III C--DETAILED PROPOSALS
III DETAILED PROPOSALS

SUMMARY
This section is concerned with detailing the specific proposals contained within the general planning program presented in the previous section. It should be noted at the outset that the choice of types of development stems from the policy of relating each development opportunity to the needs and programs of the entire College Hill area. Each proposal has been checked with various advisory committees for the study.

Architectural solutions for the various development proposals are presented here for several reasons: 1) to show how practical use can be made of historic structures by incorporating them into actual designs; 2) to suggest ways that the integrity of the existing historic and other structures can be retained where such structures are included as an integral part of a development of new building; 3) to show that new structures do not need to be designed in an eclectic style in order to be compatible with historic architecture.

The majority of the proposals made here occur within the urban renewal area. The most inclusive of these is the proposal for the Benefit Street Trail, which outlines a comprehensive program for preservation of historic architecture, and also recommends the development of facilities necessary to make it a successful tourist attraction. These recommendations include the development of the Roger Williams Spring and house site as a National Historic Park; a Pilot Rehabilitation area in the north Benefit Street section near the Spring site; to be overlooked by the proposed Golden Ball Inn designed to accommodate both transients and residents.

The blighted area along the river in the South Main Street area is suggested for commercial and residential redevelopment. It is also proposed that a tower be built to mark the south terminus of Benefit Street. In the extreme northern section, the blighted area of Constitution Hill will be renewed; so also will the Wickenden area in the south, particularly in the vicinity of the shopping area and the Arnold Street playground.

In the University area, not so much attention is given to specific proposals as is given to an analysis of, and a plan for, the whole area. The plan presented here should be considered as a suggestion only.
BENEFIT STREET TRAIL

Benefit Street is the backbone of the historic College Hill area of Providence. It is one of the oldest streets in the city, and is lined with many structures important for the era they represent and significant for the events that took place within them.

Renewal of much of College Hill will depend on rehabilitation and redevelopment in the Benefit Street area. As one means to foster renewal, it is proposed that a historic trail be developed along and off of Benefit Street. Such a trail would stimulate the public to restore and make proper use of the older structures, and would attract national attention to the architecture and history of College Hill. Similar trails exist in other cities and appear to be successful in attracting visitors. One of the factors in favor of the development of a historic trail is that much can be done at relatively little expense by installing plaques, landscaping and painting. The more costly projects can be developed in time as the program becomes accepted. The accompanying map shows the trail with existing points of interest and proposed features. Some of these are more fully described below:

- **ROGER WILLIAMS SPRING NATIONAL HISTORIC PARK** — The site where Roger Williams founded a new colony based on freedom of religious worship. According to the proposals made here, the present park around Roger Williams Spring would be enlarged and would include a small museum to present a graphic history of the city. This new park would serve as the northern terminus of the historic trail and as such would contain information facilities.

- **A RESTAURANT AND INN** — Situated adjacent to Prospect Terrace and along the hillside would be an ideal location for an inn and restaurant to serve visitors to the historic area. The proximity to the points of historic and cultural interest, as well as the view of the city from the hillside, should make this a mecca for visitors to Providence.

- **A CENTER FOR PROFESSIONAL OR OTHER CIVIC ORGANIZATIONS** — The area along Benefit Street and immediately west of it is a favorable place for the location of various organizations, and the eventual use of a small area as an organizational center is contemplated in current plans. At present the area has several rundown structures of unusual character which, if they were rehabilitated, could make attractive homes for small organizations.

- **AN ANTIQUE CENTER** — At the southern end of South Main Street between South Main and South Water Streets, is currently contemplated the development of an antique center. This center would include the Tillington House and the Sheldon Storehouse around which new structures might be built.

- **A MUSEUM SHIP** — Plans for the historic trail include acquisition of a historic ship which would be located in the Providence River adjacent to the antique center. Other cities have refurbished old sailing vessels to serve as museums with great success. It is quite appropriate for Providence to consider such a ship since the city’s early economic vitality came from the sea.

- **AN ARTS AND CRAFTS CENTER** — In conjunction with the antique center, a small center for arts and crafts is contemplated. The city is an established center for the training of craftsmen and the production of arts and crafts work.

- **PARKING AND TRANSPORTATION** — While the trail is only a mile long and can best be viewed on foot, it is probable that many people will not want to walk its entire length. Most will use their automobiles and convenient parking or stopping places must be provided along its length. It is desirable to reduce through traffic on Benefit Street so that people can pause by the curb to view a house without interrupting a steady stream of traffic. It is also desirable to have off-street parking places in the vicinity of the more popular points of interest. After a period of time, as the trail becomes more popular, it may be reasonable to provide transportation for the visitors, either for a fee or without charge. As in other cities, carriages could be used to carry passengers along Benefit Street.

- **STREET DESIGN** — The plan should unify all the elements of street design such as landscaping, pavements, colors and street "furniture" (lights, poles, signs, etc.) all of which have an important bearing on the total visual effect of the trail.

