior to the actual revision of the Master Plan were studies of traffic circulation, land use inventory, population projections, public school facilities, and recreation facilities. The final element, the Master Plan revision, was started during 1963.

Circulation Study - A gravity model study of traffic generation in the Providence-Pawtucket area, which had been undertaken by the City Plan Commission in February of 1962, was continued and virtually finished by September, 1963.

The gravity model embodies a technique for evaluating probable traffic volumes that can be expected on present and future highways, together with analysis of the impact of unanticipated changes in traffic generation, when they become known, so that the arterial street system can be re-evaluated and new projections made.

The purpose of the study was to provide a framework for

analysis of traffic volumes in order to make recommendations for capital improvements in the City's highway and major street networks, dictated by the rapidly increasing demands of highway users.

In 1960 the State Department of Public Works initiated a comprehensive Origin and Destination Survey covering the urbanized area of the State, which was used in connection with the gravity model procedure followed in the circulation study. After 1960 traffic was assigned to existing highway facilities, it was projected to 1970 volumes. This projection was based on land use plans, including trends in residential population, labor force, employment, car ownership, and time-distance factors. Subsequently the projected volumes were assigned to the future circulation network as currently proposed.

The basic work was done by the traffic consulting firm of Alan M. Voorhees and Associates, Inc. of Washington. The study proceeded through four phases: (1) data collection, (2) model development, (3) forecasting, and (4) plan development. Phases (1) and (2) had been completed in 1962, and phases (3) and (4) were substantially worked out during 1962-63 so that the resulting proposals could be used in drawing up the Master Plan.

A number of proposals in the freeway and arterial street systems are expected to result from this gravity model analysis, proposals which will be incorporated into the Master Plan. A report of the entire study, with its recommendations, is scheduled for publication some time in 1964.

Land Use Inventory and Comparison - A complete inventory of land use in the City had been made in 1961, and the information subsequently plotted on maps and also put on punch cards and then tabulated in separate reports.

A more complete description of the land use inventory and analysis is contained in the 1961-62 Annual Report.

During 1962-63 these studies were compiled into a single technical report, Land Use Comparison 1953-1961, which was published in August, 1963. This report compares the distribution of the City's land among the various uses according to the inventories of 1961 and of 1953 and gives the land use changes and dwelling unit changes (in the case of residential use) that have occurred in the intervening eight year period. In addition it compares the land in various uses in 1961 and 1953 with the areas zoned for each corresponding use in those two years. Appendices tabulate all of the above comparisons on a city-wide and census tract basis.

The following continuing trends appear to emerge from the data in this report: (1) increase in the number of single-family dwellings; (2) decline of the number of two and three family dwellings; (3) enlargement of land area devoted to institutional and public uses; (4) decrease of vacant land, but ^{at} a continually slower rate; (5) a smaller incidence of non-conforming land uses.

Population Projection - Because this study was done prior to October, 1961, results are described in the previous annual report.

Public School Sites - During 1962-63 the City Plan Commission worked with the School Department in studying existing school facilities and formulating long range plans for physical improvements to the system. This represented an updating and revision of the Master Plan for Public School Sites, prepared by the Commission in 1950, many of whose proposals had already been carried out.

In essence the new plan proposed replacement of older, less efficient, or poorly located facilities with modern consolidated ones and, as an interim measure, modernization of the remaining older schools. Good progress has already been made in both the replacement and modernization programs.

Recreation Sites - During 1962-63 the City Plan Commission, in collaboration with the Recreation Department, studied the adequacy of the City's playgrounds and playfields. The study led to the proposal of a system of small play lots covering the entire City, to serve ~~mainly~~ younger children. Funds have been requested for construction of a pilot play lot next year.

Master Plan Revision - Although not all of the above preliminary studies had been completed by September, 1963, work was well along on revision of the Master Plan itself.

