

STANLEY P. BLACHER
Chairman

JOHN RAO, JR.
Vice Chairman

ROBERT J. BEVILACQUA

FREDRICK LIPPITT

JOSEPH MOLLICONE

EDWARD W. XAVIER

• LAURENCE K. FLYNN

STANLEY BERNSTEIN
Executive Director
and Secretary

MAYOR VINCENT A. CIANCI, JR.
Ex-Officio



PROVIDENCE REDEVELOPMENT AGENCY

January 11, 1982

The Honorable Vincent A. Cianci, Jr., Mayor
The Honorable City Council
Citizens of Providence

At a time when many Government programs are being cut or eliminated, the Providence Redevelopment Agency is meeting increasing demands to sustain this City's revitalization efforts. Because this Agency has the powers and experience necessary to effect comprehensive and flexible renewal strategies, many seek its aid. It can function as a public works department, housing rehabilitation office, industrial development corporation and downtown advocacy group as well as having the means of acquiring and renewing blighted properties. The challenge for the '80's will be in choosing the most socially progressive, fiscally sound, and economically effective roles.

These will be difficult decisions. Planning for the future almost always involves deferring immediate benefits. We look to you, the citizens of Providence, for support and encouragement as we apply limited fiscal resources to our vision of Providence in 1980.

IN CITY COUNCIL
JAN 21 1982

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

Rose M. Membrano CLERK

Sincerely yours,

Stanley P. Blacher

Stanley P. Blacher
Chairman

SPB:MJD

FILED

JAN 13 4 22 PM '82

DEPT. OF CITY CLERK
PROVIDENCE, R.I.

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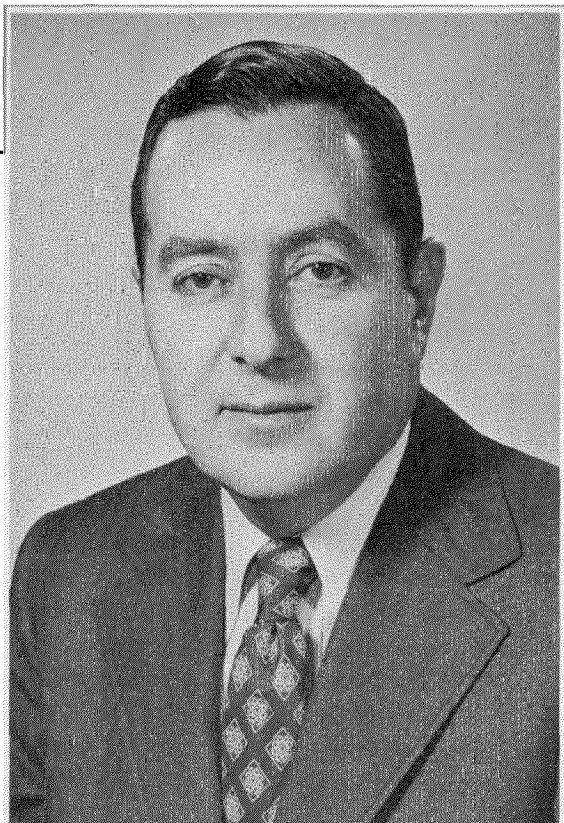


PROVIDENCE REDEVELOPMENT AGENCY

Annual Report

Advertising Supplement to
The Providence Journal
and Evening Bulletin

The Providence Redevelopment Agency Annual Report For 1980



Stanley P. Blacher
Chairman since 1972
Member since 1967
President,
Blacher Brothers Inc.

Honorable Vincent A. Cianci, Jr., Mayor
Honorable City Council
Citizens of Providence

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Stanley P. Blacher

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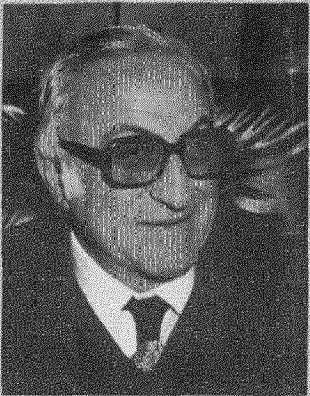


John Rao, Jr.
Vice Chairman since 1972
Member since 1968
Real Estate Investor and
Owner, Destinations Travel

AGENCY STAFF
Stanley Bernstein, Executive Director and Secretary
Charles A. Pisaturo, Legal Counsel
Mary J. Dessaint, Recording Secretary



Vincent A. Cianci, Jr.
Mayor of Providence
Ex-officio member



Robert J. Bevilacqua
Member since 1975
Attorney



Frederick Lippitt
Member since 1979
State Representative,
District 3
Attorney



Joseph Mollicone, Sr.
Member since 1979
Chairman of the Board,
Heritage Loan and
Investment Co.