- **RHODE ISLAND PRODUCTS HALL** — This would be located along South Main Street at the end of the trail. Though this function is not historic, it would make use of a large early 19th century building for the display of the products made in Rhode Island.
ROGER WILLIAMS SPRING PARK

The historic center of Providence is marked by Roger Williams Spring, from which point the city has spread in all directions. Here Roger Williams made his settlement. He dedicated it from the first to the principle of religious liberty and made it a haven for those “distressed for conscience”. Williams built and lived in a one room stone-end house a little to the southeast of the Spring; its site is now partially covered by the structure at 223 North Main Street and is marked by a tablet on the front of this house. Williams’ house, together with most of the town’s other houses, was burned in 1675 by the Indians in King Philip’s War. Williams died in 1653 and was buried on his own land east of his house, near the junction of Pratt and Bowen Streets, later part of Sullivan Dorr’s orchard. His grave was opened in 1860 and his remains were transferred at that time to the North Burial Ground; but the base of a broken column marks the site of the original burial place.

In 1930, the spring site was given to the city for a park; at this time a wall, steps and well-curb were built and an evergreen garden was laid out by the Park Department. The accompanying photograph shows the spring as it exists today, surrounded by a miniature landscaped area and closely hemmed-in by the backs of commercial buildings on two sides, heavy traffic on another, and a parking area and lawn on the fourth.

As the northern anchor for the Benefit Street Trail, it is proposed that the site of Roger Williams’ original settlement of the City of Providence and the State of Rhode Island be enlarged and developed as a park site for the edification and inspiration of all the people of the United States. The purpose of the proposed museum and park is to memorialize more adequately Roger Williams as the founder of Providence, as well as the spot of the city’s initial settlement, by building a museum and expanding the open space around the spring. The proposed site measures a little more than four acres bounded by Canal Street, North Main Street, Smith Street and Haymarket Street.

The principal elements of the scheme include:

- A three-acre landscaped park to give the spring and museum a setting and to provide a pleasant outlook from the rehabilitated historical section on the hill to the east.
- A one-acre area for the museum, spring, and plazas.
- An entrance court with the Roger Williams Spring as a focal point.
- A walled garden with a reconstructed 17th century house of the type in which Roger Williams and his fellow settlers would have lived. There is very little documented data available concerning the construction of his house, but documentation exists for similar houses of the period.
- A museum for a permanent exhibit telling the story of Roger Williams and the growth of the early settlement. Emphasis would be given to Roger Williams' contribution to our national heritage. The exhibit would also include documents, books, models of the settlement, relics and maps. Since historical displays have more value if they can be linked with the present and future, this museum could continue the story of the growth of the city by providing space for exhibits showing the present conditions of the city and plans for its future.
- A small slide-lecture hall where the visitor can get a visual introduction to the history surrounding Roger Williams and a preview of the Benefit Street Historic Trail which awaits the visitor.
- A small reading room where books and pamphlets are available for purchase or reading.
- A parking area across Canal Street large enough to meet the demands for parking anticipated for the park with enough extra capacity to serve nearby commercial properties.
- A pedestrian overpass connecting the parking area to the park and also leading to the Benefit Street Trail and to Roger Williams' house and burial sites on the hillside.

A plan and perspective of the proposed park development are shown on the following page.
HISTORIC RENEWAL AREA
HISTORIC RENEWAL AREA

On a four-block sloping site between North Main, Church, Benefit and North Court Streets stands a group of the city's earliest houses including the oldest, the Benjamin Cushing House built in 1737. On the south the area is flanked by the Colony House, now a district court, which served as the state house from the time of its construction in 1763 until 1900. To the north is the Cathedral of St. John built in 1810 on the site of the original King's Chapel. Across North Main Street to the west is Roger Williams Spring, site of the founding of Providence. Up the hill and across Benefit Street is the Sullivan Dorr house built in 1809, in the rear of which is located Roger Williams' burial site. Within the area at the corner of North Main Street and Howland Alley is the site of Roger Williams' house. Except for a row of five residential structures just south of the Cathedral, most of the houses which formerly stood along North Main Street have been replaced.

The four blocks comprise over three and eight tenths acres of land on which stand thirty-nine residential and five commercial structures, and numerous garages and outbuildings most of which are in poor repair. There are one hundred and ten dwelling units in the area, contained in types ranging from one family frame houses to a thirty-five unit brick apartment house. Three of the residential structures are in mixed use with shops on the first floor, and three more have been completely converted to business use. Many of the businesses are wholesale yard-goods operations which front North Main Street and lack both parking and loading space. Need for storage facilities has caused their owners to build additions in the rear which have had a blighting effect on the houses farther up the hill. For the most part, these houses are in poor condition and many are without proper heating or adequate plumbing fixtures. Many structures are in various stages of deterioration and are in serious need of repair. Recently some of the buildings have been purchased and are being rehabilitated. There are indications that this trend will continue as more people become aware of the quality of the houses.