The Master Plan represents the application of forethought to the development of the community, and in so doing gives direction and purpose to physical change. Its purpose is to provide generalized guidance, co-ordination, and continuity to the physical planning process in Providence. Its immediate purpose is to provide the City Plan Commission, the City Council, the Redevelopment Agency, the Urban Renewal Coordinator, and those other City agencies and officials whose actions affect physical development, with the overall guidance they need to consider specific proposals. It also enables other public and private groups and individuals to relate their own development decisions to the City's future physical image. This plan is also one of the elements required by the Federal Government as part of the City's "Workable Program," on which depends eligibility for future urban renewal funds.

The Community Renewal Program, which is being done under the Urban Renewal Coordinator, outlines a strategy for renewal action and relates closely with the Master Plan. Partly for this reason it was decided to publish the revised Master Plan in summary form concurrently with publication of the Community Renewal Program report, some time during 1964. The plan will be presented in more complete detail in succeeding publications of the City Plan Commission.

During early 1963 the Commission formulated a statement of Goals and Policies upon which a more comprehensive Master Plan statement would later be based.

The Master Plan revision will be represented in summary form in both graphic and verbal terms. Its proposals are grouped into three main elements -- circulation, land use, and public facilities. Land uses are divided into industrial, commercial, institutional and public, and residential categories. Besides these elements, the plan also discusses some of the factors -- historic, geographic, economic, social, and demographic -- that affect the planning process. A statement of planning factors leads to the actual proposals. Finally the plan will include a discussion of the various means of plan implementation -- urban renewal, the Community Renewal Program, neighborhood planning, the Capital Improvement Program, and zoning -- plus others needed but not now available.

This Plan, when adopted by the City Plan Commission, will supersede the previously adopted Master Plan of 1946 and represent the culmination of a three-year effort by the Commission staff. Copies, when available, may be obtained from the Commission under the title, Master Plan - Providence: A Guide for Development to the Year 1975.

DOWNTOWN MASTER PLAN IMPLEMENTATION

A comprehensive master plan for the downtown area had been done between 1957 and 1960 by the City Plan Commission under a Federal demonstration grant, and published as Downtown Providence 1970. Already by mid-1963 steps had been taken in more than half the downtown area to implement this plan and proceed with redevelopment. Such actions took the form of urban renewal projects, highway construction, other public projects, and private construction. The Commission's role was to provide consulting services to the Providence Redevelopment Agency, State Department of Public Works, and other action agencies involved, with the aim of interpreting the Master Plan and tying together the various elements. In one instance, (The Westminster Mall) its role was one of actually assuming responsibility in the design and construction process.

During the year other elements of the Downtown plan began to fall into place. A new bus terminal for Providence was opened for business in April, 1963, it being the first private construction done in direct fulfillment of a Master Plan proposal.

Right-of-way acquisition and construction proceeded on Route I-95 around the Downtown area by the State Department of Public Works. Also the hurricane barrier at Fox Point was under construction by the U. S. Army Corps of Engineers.

In 1963 a private, non-profit corporation had been formed to build a 425-car parking facility on the site next to the Majestic theatre, in accordance with another Plan proposal.

The site was acquired for the corporation by the Providence Redevelopment Agency and funds for construction raised by the sale of tax exempt bonds. A member of the staff of the City Plan Commission and Redevelopment Agency reviewed the design of the structure with the engineers and suggested certain changes. Modifications acceptable to all parties were made. It is felt that these changes have considerably improved the appearance of the building. Construction of this \$1-million Majestic Garage is to start in the fall of 1963.

Proposed Center for the Performing Arts for Rhode Island - A center for the performing arts and the visual arts, to be located in the proposed Civic Center, had been proposed in Downtown Providence 1970. A study of the feasibility of such a cultural center was carried out between October, 1962, and July, 1963, by the City Plan Commission. The purposes of the study were to determine the need for a cultural center, the kinds of facilities desired, the effects of such a center on the community and downtown Providence, and the cost.