Laurence K. Flynn
Councilmanic Member
since 1979
City Councilman
Eighth Ward
Salesman, Providence
Newport Distributing Co.



Edward W. Xavier
Councilmanic Member
since 1971
City Councilman First Ward

A New Era of Fiscal Restraint and Creative Development

For the Providence Redevelopment Agency, the 1980's will be very different from prior decades. More than ever before in its history, the Agency will look to its own staff and other city officials in setting objectives, enacting policies, and appropriating funds to achieve local development goals. The desires of officials in Washington, D.C. should have little impact on these decisions. Whatever federal aid is available will be in the form of block grants that stress local planning and priorities. Local sources of development funding will be precious and few. Soaring costs for maintaining basic services and infrastructure will accompany citizens' desires for growth and change. Cities that stress sound planning and coordinated programs will progress in these difficult years, and the Providence Redevelopment Agency is striving to make Providence one of these cities.

The Federal government used to finance 75% of redevelopment project costs. Providence, under this formula, accomplished ambitious renewal with a relatively low city debt burden. The "New Federalism" of the early 1970's brought consolidation and decentralization of development assistance in the form of Community Development Block Grants. Neighborhood groups, as part of a strong citizen participation effort in Providence, established priorities other than for traditional renewal activities. Social services, community centers, private rehabilitation grants, and Roger Williams Park took most available funding. Agency staff sought matching funds

for redevelopment in remaining categorical grant programs, but national priorities often conflicted with or were irrelevant to Providence's needs. Even these categorical grants are now falling victim to federal budget cutting.

Providence, therefore, is on its own, and the need for careful planning has never been greater. Local assumption of 100% of project costs and high interest rates mean that every dollar of redevelopment debt must be offset by even greater benefits. Tax revenues, arrested blight, and increased employment are among the benefits in the Agency's program for the 1980's. In the past, the Agency could anticipate long range benefits stimulated by its massive federal-city projects. Now, the Agency is more concerned with short range objectives that stress the role of specific private sector investors. More than in the past, the Agency wants to know how public investment this year will affect private spending next year. With these kinds of cost-benefit criteria in mind, the Agency is demanding a carefully designed and broadly representative planning process for each proposed project.

The decisions that guide Providence redevelopment in the years ahead will, therefore, reflect the informed opinions, best guesses, and ambitious hopes of neighborhood residents as well as professional planners, downtown property owners as well as Agency members. Providence's future, more than ever before, rests on its own collective wisdom and foresight.

Seven Basic Problems for Cities in the 1980s

Seven basic problems will challenge municipal officials in the 1980s, according to the Commission on Cities in the 80s, although not all municipalities will face all of the problems in the same way or degree.

I Municipal governments will face steadily decreasing sources of revenue to meet their anticipated expenditure needs during the decade ahead.

II Over the next ten years, municipal governments will confront weakening local economies and rising demands for government assistance, particularly where there is a mismatch between the anticipated needs and the existing skills of the local work force.

III The physical plants and the development patterns of municipalities may be outmoded and inappropriate to meet the needs of the 1980s.

IV State and federal restrictions on the legal and fiscal authority of municipal governments and accompanying mandates and requirements will combine to create increasing difficulty in meeting community needs.

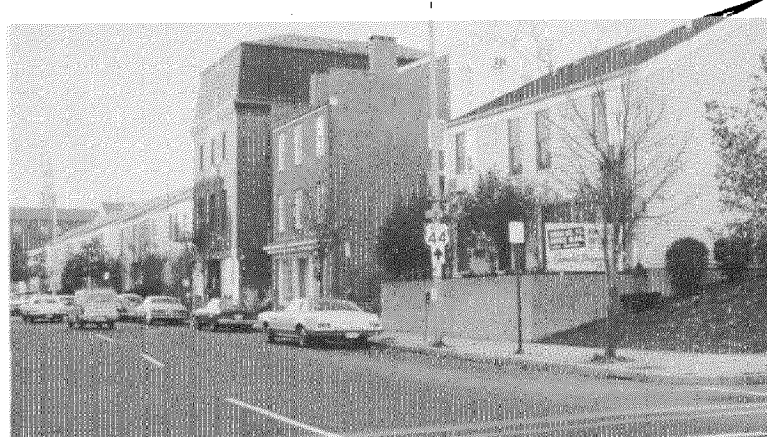
V The next ten years will be marked by uncertainty about the roles of government and of the private sector and by the potential for major shifts in responsibilities among the levels of government. As a result, municipalities will experience increasing difficulty in maintaining services and in responding to community needs.