Yards are small, irregular in shape, and are often almost entirely given over to parking. The parking problem is further complicated by the practice of converting structures built for one family use into multi-family dwelling units. At present there are primarily three types of occupancy in the area: 1) young couples, who represent the smallest group, 2) college students, who usually rent for periods of eight or nine months only; and 3) single persons, many of whom are older and are either on relief or pension. This last category probably accounts for the largest group. The student group will tend to diminish as the colleges complete their programs of dormitory building.

These blocks lined with historic buildings are in the center of the northern part of Benefit Street and their rehabilitation will serve as an example for the areas to the north and south. They, therefore, play a particularly important role in the renewal of College Hill. Several design objectives have been kept in mind as the comprehensive plan for the area has been developed: 1) the proposed park to the west would justify the renewal of the North Main Street frontage of these blocks for residential reuse to make a continuous renewed strip from the bottom to the top of the hill; 2) visitors will enter the Benefit Street Historic Trail through this area from the park and its effect as an entrance should be heightened as much as possible; 3) the three sites relating to Roger Williams should be connected by a pedestrian way through the area from the spring, past his house site and on up the hill to his grave site; 4) removal of some commercial structures and the rehabilitation of residential structures should be undertaken to eradicate blighted conditions in the area; 5) ways should be found to solve parking problems and to allot more land for private yard space.

In addition to the design objectives for this area, it has also been the intent to show how architecturally valuable houses which have been allowed to become slum dwellings can be rehabilitated in a renewal scheme and changed from neighborhood liabilities into important civic assets. This of course implies the existence of a market for them which can absorb the costs of expensive rehabilitation work.

The work of this study and other activities on the part of the sponsoring organizations have already interested people in buying and rehabilitating property in the College Hill area. The part that a comprehensive plan plays in this venture is to assure investors that the neighborhood as a whole will improve and its deficiencies be corrected.

This study will serve as a pilot investigation not only in planning and architectural scope but in financial matters as well. The costs of rehabilitation have been investigated so that potential investors in the area can tell what costs are to be anticipated over and above purchase prices and what the scale of sale prices or rentals might be. In these particular blocks the type of rehabilitation which the historic architecture warrants will be much more extensive than that required by the minimum housing standards.
code and will result in a change to owner-occupied dwellings or in a rental increase so high as to cause relocation of some of the present inhabitants. Where the houses are less important historically, a less extensive rehabilitation job is required and rent schedules can be gauged to keep within the price range of the present tenants.

Proposals for the area include: 1) clearance of commercial structures, outbuildings, and some houses which are beyond repair; 2) relocation of one house which is now poorly situated; 3) construction of new apartment and garage units in the cleared site fronting North Main Street; 4) provision of centrally located parking facilities which are more efficient and allow more yard space; 5) realignment of a few lot lines to correct the situation of inequitable distribution of yard space which has been the result of unwise subdivision; 6) rehabilitation of existing houses; 7) landscaping, paving, and street lighting.

Before examining the program in detail it will be helpful to look at two diagrammatic site plans, the first of which shows existing conditions and the second of which points out the renewal actions required. Historically and architecturally valuable houses are indicated and these are only the ones in the "good" or better categories. Commercial buildings are shown and combined commercial and residential are indicated . Surveys on housing conditions determined which houses are in the "substandard" and "slum" categories and these are shown . The condition of the commercial properties in general is poor to

fair. Their existence in the neighborhood is a hindrance to satisfactory residential renewal because, among other factors, their storage facilities intrude and employees cars parked in the rear of these buildings crowd out private parking opportunities.

The proposed plan shows the various types of renewal activity contemplated. Houses to be rehabilitated are generally of two types: those of considerable architectural and historic importance as shown which will probably be acquired privately and be prepared before the urban renewal program takes effect. This process will be expensive and will be undertaken by new owner-occupants or by investors interested in rental or sale to persons who will pay relatively high rents or prices because they want to live in an architecturally significant house and like the location near downtown and the colleges. Houses of less architectural merit as shown will be rehabilitated less extensively, aided by enforcement of the Minimum Housing Standards Code. Many of the buildings in this group are now cut up into small apartments for students or single people. These buildings will probably continue to be used in this same way; although the type of apartment offered might improve as the rentals in the neighborhood are upgraded. Areas to be acquired in a renewal program are shown and include all the commercial property and five residential structures, some of which have commercial space on the first floor. Buildings to be demolished are shown and occur for the most part along North Main Street where they will be replaced with apartment buildings having parking beneath at grade.
Five remaining structures along North Main Street are of interest architecturally and are suggested for rehabilitation and reuse as residences on the upper floors and shops or offices on the street level. One house now in the center of a block is slated for removal to front on Cady Street in order to give it the yard space it now lacks.