As a result of interviews and a questionnaire survey (the latter in collaboration with the Rhode Island Fine Arts Council) of the needs of various cultural groups and organizations, the following findings were made:

- . There is a definite and urgent need for a cultural center in Providence. The existing performing arts facilities in downtown Providence are inadequate.
- . The site proposed in Downtown Providence 1970 is ideal from the point of view of accessibility and parking.

- The Center should contain facilities for concerts, theater, and ballet, and space for loan exhibitions of works of art and small industrial shows.
- The Center should serve not merely Providence, but the whole of Rhode Island.
- A well-integrated, up-to-date center that would fully serve the needs of the State's cultural community would cost approximately 4 million dollars.
- The center would help attract people to downtown Providence and contribute to the "life-after-dark" in the core area.
- It would serve as an additional feature in attracting conventions to Providence, thus helping to bring more people and money into the State.

As a result of the study, the City Plan Commission, in June of 1963 recommended that the Redevelopment Agency reserve a site within the proposed Civic Center for a center for the performing arts.

Strong support for such a center has been received from the entire cultural community of Rhode Island and also from the Providence Journal Bulletin, in an editorial of June 20, 1963.

A report on this study is being prepared for publication in the latter part of 1963.

Weybosset Hill - New zoning for Weybosset Hill was developed by a joint effort of the Redevelopment Agency and the City Plan Commission. This involved an amendment to the Zoning Ordinance, containing a special Downtown Apartment Dwelling Zone (R-5).

The Commission's Deputy Director met several times with the staff of the Redevelopment Agency and I. M. Pei Associates

(renewal consultants to the Agency) to work out details of the project, thus providing close coordination between project planning and the basic objectives set forth in the Downtown Master Plan.

The City Plan Commission reviewed, in September, 1963, and formally approved the Urban Renewal Plan for Weybosset Hill (R.I. R-7), reporting that the plan (a) is in conformity with the Master Plan of the City (b) is in conformity with the recommendation contained in Downtown Providence 1970, and (c) calls for renewal undertakings which are necessary and in the public interest.

The project is expected to go into execution some time during 1964.

Railroad Relocation - During 1962-63 the Railroad Relocation project did not involve the City Plan Commission to any considerable extent. The following specific work was done:

In the fall of 1962 the Deputy Director attended several meetings in regard to the downtown building plans of the University of Rhode Island. Later, in an effort to retain URI in the downtown area, the City Plan Commission prepared another design for them, modifying the proposal of the Master Plan.

In June, 1963, a detailed analysis was made of a new scheme for the project, submitted by architect Vincent Kling as consultant to the Providence Redevelopment Agency. Further meetings with the Agency staff and consultant were anticipated in order to work out a mutually acceptable plan for the project.

Westminster Pedestrian Mall - After enabling legislation had been passed in May of 1962, the City Plan Commission undertook the necessary steps for construction of a pedestrian mall on Westminster Street between Dorrance and Empire Streets. An underground photographic survey had disclosed that the existing combined sanitary and storm sewer would have to be replaced. It was recognized that the Mall would attract regional as well as national attention; therefore much time and effort went into achieving a visually pleasing and functionally workable design.

At a meeting in April of 1963 in Shepard's Auditorium, the Westminster Mall Proposal was presented to some 250 prominent downtown persons. Block meetings were subsequently held to acquaint property owners and merchants with the Mall plan and to answer questions. In June a public hearing was held in the Council Chamber soliciting support for the Mall from all elements of the community. Then at a joint meeting of the Council Committees on Ordinances and Public Works the Mall plan was reviewed and recommended to the full City Council. The Mall was established by Council Ordinance in September.

Detailed design plans for the Mall were made by the Commission staff, and the consulting firm of Fenton G. Keyes Associates was retained to prepare the engineering plans for all utilities and contract plans and specifications. In September, 1963, an application made earlier for Federal funds under the Accelerated Public Works Act was approved by the Community Facilities Administration of the HHFA. Construction is expected to commence in 1964.

