

City of Providence

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

CHAPTER 1996-24

IN COUNCIL

CITY CLERK
CITY OF PROVIDENCE
150 WEST MAIN STREET
PROVIDENCE, RHODE ISLAND 02840

No. 246 AN ORDINANCE

AMENDING CHAPTER 20, OF THE
ORDINANCE OF THE CITY OF PROVIDENCE, ENTITLED "REDEVELOPMENT
AREAS" AS AMENDED.

Approved May 23, 1996

Be it ordained by the City of Providence:

1. That Sections 20-1 through 20-20 of Chapter 20 entitled, "REDEVELOPMENT AREAS" is hereby eliminated and the following five (5) Sections will be added in their stead:

Section 1. Authority; designation of areas.

The City Council of the City of Providence hereby designates, in accordance with R. I. G. L. 45-32-4, the redevelopment areas as set forth in this Chapter.

Section 20-2. Area-1

The following area in the City of Providence shall be designated as Area-1:

Beginning at a point at the centerline intersection of Interstate Route 146 and the North Providence Town Line;

Thence turning and running southerly along Interstate Route 146 to its intersection with Interstate Route 95;

Thence turning and running southerly along Interstate Route 95 to its intersection with Interstate Route 6;

Thence turning and running westerly along Interstate Route 6 to its intersection with the Johnston Town Line;

Thence turning and running northerly along the Johnston Town Line and Providence City Line to its intersection with the North Providence Town Line;

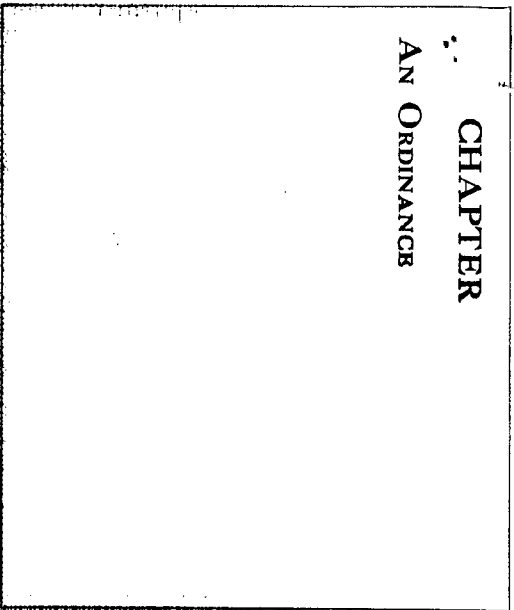
Thence turning and running along the City Line and the North Providence Town Line to its intersection with Ferncrest Blvd and the westerly boundary of Rhode Island College;

Thence turning and running southwesterly along the westerly boundary line of the Rhode Island College approximately 1,230 feet to the intersection of the westerly boundary line of the State Home and school and the northerly boundary of Triggs Memorial Park;

Thence turning and running southwesterly across Triggs Memorial Park approximately 1,440 feet to the intersection

No.

CHAPTER
AN ORDINANCE



IN CITY COUNCIL

1 JAN 18 1996
FIRST READING
REFERRED TO COMMITTEE ON
URBAN REDEVELOPMENT
RENEWAL & PLANNING

Michael S. Stewart
CLERK

THE COMMITTEE ON

URBAN REDEVELOPMENT
RENEWAL & PLANNING

Richard G. Garrison
Clerk
3/7/96 - See pg. P.H.

THE COMMITTEE ON

URBAN REDEVELOPMENT
RENEWAL & PLANNING

W. R. P. P.
Richard G. Garrison
Clerk
4/2/96
P.H. See 4/6/96

THE COMMITTEE ON
URBAN REDEVELOPMENT
RENEWAL & PLANNING

Approves Passage of
The Within Ordinance
Richard G. Garrison
Clerk
4/25/96

DEPT. OF CITY CLERK
PROVIDENCE, R.I.

JAN 12 12 09 PM '96

FILED

Councilman P. Allen and Councilman Allen

of the westerly boundary of Triggs Park and Bullock Avenue on range of the southerly side of Batterson Street;

Thence southerly and easterly along the Triggs Park boundary approximately 2,230 feet to the intersection of the park boundary and Chalkstone Avenue;

Thence in a generally easterly direction along the northerly side of Chalkstone Avenue approximately 2,492 feet to the intersection of Chalkstone Avenue and the easterly boundary of Triggs Park;

Thence in a generally northeasterly direction along the Triggs Park boundary approximately 2,522 feet to the intersection of the easterly boundary of Triggs Park with the southerly boundary of the Mt. Pleasant High School property;

Thence easterly along the southerly boundary of Mt. Pleasant High School approximately 1,325 feet to the westerly side of Mt. Pleasant Avenue;

Thence southerly along the westerly side of Mt. Pleasant Avenue to its intersection with Canonchet Street;