VI Increasing conflict among local interest groups during the next ten years may hinder municipal governments in making policy decisions and carrying them out.

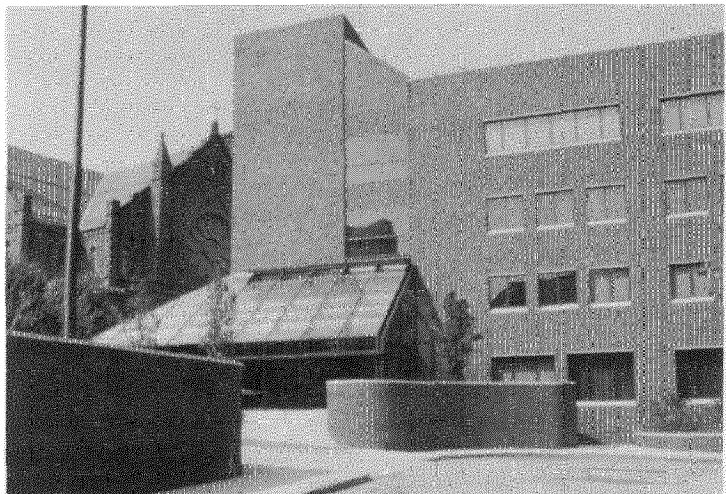
VII Community needs will become so complex and so numerous during the 1980s that the existing technical, organizational and management resources of many municipal governments will not be equal to the task of meeting them.



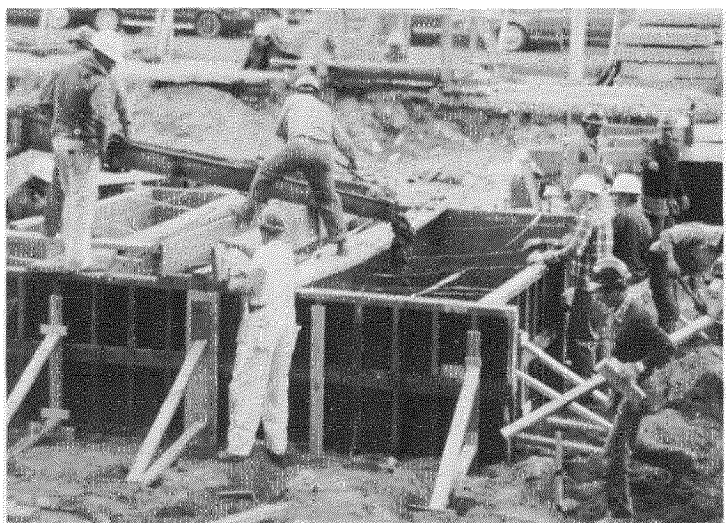
AFTER:



South Main Street Redevelopment — East Side



Gilbane Construction Co. Headquarters — Weybosset Hill



Office Building Construction on Empire Street — Weybosset Hill



Condominium Townhouses — East Side

Office and Retail Growth at Randall Square — East Side



Accomplishments

Throughout 1980, the Agency witnessed the culmination of years of planning and public investment, especially in remaining Weybosset Hill and East Side Project sites. PRA accomplishments range from ground-breakings for corporate office development to closing subsidized rehabilitation loans for West End homeowners.

In Downtown, the \$4 million, 118,000 square foot Gilbane Headquarters Building was dedicated in May 1980. Among its unique features, seven solar panels furnish energy for more than 80% of its hot water, and all air conditioning is non-electric.

In December, the Agency announced that Weybosset Hill Development Corp. would construct a \$6 million office building at Empire and Washington Streets, one of two remaining parcels in the Weybosset Hill Project. Travelers Insurance Company will be the principal tenant in this building, keeping its 220 employees and \$3 million payroll in Providence. Also on Weybosset Hill, the Agency overcame a largely procedural obstacle to construction of Trinity Mews — a \$200,000 project to enliven this growing entertainment and cultural district.

The East Side Renewal Project continued to be a showplace of successful redevelopment. Construction continued in Randall Square with a \$5 million expansion of the Marriott Inn. Nearby, a 73,000 square foot, \$3 million building to house IBM's Rhode Island operations took shape. Office and housing construction also expanded along North and South Main Streets. Erlich-Germon Corp. and Kates Properties separately began luxury townhouse developments, one closely patterned to surrounding historic structures and the other stressing contemporary styling. Between the new housing ventures, a new three story office building, One Smith Hill, opened and now dominates the reconstructed approach to the State House.