The new scheme would keep the present number of one hundred and ten dwelling units approximately the same. The present accommodations for cars would be increased from seventy-three (which now are provided for by unsightly lots and which are partly for commercial use) to one hundred cars distributed as follows: sixty at grade under the apartment structures, twenty-four between Church and Bowen hidden partly by a level change and by a lattice structure, sixteen more between Bowen and Cady Streets. Because of the shortage of yard space in this vicinity, advantage is taken of the sloping terrain to deck over the parking for use as added outdoor space for the houses above. Increased parking is considered necessary since it is anticipated that the higher income groups who will come into the area will need additional parking space. There are several ways the last two parking areas mentioned above can be managed: 1) portions can be owned by those whose property fronts on the parking area and spaces rented out by them, 2) lots can be cooperatively owned; 3) a single owner, possibly of the apartment building, could maintain and rent them.

A privately financed rehabilitation project is currently underway in the area which involves some fifteen or twenty pre-1920 structures located close together in an area rich in examples of fine early architecture. By undertaking a broad scale effort, it is hoped that an entirely new community can be created and that as a result current opinions of property values in that area will be altered. It is the plan of the investors to make structural repairs, and to restore the exteriors authentically but in order to make only limited interior changes. This procedure was decided upon in order to permit subsequent buyers freedom to refurbish the interiors as they choose.

It is expected that exterior restoration will help to make the value of the historic structures apparent and as a result, many people will feel encouraged to carry on the rehabilitation process from the point where the contractor has left off. It is hoped that the developer, the inhabitants of the restored houses and the community will all profit in the process of bringing this project to fruition. This approach may be instrumental in saving many of the valuable structures in the city, and should therefore be watched with interest by other cities with a body of historic architecture in poor repair.

Costs for rehabilitation vary with the degree of dilapidation of any given structure, as well as according to the standard of repair to be achieved. To serve as an example, an itemized account is given on page 2 of the costs involved in the rehabilitation now in progress of one dilapidated historic structure in the College Hill area. The contractor was able to supply the figures for repair of the structure and they are listed here for the information of anyone contemplating such an undertaking.

This example is considered to be typical of architecturally valuable structures in need of repair throughout the College Hill area:

Description: wood frame single family structure built before 1880 in poor condition.

Purchase price: $3,500

Repairs needed: Estimated Costs
1. Strip the siding .......................... $ 150
2. Replace clapboards, cornerboards and exterior baseboards .................................. $ 150
3. Repair cornice ............................ 250
4. Replace gutters and downspouts .......... $ 200
5. Strip roof .................................. 125
6. Replace roof boards ...................... $ 100
7. Apply new roof shingles .................. 200
8. Rebuild chimney .......................... 200
9. Replace all window sash and repair frames ........................................ $ 500
10. Repair doorway and replace door ...... $ 100
11. Repair porch .............................. 100
12. Paint outside (2 coats) ............. $ 600
13. Wash windows ........................... 25
14. Landscape ............................... 200
15. Clean interior ............................ 100

Sub Total $3,300
Contractor’s fee + $ 300

Total $3,300

Initial Cost of House +$3,500
Total, Cost & Exterior Repairs $6,800

It must be emphasized again that these figures are only for the rehabilitation of the exterior of the house and that work on the interior has been limited to cleaning up and some painting. Plans and perspectives of these four blocks as proposed are shown on the next two pages.
GOLDEN BALL INN II

In 1784 Henry Rice opened the Golden Ball Inn on the corner of Benefit and South Court Streets, just opposite the old Colony House. For many years, its location was central to much of the city’s activity, and it served such distinguished guests as Lafayette, George Washington and Thomas Jefferson. In time, however, the focus of the city moved to the west, and the hotel’s importance diminished. It changed hands as well as names several times and its long varied career came to a close with its demolition in the 1940’s. However, the site again appears to have promise as a location for an inn. As the Benefit Street Historic Trail is developed and becomes better known, there should be an increase in the number of out-of-state visitors and a restaurant and inn situated in the center of the area would be justified. It would also be conveniently located for families and others visiting the colleges in this part of the city. It is within walking distance of the heart of the city and its attractive setting should appeal to some of the visitors to downtown Providence. Beside the anticipated demand for transient accommodations there is already an established demand for the type of residential hotel which caters to older persons. Judging from census data, older persons seem to be attracted to College Hill as a desirable place to settle. The proposed restaurant should also be successful. There are not many good restaurants in the city and one located here would have the advantage of a magnificent view of the entire city.

The primary visual objectives which have been guiding principles in the development of the accompanying design for the inn are: 1) to complement the area as a whole and 2) to respect the character of the buildings adjacent to the proposed new construction. Particular attention has been given to the roof design, as it will be overlooked from Prospect Terrace Park on the crest of College Hill. The plan shows the terrace connected with the proposed inn and Benefit Street by a series of plazas and steps. This scheme can be incorporated as part of an early design approved by the citizens group responsible for building Prospect Terrace many years ago.