Thence westerly along the westerly side of Canonchet Street to its intersection with Winthrop Avenue;

Thence southerly along the westerly side of Winthrop Avenue to its intersection with the southerly side of Chalkstone Avenue;

Thence westerly along the southerly side of Chalkstone Avenue to its intersection with Leah Street;

Thence southerly along the westerly side of Leah Street to its intersection with the southerly side of Atwells Avenue;

Thence easterly along the southerly side of Atwells Avenue to its intersection with the easterly side of Academy Avenue;

Thence northerly along the easterly side of Academy Avenue to its intersection with the southerly side of Newark Street;

Thence easterly along the southerly side of Newark Street to its intersection with the easterly side of Cutler Street;

Thence northerly along the easterly side of Cutler Street to its intersection with the southerly side of Cliff Street;

Thence easterly along the southerly side of Cliff Street to its intersection with the easterly side of Allston Street;

Thence easterly along the southerly side of Allston Street to its intersection with the westerly side of Wolcott Street;

Thence southerly along the westerly side of Wolcott Street to the rear lot line of Lot 437 on A. P. 66;

Thence easterly along the northerly lot line of Lot 437 to the easterly lot line of Lot 437;

Thence southerly along the easterly lot line of Lot 437 to its intersection with the northerly lot line of Lot 216 on A. P. 66;

Thence easterly along the northerly lot line of Lots 216, 217, and 220 on A. P. 66;

Thence southerly along the easterly lot line of Lot 220 to its intersection with the northerly side of Valley Street;

Thence easterly along the northerly side of Valley Street to its intersection with the westerly side of Raymond Street;

Thence northerly along the westerly side of Raymond Street to its intersection with the southerly side of Smith Street;

Thence westerly along the southerly side of Smith Street to its intersection with the westerly side of Huxley Avenue;

Thence northerly along the westerly side of Huxley Avenue to its intersection with the southerly side of Admiral Street;

Thence westerly along the southerly side of Admiral Street to its intersection with the westerly side of Sharon Street;

Thence southerly along the westerly side of Sharon Street to its intersection with the northerly side of Naples Avenue;

Thence southerly along the northerly side of Naples Avenue to the easterly intersection with Enfield Avenue;

Thence northerly along the easterly side of Enfield Avenue to its intersection with the southerly side of Isabella Avenue;

Thence westerly along the southerly side of Isabella Avenue to its intersection with the easterly side of Longwood Avenue;

Thence southerly along the easterly side of Longwood Avenue to its intersection with the northerly side of Smith Street;

Thence southerly along the northerly side of Smith Street to its intersection with the southwesterly side of Cathedral Avenue;

Thence southerly along the southwesterly side of Cathedral Avenue to its intersection with the easterly side of Mt. Pleasant Avenue;

Thence northerly along the easterly side of Mt. Pleasant Avenue to its intersection with the North Providence Town Line;

Thence northerly along the North Providence Town Line to the point and place of beginning.

Section 20-3. Area 2.

Beginning at a point of the centerline of Interstate Route 146 and its intersection with the North Providence Town Line;

Thence turning and running in a southerly direction along Interstate Route 146 to its intersection with Interstate Route 95;

Thence and running in a northerly direction along Interstate Route 95 to its intersection with the southerly side of Industrial Drive;

Thence turning and running in a easterly direction along the southerly side of Industrial Drive to its intersection with the westerly side of North Main Street;

Thence turning and running in a southerly direction along the westerly side of North Main Street to the intersection with the westerly side of Canal St.

Thence turning and running southeasterly along Canal Street to the point where Canal Street becomes South Water Street;

Thence turning and running in a southeasterly direction to the southeasterly intersection of Crawford Street and South Water Street;

Thence turning and running southeasterly along the southeasterly side of Crawford Street approximately 55 feet to the southeasterly intersection of the Crawford Street Bridge and the harbor line;

Thence turning and running along said harbor lines of the Providence River and Seekonk River to its intersection with the New York, New Haven and Hartford Railroad right-of-way;

Thence in a generally northwesterly direction approximately 1,200 feet to its intersection with the westerly side of Gano Street;

Thence northerly along the westerly side of Gano Street to its intersection with the southerly side of East George Street;

Thence westerly along the southerly side of East George Street to its intersection with the easterly side of Governor Street;

Thence southerly along the easterly side of Governor Street to its intersection with the southerly side of Power Street;

Thence westerly along the southerly side of Power Street to its intersection with the easterly side of Thayer Street;

Thence southerly along the easterly side of Thayer Street to its intersection with the southerly side of John Street;

Thence westerly along the southerly side of John Street to its intersection with the westerly side of Benefit Street;

Thence northerly along the westerly side of Benefit Street to its intersection with the southerly side of Angell Street;

Thence easterly along the southerly side of Angell Street to its intersection with the easterly side of DeFoe Place;