In another office building development, Sulzberger-Rolfe, Inc. in agreement with Capaldi Bros. built a four story structure at South Main and Power Streets, while private planning progressed for a larger structure at the South Main, Wickenden, and Benefit Streets corner. Phase IV Site Improvements included rebuilding sections of Wickenden and South Main Streets at a cost of \$372,105.



Office Building Construction on South Main Street — East Side

Challenges

The Agency focused on three short-range challenges for Downtown in 1980: 1) development of Parcel 4 (LaSalle Square) to complete the Weybosset Hill Project; 2) rehabilitation and reuse of strategically located historic buildings (Shepard's and the Old Journal Building); and 3) funding of a 1,000 car parking garage and related new development (Weybosset Gateway).

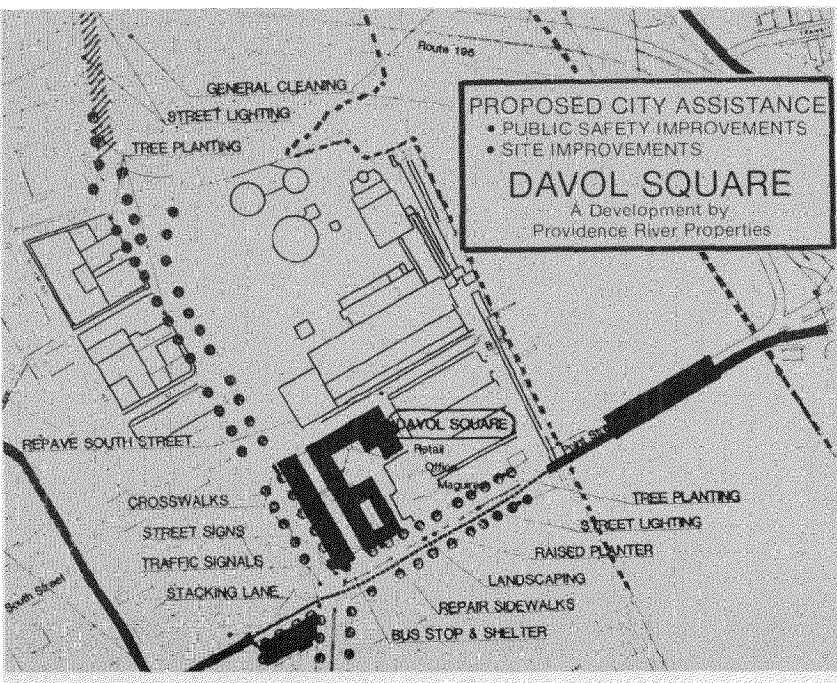
Full development of Parcel 4 as a hotel, convention center, and jewelry trade mart seemed to be within the Agency's grasp as the year progressed. Ultimately, various private commitments necessary for Concordia Management Company, Ltd. to proceed did not materialize, and the Agency voted to offer other potential developers an opportunity to submit proposals. At the same time, the Agency will reconsider the optimal use of this site.

The former Shepard's Department Store and the Old Journal Building are critical to the future of Westminster Mall. The Agency resolved to speed renovation and full reuse of these large historic structures to further encourage the movement of Class A office space across Dorrance Street and to support retailing on the Mall up to the new Federal Building.

Planning for redevelopment of Downtown also included study of the pending re-use of the former Davol Complex on Point Street as office, retail, and residential space. The Agency will plan public investments to support and advance private activity in this area.

In the city's neighborhoods, the Agency faces its most difficult and important challenges as low-moderate income residents demand better housing, more stores, new sidewalks, and employment possibilities. South Providence and Trinity Square symbolize many of these hopes and problems. In 1980, the Agency continued to support new low-income family housing by selecting a developer for expansion of the Lockwood Project. At the same time, different groups from the neighborhood came forward to propose Agency funding for housing grants and loans, site improvements, and retail parking. This area has lost half its population in ten years, and abandoned housing and vacant lots dominate streetscapes.

Population losses are almost as severe in other low-income neighborhoods, undercutting attempts to restore confidence among residents and merchants. Compounding difficulties in planning revival of these areas is the current concern over displacement, a concern that discourages strategies to attract new residents to declining areas or to acquire and clear blighted properties on a large scale. Confronting intractable demographic, economic, and psychological problems, most low-moderate income neighborhoods have selected cosmetic site improvements and subsidies to existing residents and retailers as programs to arrest blight and build confidence. Whether these community-generated programs will meet city goals better than redevelopment strategies of the past remains the Agency's greatest policy question and challenge.