The proposed Golden Ball Inn II consists of a new structure housing the main dining room, guest rooms, and a lower level garage located up the slope from structures of historic note along Benefit Street. Some of the latter are already on the site and others shown have been moved from other sites, but in either case they are to serve as “cottages” in conjunction with the main buildings of the hotel. Rooms in the cottages would probably be used chiefly by the permanent residents of the inn. A small tea room would be located in one of the cottages just off the plaza of the main entrance to the inn. Nearby points of interest would be Roger Williams grave site and the Sullivan Dorr Mansion to the north; and on the west, just across Benefit Street, the row of historic houses which lies in the rehabilitation area and has already been discussed. An area slated for institutional use lies to the south of the inn.

The building program proposed here includes 120 guest rooms some of which are located in the “cottages”, a large restaurant, a small tea room, bar and cocktail lounge, lobby, gift shop, parking for 180 cars, and the various required service rooms. The design conditions for the scheme are critical for several reasons; among others, it is essential that the view from the terrace should remain unobstructed. The plan, east elevation, and a perspective from the inn deck overlooking the city are shown on the following pages.
SOUTH MAIN STREET
SOUTH MAIN STREET

The South Main Street area is a commercial section currently in a state of change. At present it contains a mixture of junk shops and other poor grade commercial establishments interspersed with an occasional substantial business. The construction of the Providence River Bridge with access routes going through the area has made it a much more desirable area for development.

The relatively few residential structures existing in the area are in extremely bad condition. According to studies made by the Providence Redevelopment Agency in 1951, this is one of the worst slum areas in the city. Although some structures have been torn down since the 1951 studies were made, conditions of the remaining dwelling units are still very bad.

Historically, the area is of interest, since it was formerly the heart of the 19th century sea-trade. The many little-used alleys leading to the water have kept their unusual names reminiscent of that era and a few structures of historic and architectural worth have survived. These distinctive elements should be studied for possible retention and incorporation into new plans for the area.

Three general objectives are to be achieved here: 1) to develop an architectural scheme which would make use of the existing examples of merchant warehouses and other old building of note in the area; 2) to guide the change which will inevitably take place in this unique and important section of the city; and 3) to remove the slums and other substandard structures.

The proposed program would take place during two stages: first, the urban renewal project stage in which most of the program would be effected; and later, the second stage to be executed under the aegis of the local and state governments. The part of the program to be carried out as an urban renewal project would be residential to the east of South Main Street and commercial to the west. The residential development would consist of a rehabilitated group of old buildings to be subdivided into apartments and offices with shops on the first floor. Flanking these structures to the north and south and set back from the street, the proposal calls for new three or four story apartment houses built into the hillside and designed to take advantage of the steep grade. Parking is located up the hill behind the apartments. This is shown in perspective on page 146 and in the plan on page 144.

Across the street to the west a commercial development is proposed. This development would be of a type which would not conflict with the downtown planning policy of concentrating business wherever possible in the heart of the city. By closing some of the alleys the area is divided into seven blocks which, starting from the south end, have been slated for the following use:

1. One block from James to Doubloon Street, using as nucleus three existing brick and stone commercial buildings dating from the sailing days, one 18th century frame house moved from nearby, and six new structures designed to be in scale with the early buildings. This group of buildings would be near the southern end of the Benefit Street Trail, and could house antique and arts and crafts shops catering to visitors. The upper floors of the buildings could be used for studios and offices.

2. The block between Doubloon and Coin is to be developed for landscaped parking with shade trees between the rows of cars.

3. The block between Coin and Power Streets is slated for use as a motel with a combination of new and old buildings grouped as a whole unit with parking under the new unit at grade.

4. A large brick mill structure occupies the entire block just north of Power Street and it could serve as an exhibition building for products made in the State of Rhode Island.

5. More parking space is proposed between Bullion and Packet Streets.

6. The next block is partly occupied by the Old Sullivan Dorr Warehouse building constructed on the site of John Brown's Counting House and the plan shows the Corliss House relocated within the same block. The two buildings would contain commercial space on the ground floors and office space above.

7. A small office building and parking deck is proposed for the last block between Ward and Crawford Streets. The office building architecturally would define the south end of the Court House Park as does the old Market building at the north. This is shown in perspective on page 145 and in plan on page 144.

In time it is anticipated that the city will require helicopter service to and from the airport located seven miles from the heart of Providence. One of the few practical sites available for helicopter landing is the river fronting this area. The location is favorable since it has an obstacle-free approach path, is conveniently to parking, and is within walking distance of downtown. The 25-year plan on page 173 shows a long-range plan for a heliport, a restaurant, a museum ship and a landscaped promenade which follows the river from the heart of the city to Fox Point at the head of the Narragansett Bay.
SOUTH TOWER
SOUTH TOWER

A six-acre wedge-shaped site is located between Benefit and South Main Streets where they terminate at Wickenden Street. The area is now primarily residential with some commercial use on the first floors of the buildings fronting South Main Street. Some of the buildings on James and Benefit Streets are among the finest architecturally and historically on the "Hill". Old St. Stephen's Church, now without a spire, is used as a theater by a local theatrical group known as the Providence Players. Some of the dwelling structures, almost all of which are of wood frame construction, are rated among the worst slums in the city. The site is attractive because of a steep grade rise of about forty feet from South Main Street to Benefit Street which affords a view not only of the city but of the harbor to the south as well.