Thence northerly along the westerly side of the extended easterly side of DeFoe Place to its intersection with southerly side of Meeting Street;

Thence westerly along the southerly side of Meeting Street to its intersection with the easterly side of Congdon Street;

Thence northerly along the easterly side Congdon Street to its intersection with the southerly side of Halsey Street;

Thence easterly along the southerly side of Halsey Street to its intersection with the westerly side of Brown Street;

Thence northerly along the westerly side of Brown Street to its intersection with the southerly side of Olney Street;

Thence easterly along the southerly side of Olney Street to its intersection with the westerly side of Hope Street;

Thence northerly along the westerly side of Hope Street to its intersection with the southerly side of Doyle Avenue;

Thence westerly along the southerly side of Doyle Avenue to its intersection with the westerly side of Camp Street;

Thence northerly along the westerly side of Camp Street to its intersection with the southerly side of Rochambeau Avenue;

Thence westerly along the southerly side of Rochambeau Avenue to its intersection with the westerly side of North Main Street;

Thence northerly along the westerly side of North Main Street to its intersection with easterly side of Cemetery Street;

Thence northerly along the easterly side of Cemetery Street to its intersection with the westerly side of Nashua Street;

Thence northerly along the westerly side of Nashua Street to its intersection with the city line;

Thence turning and running in a westerly direction along the city line to the point and place of beginning.

Section 20-4. Area 3

Beginning at the southwesterly intersection of Interstate Route 146 and Interstate Route 95;

Thence turning and running along Interstate Route 95 in a southerly direction to a point opposite the westerly side of Henderson Street;

Thence turning and running easterly along the southerly side of Henderson Street to its termination at the harbor line;

Thence turning and running northerly along the harbor line to its southwesterly intersection with the Crawford Street Bridge;

Thence turning and running northeasterly along the southeasterly side of Crawford Street to its intersection with South Water Street;

Thence turning and running northerly along South Water Street to the point where South Water Street becomes Canal Street;

Thence turning and running northerly along Canal Street to its intersection with the westerly side of North Main Street;

Thence turning and running northerly along the westerly side of North Main Street to its intersection with the southerly side of Industrial Drive;

Thence turning and running westerly along the southerly side of Industrial Drive to its intersection with Interstate Route 95;

Thence turning and running southerly along Interstate Route 95 to the point and place of beginning.

Section 20-4. Area 4.

Beginning at the intersection of the centerlines of the Town of Johnston and the Woonasquatucket River;

Thence turning and running westerly along the Johnston Town Line and the Providence City Line;

Thence turning and running southerly along the Providence City Line and the Johnston Town Line to its intersection with Sunset Avenue;

Thence turning and running southeasterly along the southerly side of Sunset Avenue to its intersection with Killingly Street;

Thence turning and running southeasterly along the southerly side of Killingly Street to its intersection with Duxbury Street;

Thence turning and running southerly along the westerly side of Duxbury Street to its intersection with Plainfield Street;

Thence turning and running southerly along the westerly side of Plainfield Street to its intersection with the Cranston City Line;

Thence turning and running easterly along the Cranston and Providence City Line;

Thence turning and running along the Cranston and Providence City Line to its intersection with the Harbor Line;

Thence turning and running northerly along the Harbor Line to its intersection with Henderson Street;

Thence turning and running westerly along the southerly side of Henderson Street to its intersection with Interstate Route 95;

Thence turning and running northerly along Interstate Route 95 to its intersection with Interstate Route 6;

Thence turning and running westerly along Interstate Route 6 to its intersection with the Woonasquatucket River;

Thence turning and running northerly along the Woonasquatucket River to the point and place of beginning.

IN CITY COUNCIL
MAY 2 1996
FIRST READING
READ AND PASSED

Michael L. Conest
CLERK

IN CITY
COUNCIL
MAY 16 1996
FINAL READING
READ AND PASSED

Enrico V. Fargnoli
PRESIDENT
John M. Angelone
CLERK

APPROVED
MAY 23 1996
Vincent Di Leonardo
MAYOR

JOHN F. PALMIERI
DIRECTOR




VINCENT A. CIANCI, JR.
MAYOR

Department Of Planning and Development

"Building Pride In Providence"

January 12, 1996

MEMORANDUM

To : Michael R. Clement, City Clerk
From :  Thomas E. Deller, AICP, Deputy Director
Re : Proposed Amendment to Chapter 20 of the City Ordinances, Entitled
"Redevelopment Areas."

Attached is an original and twenty-two (22) copies of a proposed ordinance to amend Chapter 20 of the City Ordinances, Entitled "Redevelopment Areas." The purpose of the amendment is to consolidate numerous redevelopment areas into four (4) areas where urban redevelopment projects can be undertaken.

This Ordinance is being sponsored by Councilman John H. Rollins and Councilman Ronald W. Allen.