Rehabilitation and Vacant Land in Upper South Providence



Old Journal Building Awaiting Restoration



Shepard's Building - Potential Development Project for Retail-Office Use



LaSalle Square — Proposed Office — Convention — Hotel Site

Neighborhood Plans: Conception, Coordination,

Participation of neighborhood residents and businessmen in project selection, design, and implementation evolved in 1980 to a level entirely new in the history of Providence redevelopment. Even before voter approval of the \$25 million redevelopment bond issue, local groups were organizing to influence their neighborhoods' future. Project Area Committees determined project boundaries, hired consultants, planned within strict budgets, and set priorities before presenting redevelopment proposals to the Agency. Local citizens' commitment and energy became a major factor in targeting limited funds among various neighborhoods.

This new level of participation involved an educational process on both sides. Professional planners had to set aside textbook approaches and assumptions based on the successes and failures of the past, listening anew to basic neighborhood priorities. Local residents had to move beyond voicing demands and complaints and tackle more taxing questions of how, where and when. When the process has worked, it has generated a new spirit of appreciation and cooperation.



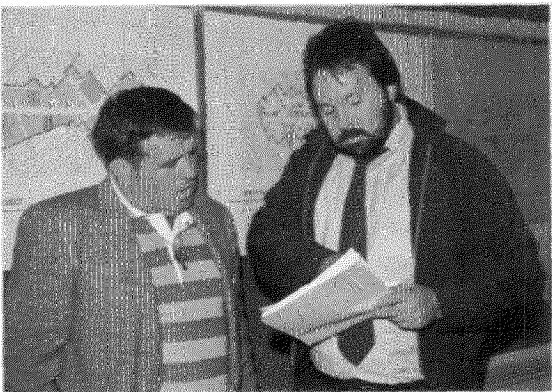
Charles Street Revitalization

Our goal is creating, at the neighborhood level, the kind of public-private partnership that has succeeded Downtown.

In 1980, the Agency advised all Project Area Committees (PAC's) that they must establish a formal review process to ensure that all recommendations represent decisions of neighborhood residents. The Agency also instructed PAC's to submit updated membership lists to guarantee adequate, broad-based representation.



Smith Hill Residents Planning Commercial District Improvements



and Finally Consensus

**NEIGHBORHOOD COMMERCIAL
PROJECT STATUS**

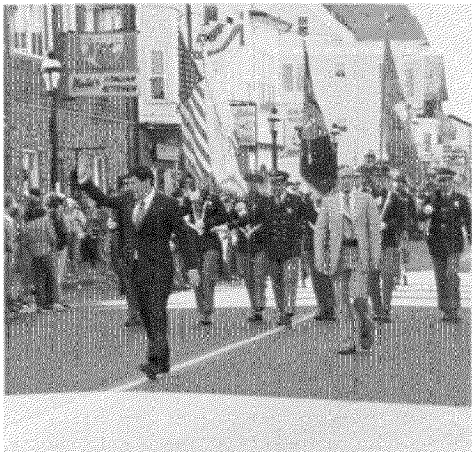
- Charles Street — Final Design
- Trinity Gateway — Coordinated Planning
with So. Prov. PAC
- Olneyville Sq. — PAC Approved,
Planning begun
- Washington Park — PAC Approved,
Planning begun
- Hartford Avenue — PAC Approved
- Smith Hill — PAC Approved
- Eagle Park — PAC Approved



Atwells Avenue Gateway



Rehabilitated Housing — West End



Columbus Day in a Revitalized
Federal Hill



Condominium Townhouse Construction
on Olney Street — East Side

PROPOSED NEW LOOK FOR SMITH HILL BUSINESS DISTRICT





Capital Center & Downtown

Since 1975, Downtown Providence has undergone a dramatic and far reaching revitalization effort. The Providence Redevelopment Agency, Mayor, City Council, Chamber of Commerce, the State, and others have forged an enduring partnership between government and downtown's business community. Two projects, highlight this partnership and will shape Downtown's physical and economic future, Capital Center and Kennedy Plaza Auto-Restricted Zone.