Benefit Street is the main element in the renewal of College Hill and assumes added importance in its role as a comprehensively developed historic area. The terminals of such an important street should be carefully considered from a design point of view and types of buildings should be introduced which will help make the area a focus of human activity. It is proposed that the site be developed primarily for residential use with a church and theater included to give it the flavor of a social center. Four brick houses of the Federal period along James Street should be retained to give a historic atmosphere to this street which serves as a principal pedestrian way linking the Benefit Street Trail to the South Main Street development. These structures will need costly rehabilitation, particularly number 22 James Street.

It is proposed that the old St. Stephen's Church be returned to its function as a church. It is a simple Greek Revival building of stucco-covered random rubble wall construction. Complete rehabilitation will involve rebuilding the spire. However, the church is located so that its spire will add an important element to the College Hill profile as seen from the city. There is at least one parish in the area which might be interested in the building. The Providence Players have found that the church is no longer large enough nor suited to their needs. The group might be relocated in a new structure just to the south of the present location on land acquired through the renewal program.

This land is separated from the rehabilitated area by an existing narrow street which has been retained to provide access to parking for the church, theater, and apartments. It is triangular in shape and slopes sharply down to the approaches of the new Providence River Bridge. Its shape presents problems in site planning. It mitigates against rectangular land and building shapes and suggests the triangular and crystalline shapes. Two elements are selected for reuse of the land: a jewel shaped apartment tower rising and pointing its knife-edge to the sea and a tent-shaped theater hovering over the ground below. The playhouse is designed to take advantage of the slope by having its seating step down following the land contours. A main entrance plaza above branches to either side of the theater in a series of landscaped terraces which are accessible from the side exits of the building and serve as places to stroll and talk during intermission.

Immediately to the south would rise the proposed apartment tower marking the entrance to Benefit Street and commanding a view of the city and Narragansett Bay to the south. In the concept of this building, the project makes a break with the past in such a way that the structures of each era are clear expressions of individual integrity. Although present zoning regulations preclude construction of buildings more than six stories high, to make an exception in this instance seems warranted. The view not only makes increased density economically justifiable but is reason enough to build a tower up away from the freeway bridge, the noise of heavy traffic and completely separated from the finely scaled historic houses. Vertical planes of glass and masonry diminish the massive character of a single slab and give the appearance of several thin towering elements.

The structure accommodates 120 small apartments designed primarily for occupancy by single persons and couples. The lobby is in two levels and allows access from Benefit Street and from the parking level on the downhill side. Provision should be made for a delicatessen or drug store at this level. The entire site is stepped in a series of landscaped terraces to a service road and parking strip. It is proposed that two small stands of trees be planted on either side of the entrance of Benefit Street. The beginning of Benefit Street is to be widened and to give the entrance a distinctive emphasis, a circular pool and fountain in the center of the street is suggested. The plan and elevation are shown on the next page.
CONSTITUTION HILL
CONSTITUTION HILL

For several reasons, this area has been chosen for particularly detailed study. In 1951 the Providence Redevelopment Agency designated it as one of several areas in urgent need of renewal. It includes all of the blighted area in the northern part of College Hill with the exception of the "Historic Renewal" pilot study area described previously. Similar deteriorated sections extend north of the study area to include much of Lippitt Hill which is now in the final planning stages in the process leading to urban renewal. A physically rebuilt neighborhood to the north will have considerable effect on the future of Constitution Hill. The residential area has observable boundaries on three sides: North Main Street, the railroad, and industrial uses lie to the west; to the north is Olney Street, an important local traffic artery; and to the east are the grounds of Hope High School and the sharply rising crest of College Hill running parallel to Prospect and Gogdon Streets.

The dwelling structures are nearly all of wood frame construction with the exception of a few made of brick. The type of dwelling ranges from single-family to a few large 12 to 15 unit wood frame structures. The average building accommodates between two and three families. The worst housing conditions exist along North Main, Benefit, and Olney Streets and in three blocks between Pratt and Benefit Streets. The map of historic architecture shows that, unfortunately, the areas of extreme blight coincide with those containing some of the earlier specimens of architecture on the Hill. This is particularly true along the northern end of Benefit Street, where there is an almost uninterrupted row of late 19th century and early 20th century houses. The other houses in this area are either Greek Revival style built in the nineteenth century or so-called "three-decker" tenements built during the first part of the twentieth century. There is no demand for commercial structures in the area, since the principal shopping centers are to the north and east; nevertheless, the first floors of a few houses have been converted to stores and a few businesses not related to the neighborhood exist in the area. Community facilities consist of an old public school, with inadequate play area, and the city-run Benefit Street Recreation Center.