OTHER URBAN RENEWAL PROJECTS

Outside the Downtown area two other urban renewal projects involved the attention of the City Plan Commission. On the Central-Classical project, the staff worked out preliminary alternative designs for the proposed high school complex at the request of the School Department.

Circulation planning for the Randall Square section of the East Side project was the subject of a number of meetings during 1962-63 with the staff of the Redevelopment Agency and the Traffic Engineer. At length a circulation scheme was worked out that was mutually acceptable. This scheme was to be presented to the State Department of Public Works for approval of certain proposals eligible for State aid.

COMMUNITY RENEWAL PROGRAM

In 1961 the City of Providence had applied for a 2/3 Federal grant to undertake a Community Renewal Program (CRP), as authorized in the Housing Act of 1959, a program to cost a total of \$277,000 in Federal and local funds. The CRP is being prepared by a team of consultants under the direction of the Urban Renewal Co-ordinator.

During fiscal 1963 this team surveyed the City to determine the nature and extent of blight and to record the conditions and deficiencies of various neighborhoods. Renewal treatment areas throughout the City were delineated by grouping blocks together, and the data was organized on the basis of such areas.

In April of 1963 the consultants issued a five-part "Final Review Draft" of the CRP, which was then reviewed by

the City Plan Commission staff. In the spring of 1963 the City Plan Commission developed and adopted a set of Master Plan Goals and Policies, which were then utilized in the CRP recommendations.

A staff member of the City Plan Commission worked throughout the year with the consulting team to achieve the closest possible coordination between the city planning and renewal programming operations, as is required by Federal law.

The CRP is expected to be completed during 1963-64.

CAPITAL IMPROVEMENT PROGRAM

A major activity of the City Plan Commission is the annual preparation of a program for capital improvements for the City of Providence. Every year since 1950 (with the exception of 1962) the staff of the Commission, in collaboration with the Finance Director, has revised and updated a recommended program of needed public improvement projects and land acquisitions. The program covers a six year period, the first year of which includes a recommended capital budget. The Capital Improvement Program for 1963-69 (the twelfth such revision) was compiled after receiving requests from the following city departments:

- Chapin Hospital
- Fire Department
- Park Department
- Police Department
- Public Works Department
- Recreation Department
- Redevelopment Agency
- School Department
- Traffic Engineering Department

Out of a total of \$40,348,000 requested by the above departments, the program recommended, for the six year period, a total expenditure of \$34,544,000. This excluded \$7,480,000 requested and \$2,230,000 recommended for the Water Supply Board.

Capital Improvement Budget recommendations for the fiscal year 1963-64, excluding those for the Water Supply Board, totaled \$3,844,129, which is a sum considerably less than that proposed two years ago. Of this amount, \$576,279 will be financed from current revenue and the balance of \$3,307,850, from bond issue.

Budget recommendations for fiscal 1963-64 have reflected a limitation to essential or high priority items in accordance with the policy of Mayor Walter H. Reynolds.

COMPREHENSIVE TRANSPORTATION AND LAND USE PLANNING PROGRAM
FOR THE STATE OF RHODE ISLAND

The 1962 Federal Aid Highway Act makes mandatory a coordinated comprehensive highway planning process if states are to continue to receive urban highway funds after July 1, 1965. During the year Governor John H. Chafee, Jr. appointed a Policy Committee, of which Mayor Walter H. Reynolds is a member, to formulate the objectives for such a transportation and land use planning program for the State of Rhode Island. A Core Technical Committee of this Transportation Policy Committee was formed and directed to draw up a prospectus for this program. Frank H. Malley, Director of the City Plan Commission, represents the City of Providence on this Core Technical Committee.

It is expected that a program will be set up and work commenced in 1964 on an intensive three-year study that will form the basis for a continuing state-wide comprehensive transportation and land use planning program.

Zoning Revision Study

As a result of growing awareness that the present zoning regulations of the City of Providence are neither affording ample protection to existing development nor creating opportunity for imaginative new construction, the City Plan Commission in 1963 took initial steps toward a thoroughgoing review and revision of the zoning ordinance and map.