The highly publicized Capital Center Project will result in a 33 acre office park, a vital highway interchange, a new railroad station and the re-use of the old Union Station, stretching Down town's borders to the State House and Randall Square redevelopment. The project depends on a city contribution of \$4.624 million. The Agency voted to contribute this full amount in October 1980. The entire project may cost \$100 million with the Federal government contributing 80%. Developers should construct up to 3.5 million square feet of office and retail space over 10 to 20 years beginning in the late 1980's. This large scale commercial development is the project's primary objective. In June 1980, the President signed legislation to fund relocation of the railway tracks and station, the key to development of Capital Center.



Capital Center Model

A black and white photograph of a city skyline. In the foreground, there are trees and a paved area. In the middle ground, a large building with the 'Marriott' logo is visible. In the background, the Chicago skyline is visible, including the Willis Tower.

STATE HOUSE

TRINITY CHURCH

LEICHHORST TERRACE

BUS STATION

CIVIC CENTER

CONVENTION CENTER

BELMONT

CITY HALL

FINO NATIONAL BANK

FINANCIAL DISTRICT

WESTMAN

COURT DISTRICT

OUTLET COMPANY

FEDERAL BUILDING

GARAGE

OCEAN STATE THEATRE

INTERSTATE ROUTE 94

100'

INTERIM 1985 DOWNTOWN PLAN

Fiscal and Economic Impact of PRA Projects

Plans for expenditure of the \$25 million redevelopment bond authorization confront an important dilemma — whether to emphasize efficiency or equity in project selection. Efficiency means quickly getting the maximum fiscal return (tax revenue) for each public dollar invested. Equity involves distributing funds to areas that have not received aid in the past or which continue to have the most severe economic and social problems. When substantial federal matching funds were available, city planners could more easily reconcile efficiency and equity. Without federal support, city officials face increasingly difficult choices. Should redevelopment projects stimulate measurable, predictable private investment, or should they continue to upgrade neighborhoods that require immediate aid? Both objectives are important. Recent project selections have emphasized equity over efficiency. Only certain Downtown projects have a positive cost/benefit ratio based solely on fiscal return or value recapture. The Agency, therefore, has adopted a policy of taking greater risks in the interest of social progress. Having met this obligation, the Agency must carefully invest the balance of the \$25 million bond authorization in projects with very high and secure cost/benefit ratios. High interest costs and economic variables will complicate the job of planners striving to identify and assemble such projects. High interest rates will also give redevelopment debt service a more visible impact on the annual tax rate increasing the need for offsetting gains in project related tax increments.

PROJECTS COMPLETED

- 1. POINT STREET . . . Industrial
- 2. WILLARD CENTER . . . Elementary school
- 3. WILLARD CENTER . . . Playground, community center
- 4. CENTRAL-CLASSICAL . . . High school campus, apartments, stores
- 5. LIPPITT HILL . . . Town houses, shopping center, elementary school, church, home rehabilitation
- 7. WEST RIVER . . . West River industrial park, post office
- 8. MASHAPAug POND . . . Huntington industrial park
- 11. MOUNT HOPE . . . Housing, commercial, home rehabilitation
- 12. LOCKWOOD STREET . . . Town houses, high-rise apartments
- 13. COMSTOCK . . . Single-family homes

PROJECTS UNDER CONSTRUCTION

- 6. EAST SIDE . . . Industrial, commercial, residential, institutional and public developments, restoration and rehabilitation of homes and commercial buildings, public improvements
- 9. WEYBOSSET HILL . . . High-rise apartments, commercial, hotel, travel center, civic center, office buildings, public improvements
- 14. WEST BROADWAY . . . Apartments, commercial, public facilities, public improvements
- 16. FEDERAL HILL . . . Commercial, public improvements
- 18. WEST END . . . Neighborhood improvements
- 19. CHARLES STREET . . . Neighborhood commercial area improvement

PROJECTS IN PLANNING

- 10. RAILROAD RELOCATION . . . Capital Center
- 17. DOWNTOWN . . . Intermodal transportation center, pedestrian and traffic improvements, parking garage, commercial development
- 20. EAGLE PARK . . . Neighborhood improvements
- 21. SMITH STREET . . . Neighborhood improvements
- 22. HARTFORD AVENUE . . . Neighborhood improvements
- 23. OLNEYVILLE SQUARE . . . Neighborhood improvements
- 24. DAVOL SQUARE . . . Commercial, public improvements
- 25. WASHINGTON PARK . . . Neighborhood improvements
- 26. SOUTH PROVIDENCE . . . Neighborhood improvements
- 27. TRINITY SQUARE . . . Neighborhood improvements

PROVIDENCE REDEVELOPMENT AGENCY Consolidated Condition Statement — December 31, 1980

ASSETS & PROJECT COST

CASH IN BANK

Project expenditure accounts	\$597,171.
Temporary loan repayment funds	216,896.
Good faith deposits	148,744.
Total Cash	\$ 962,811.
Accounts Receivable (Court, Etc.)	2,355,356.
Investments	3,760,000.