About half the population in this area is nonwhite, related to the larger nonwhite community in Lippitt Hill to the north. In general, this group has a low income level and consequently occupies low rent properties. Rent paying ability will be a strong consideration in the decision regarding the extent of rehabilitation economically feasible in the area. This is particularly true here since there exists a low percentage of owner-occupied structures and any improvements would be reflected in increased rentals.

Problems in the area are varied. Deficiencies in housing include structural deterioration, lack of yard space due to overbuilding, interior house lots with no street access, and rooms with no light or ventilation. Many houses also lack plumbing, kitchens, or central heat. Overcrowding of persons related to the number of rooms in dwelling units does not at this time appear to be a problem. But the exodus of families from nearby Lippitt Hill in the face of redevelopment there will produce pressures for overcrowding in this area.

Traffic is a serious problem on Benefit Street where the old houses are built right up to the sidewalk line and are subjected to the noise, vibration, and lights from the steady stream of passing vehicles. Automobiles and trucks often use Benefit Street as a means to by-pass the congestion they would otherwise encounter in Market and Memorial Squares. There is a decided lack of play space for children under high school age, which is serious in this area with its high number of children and general lack of private yard space. As mentioned elsewhere, the city's oldest school serves this section and is in poor condition. There are several vacant lots which are unkempt, and because of their location between out-of-date structures, stand a poor chance of attracting new development. A string of rundown shops fronts on North Main Street, one of the busiest streets in the city. The lack of opportunity for automobiles to stop at stores in this location has in recent years accelerated the decline of shopping in this area. Other stores are spotted throughout the area, but these are only marginal operations. To be particularly emphasized is the dilapidated condition of the historic structures which, unlike other types of dwellings, cannot be replaced once they are lost.

The job of defining the planning program is made difficult by a combination of social and economic factors which in turn are directly related to the problem of relocation. The question is raised: how much relocation should be considered when drawing plans to renew the neighborhood so that deterioration is eliminated and the advancement of housing blight is stopped? During the study, the local concensus of opinion was sought by holding a public meeting
and through several advisory committee sessions. It soon became apparent that two points of view prevailed: 1) that a plan evolving a minimum of clearance be advanced, in which case the structures beyond any hope of repair would be eliminated, neighborhood facilities be introduced, and the minimum housing code be enforced to bring the rest of the neighborhood up to par; or 2) that a more extensive clearance program be recommended, neighborhood facilities be introduced, considerable new residential construction be undertaken and a higher degree of rehabilitation be advocated than that provided for in the minimum housing code.

There are points for and against both points of view and to decide would take considerably more detailed study than is warranted by the scope of this project. A series of meetings should be held with the owners and tenants; a market analysis should be conducted to determine the need for new housing in the area; and a detailed study should be made to find out how costly rehabilitation will be for various degrees of dilapidation and standards of repair; and finally, how these costs will affect rent increases. Because of this, it was decided to present both schemes with the purpose of considering Scheme One a short-term proposal which can, as demand grows for more intensive residential use of College Hill, be superseded by development as envisaged in Scheme Two. Another reason for offering this choice is to provide room for a decision by the Redevelopment Agency when it enters into the actual programming and planning of an urban renewal project in this area.

There are, however, design objectives which are common to both schemes. A site must be found for the Proposed 500 pupil elementary school which is to replace the Benefit Street and the Thomas A. Doyle schools. Constitution Hill is an ideal location for a school since the center of the proposed school district lies within it, and its inclusion within the proposed urban renewal project area offers advantages in land acquisition and financing. As the recently constructed Fox Point elementary school to the south, it is proposed that this school serve the community as a center for education, recreation, and social functions. This would involve abandoning the two Benefit Street Recreation Center buildings.

Uses are to be found for the buildings of historic importance to help insure their future. Residential use seems appropriate for the majority with the few remaining larger structures more suitably developed as a convenience type shopping center. There is a possibility that the social services program of the Episcopal Diocese of Rhode Island can be located on Benefit Street and expanded to include housing for persons over sixty years old. Use of the houses along Benefit Street for this purpose is appropriate for several reasons: much of the cultural life of the city occurs along Benefit Street or just off it, the proportion of older people in College Hill is considerably higher than in other areas of the city, and finally the historic architecture often holds a particular attraction for older people. The physical design of the end of Benefit Street is of the utmost importance and, as with the southern end, should be treated as a kind of gateway to the historic east side and be provided with some kind of focus for social activity.

**Scheme One**

Factors in favor of this plan are: 1) a minimum number of families will need to be relocated to other parts of the city, 2) public expenditure will be lower, and 3) there would be an opportunity for the people of the neighborhood to work together for the improvement of their own area. There are some uncertainties regarding the success of the approach in this particular area of the city. Families probably cannot afford rent increases beyond those resulting from repairs required from the application of minimum housing code. Between these houses will be groups of lots resulting from the clearance of the most dilapidated structures. New structures would have to be built on most of these to bring the population of the area up to proper levels. This raises the serious question of whether an investor will finance new housing requiring rents of upwards of $70 a month on a lot next to rehabilitated structures renting at approximately $40 a month. The difference in rent levels resulting from combining new and old was one of the reasons which made this approach inadvisable in the Lippitt Hill area. In lieu of attracting investors to the area, other methods of financing might be available. Financing could be achieved through the use of a private revolving fund or through public housing programs.