Such a rezoning study was found to qualify for a three-quarters Federal urban planning grant from the Housing and Home Finance Agency, under provisions of Section 701 of the Housing Act of 1954, as amended. A City Council resolution was approved authorizing the Commission to apply for the Federal grant. As of September, 1963, an official application was being prepared for Federal submission in October for a study expected to last some fifteen months, commencing in early 1964.

SPECIAL STUDIES

Wholesale Food Distribution Center for Rhode Island

As a result of inadequacies of present facilities as well as anticipated displacement of many food dealers by highway and urban renewal takings, a study had been done in 1961 by the U. S. Department of Agriculture to select a site for and plan a consolidated food distribution center. During fiscal 1963 the City Plan Commission staff met with various citizen groups, IMPACT, R. I., Inc. and Department of Agriculture officials to discuss possible sites and financing plans for the proposed center. The threat of displacement

of key distribution facilities by the Railroad Relocation project lent a degree of urgency to the meetings, but by the end of the fiscal year no site had been agreed upon.

Red Bridge

The location of a new Red Bridge over the Seekonk River and the bridge approaches, was the subject of several meetings with officials of the State Department of Public Works and U. S. Bureau of Public Roads and the City Traffic Engineer. Two plans were advanced -- the original state plan and an alternative of the City Plan Commission, located a little downstream where the taking of park land could be avoided. The State finally decided to pursue its own plan and to ignore the City's budget.

Housing Sites for the Elderly

The Providence Public Housing Authority requested the assistance of the City Plan Commission in selecting a site for a proposed elevator apartment building of about 200 units, similar to Dexter Manor, to house senior citizens. Ten sites were surveyed, four on Smith Hill, five immediately to the west of Downtown, and one in the downtown area. Two of these sites, which met the requirements of the Housing Authority and were in conformance with the Master Plan, were recommended. The Housing Authority chose one of those sites, located on Federal Hill and bounded by Atwells Ave., Bradford St., Federal St., and route I-95.

Roger Williams Park Land Subdivision

During 1963 over the repeated objection of the City Plan Commission, the State condemned land in Roger Williams Park for the extension of the Huntington Expressway. About 26 acres is being severed from the southwest corner of the 450-acre park.

At the request of the Urban Renewal Coordinator, the City Plan Commission staff undertook a study to determine the best future use of this land. Meetings were held with the Park Superintendent, City Forester, Urban Renewal Coordinator and Plan Commission staff. The Park Department requested the retention of at least three acres for its forestry operations. It was concluded, upon study, that the most appropriate reuse for the remaining land was residential use.

Subsequently, the Board of Park Commissioners declared the land surplus and released it to the City Council Property Committee for disposal. Meanwhile the City Plan Commission prepared a preliminary subdivision plan which was presented to the committee for approval. This plan subdivided the area into twenty-two house lots plus the three-acre tract for forestry operations.

APPENDIX A

AMENDMENTS TO MASTER PLAN

June 28, 1950 - MASTER PLAN FOR THOROFARES

- A. Realignment of North-South Freeway from George M. Cohan Boulevard, across Providence River Bridge to Hayward Park and from Public Street to Smith Street.
- B. Olneyville Square Expressway amended to agree with State construction plans.

September 25, 1957 - MASTER PLAN FOR THOROFARES

Alignment of North-South Freeway from Public Street through Hayward Park to Smith Street to agree with State construction plan.

February 25, 1958 - MASTER PLAN FOR LAND USE AND POPULATION DISTRIBUTION

Amendment to provide commercial use on the easterly side of North Main Street from Olney Street to Doyle Avenue to a depth of 300 feet for redevelopment of Lippitt Hill.

August 9, 1960 - MASTER PLAN FOR PUBLIC SCHOOL SITES

Amendment to agree with redevelopment plan for Mashapaug Pond Area.

August 9, 1960 - MASTER PLAN FOR THOROFARES

Amendment to Huntington-Niantic Freeway to provide for redevelopment of Mashapaug Pond Area.