PROJECT COST:

East Side	27,551,884.
Mount Hope	4,220,499.
Weybosset Hill	—
Lockwood Street	1,309,218.
West Broadway	—
Model Cities	—
Mashapaug Pond	6,329,215.
Federal Hill East	2,691,949.
Comstock	838,352.
Downtown Renewal Project	57,952.
West End Project	105,539.
UMTA Section 3	67,234.
UMTA Section 6	47,196.
Charles Street Project	182,249.

TOTAL PROJECT COST

\$43,401,287.

Relocation Payment	1,796,871.
Rehabilitation Payments	154,536.
Donated Land	171,723.
Project Improvements	92,379.
Supporting Facilities	587,493.

TOTAL ASSETS

\$53,282,456.

LIABILITIES & FUNDING GRANTS

LIABILITIES:

Accounts payable	\$2,202,680.
Temporary loans payable	1,825,000.
Accrued interest payable	84,686.

TOTAL LIABILITIES

\$4,112,366.

FUNDING GRANTS:

Local Grant-In-Aid; Cash	\$13,564,671.
Non-Cash	851,595.
	\$14,416,266.
Federal Grants-In-Aid:	
Project Grants	\$27,903,947.
Relocation Grants	1,902,459.
Rehabilitation Grants	278,676.
Housing Subsidy Grant	2,000.

TOTAL FEDERAL GRANTS

\$30,087,082

Proceeds from sale of land

4,666,742

TOTAL FUNDING GRANTS

\$49,170,090

TOTAL LIABILITIES & FUNDING GRANTS

\$53,282,456

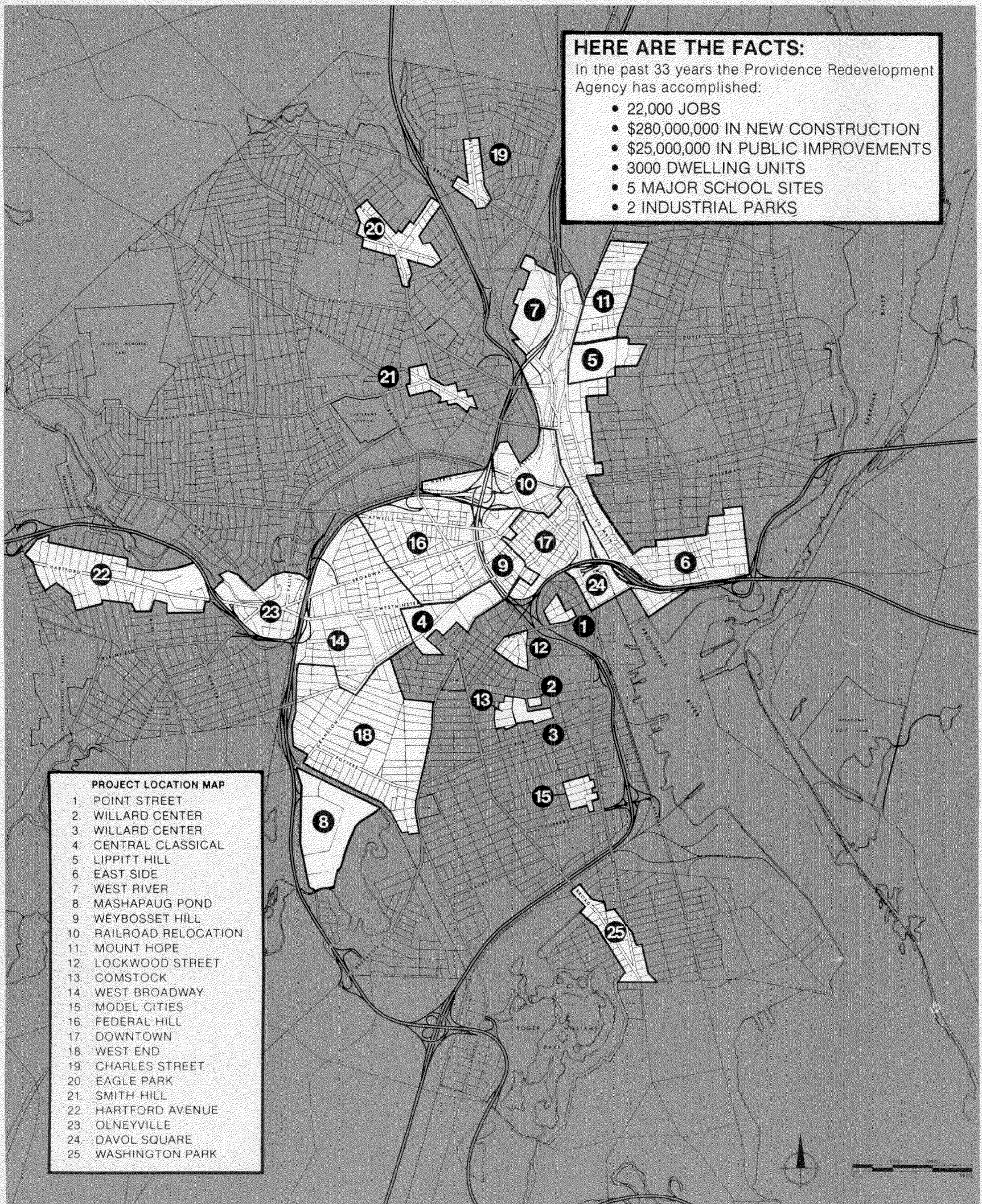
HERE ARE THE FACTS:

In the past 33 years the Providence Redevelopment Agency has accomplished:

- 22,000 JOBS
- \$280,000,000 IN NEW CONSTRUCTION
- \$25,000,000 IN PUBLIC IMPROVEMENTS
- 3000 DWELLING UNITS
- 5 MAJOR SCHOOL SITES
- 2 INDUSTRIAL PARKS

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





Executive Chamber, City of Providence, Rhode Island
Vincent A. Cianci, Jr.
MAYOR

Dear Citizens:

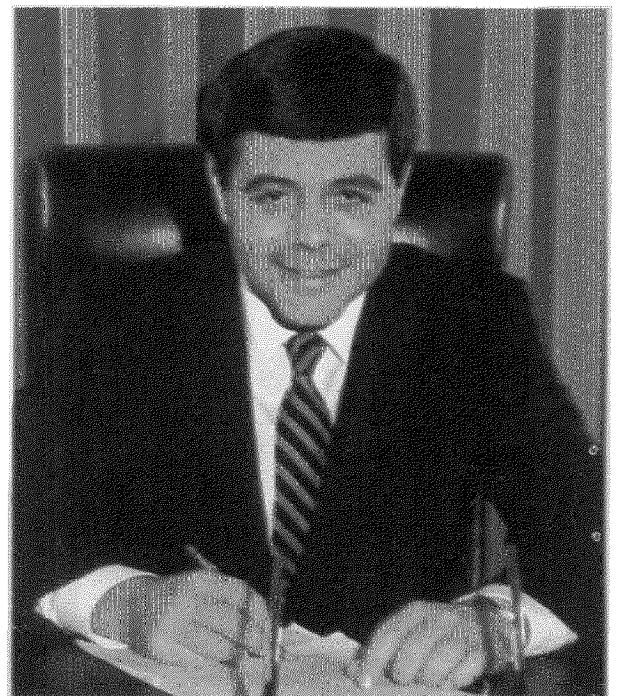
The theme of this year's Annual Report, "A New Era of Fiscal Restraint and Creative Development", captures the challenges and opportunities that beckon Providence into a new decade of redevelopment. More than ever before in the last 30 years, we are on our own in charting the physical, social, and economic future of our city. Speaking for myself and this administration, this heightened responsibility is a tonic, a spur to greater and more creative efforts in urban revitalization.

During the past year the Providence Redevelopment Agency and my administration began a citywide program in neighborhood commercial renewal. The North End, Smith Hill, Hartford Park, Olneyville, Washington Park, South Providence, and Eagle Park have enthusiastically responded to our call for neighborhood-based planning. In downtown, the city did its full share to move Capital Center a major step closer to implementation. The P.R.A. also targeted key downtown buildings for city action with this administration's active encouragement.

The dedication of the Agency's volunteer members and the professionalism of the staff of the Department of Planning and Urban Development have made the accomplishments of 1980 possible and will make hopes for the 80's attainable. This administration is proud to be a vital force in these plans and achievements.

Sincerely,

Vincent A. Cianci, Jr.
Vincent A. Cianci, Jr.
Mayor



61 33
JAN 13 4 22 PM '82
DEPT. OF CITY CLERK
PROVIDENCE, R.I.