August 9, 1960 - MASTER PLAN FOR LAND USE AND POPULATION DISTRIBUTION

Amendment to provide for industrial redevelopment of Mashapaug Pond. (Huntington Expressway Industrial Park)

August 9, 1960 - MASTER PLAN FOR REDEVELOPMENT OF RESIDENTIAL AREAS

Amendment to extend the area of Redevelopment Area A-1 in a general northerly direction. (Huntington Expressway Industrial Park)

June 26, 1962 - MASTER PLAN FOR PUBLIC SCHOOL SITES

Amendment to provide for elementary school site within the Lippitt Hill Project.

APPENDIX B

PART I

Summary of Action on Petitions Referred from City Council 1962-1963

<u>Subject</u>	<u>City Plan Commission Action</u>			<u>City Council Action</u>			
	<u>Total No. of Referrals</u>	<u>No Objection</u>	<u>Recom- mended Denial</u>	<u>In Accord with CPC Recommen- dations</u>	<u>Opposite to CPC Recommen- dations</u>	<u>Died in Committee</u>	<u>No Action</u>
Zoning Amendments	22	4	18	11	4 (4)*		7
Abandonment of Streets	8	8		7			1
Sale or Lease of City-owned Property	9	3	6	2			7
Redemptions of Tax Title Property	17	16	1	16		1	
Miscellaneous	7	7		7			
	—	—	—	—	—	—	—
Total	63	38	25	43	4 (4)*	1	15

* The figure in parentheses indicate the number of petitions granted by the City Council following City Plan Commission recommendations for denial.

APPENDIX B

PART II

Summary of Action on Referrals from
the Zoning Board of Review
through September 30, 1963

<u>Total No. of Referrals</u>	<u>No Objection</u>	<u>Recom- mended Denial</u>	<u>In Accord with CPC Recommen- dation</u>	<u>Opposite to CPC Recommen- dation</u>	<u>No Action</u>
128	70	58	83	36 (32)*	9**

* The figure in parentheses indicates the number of changes granted by the Board of Review following City Plan Commission staff recommendations for denial.

** Three petitioners withdrew application.

APPENDIX B

PART III

Summary of Action on referrals from
the Committee to Assist in Implementing the Downtown Master Plan
through September 1963

<u>Total No. of Referrals</u>	<u>City Plan Action</u>			<u>Action of Building Department</u>		
	<u>No Objection</u>	<u>Recom- mended Denial</u>	<u>Post- pone- ment</u>	<u>No Objection</u>	<u>Recom- mended Denial</u>	<u>No Action</u>
65	63	1	1	57		8

APPENDIX C

Expenditures and Appropriations

of the

City Plan Department

	<u>Expenditures</u>	
	<u>1961-1962</u>	<u>1962-1963</u>
<u>ITEM O</u>	\$120,894.57	\$139,266.51*
PERSONAL SERVICES (Salaries)		
<u>ITEM I</u>	1,494.42	20,944.85**
SERVICES OTHER THAN PERSONAL (Printing, Transportation, Miscellaneous, Fees, etc.)		
<u>ITEM II</u>	113.40	1,084.22*
MATERIALS AND SUPPLIES (Stationery, Office Sup- plies, etc.)		
<u>ITEM III</u>		77.96*
SPECIAL SERVICES (Insurance for models)		
<u>ITEM V</u>	199.01	786.14*
EQUIPMENT (Office furniture, books, maps and charts)		
Total Expenditures	\$148,023.14	\$162,159.68
Appropriations	<u>153,512.56</u>	<u>168,282.32</u>
Balance (returned to General Fund)	\$ 5,489.42	\$ 6,122.64

- * \$5,000.00 transferred to Item I from Item O
- * 100.00 transferred to Item II from Item O
- * 82.00 transferred to Item III from Item O
- * 353.00 transferred to Item V from Item O
- ** 580.00 transferred to Item O from Item I

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PROVIDENCE, R.I.