The principal features in this scheme include the following: 1) the location of a new elementary school on two blocks just west of Hope High School, 2) the removal of structures and out-buildings in dilapidated condition; 3) building new dwellings on the vacant and cleared lots; 4) clearing the interiors of the deep blocks of deteriorated structures and developing them for parking of automobiles or reappropriating the area for extra backyard space; 5) concentrating the retail business to form one convenient shopping
area on the west side of Benefit Street; 6) clearing all the structures fronting on North Main Street from Benefit Street to Star Street and development of a landscaped buffer strip; and 7) replacing the slum structures on Benefit Street between Olney and Halsey Streets with historically valuable structures moved from other sites to create a strong northern entrance to College Hill. Benefit Street should be regarded as a collection area for historic architecture as it becomes available from areas cleared for highway or building construction in College Hill or elsewhere in the city. The plan for scheme 1 is shown on page 152 and a perspective of a typical rehabilitated "3-decker" on page 153.

SCHEME TWO

As the growth and sprawl of the suburbs continue year after year, problems of congestion have followed people to the Scarsdales, the Winnetkas and the Newtons. Consequently, a small but growing back-to-the-city movement is taking place. The advantages of city living are numerous: convenience, variety, culture, and shopping. The disadvantages include crowded living quarters, traffic hazards, parking problems, little or no garden space, noise, and lack of privacy. This design seeks to solve these problems and create an urban residential environment in which and from which the inhabitant can enjoy the amenities of city life.

If and when a demand for a sizable amount of new housing can be shown for College Hill, the plan proposed here shown on page 155 has some decided advantages. Its stability over a long period of time should be guaranteed and, in terms of comprehensive planning and rent levels, it is more consistent with the extensive type of development contemplated in the Lippitt Hill project to the north. Furthermore, it will result in a considerable increase in tax return. It will also make this end of Benefit Street a more effective entrance to the Trail. Disadvantages, primarily from the point of view of the people now living there, are the considerable higher rents that will result because of new construction, the high cost of which will probably prevent most of the same families from coming back to the area. Many of the planning proposals in scheme one apply here with two important changes: an increase in the amount of clearance programmed, a corresponding increase in proposed residential construction, and a minor change in the street pattern. The site plan design is based upon the unusual topography and the location of deteriorated structures to be cleared. It is arranged in a series of terraces stepping up the hill from North Main Street to Congdon Street. In the middle of the first "terrace" is a plaza with two rehabilitated brick buildings to be used for shops, offices, studios, and a restaurant. Also on the plaza is an apartment tower marking the northern end of Benefit Street and overlooking the city and the state capitol and is shown in perspective and plan on pages 157 and 156. Flanking the plaza on either side is an existing row of houses of the colonial and federal periods. Across the street and similarly flanked by historic buildings is a proposed three-story apartment building set back from a forecourt with parking in the rear. The old buildings to the north of the apartment will have been moved to this location as suggested in scheme one.

On the next level is a continuous strip of terraced rowhouses and apartments. These are designed to give nearly every unit a view of the city and its own private court and garden. Separating this development from the property on Benefit Street is a new alley giving access to parking and service off of each side. On the uphill side of Pratt Street will be single and two family units designed to keep the scale of other buildings in these blocks. Hidden Street has been cut through to connect with Pratt Street in order to give houses in this block frontage on a local street and to allow the extension of the backyards to Olney Street. This development is shown on the previous page.

The following chart compares the existing situation with Schemes one and two:

<table>
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<th>Item</th>
<th>Existing</th>
<th>Scheme One</th>
<th>Scheme Two</th>
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<tr>
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<td>25.3</td>
<td>25.3</td>
<td>25.3</td>
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<td>dwelling units</td>
<td>520</td>
<td>461</td>
<td>549</td>
</tr>
<tr>
<td>structures</td>
<td>192</td>
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<td>192</td>
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<tr>
<td>- structures cleared</td>
<td>0</td>
<td>65</td>
<td>116</td>
</tr>
<tr>
<td>- structures rehabilitated</td>
<td>0</td>
<td>48</td>
<td>15</td>
</tr>
<tr>
<td>- structures unaffected</td>
<td>0</td>
<td>79</td>
<td>61</td>
</tr>
</tbody>
</table>
WICKEN DEN AREA

This forty-seven acre area has a population of 2,560. It is the western half of a larger residential neighborhood known as Fox Point where a total of 7,400 people live. Two ethnic groups, Portuguese and Irish, are strongly represented. These groups have lived in the area for several generations and have strong ties to the community through family, church, and social organizations. Relatively low income families predominate; many live in old houses, some of which are in poor condition. Localized areas of slum housing exist in the vicinity of Wickenden Street and in the eastern section of Fox Point. Many of the houses date back to the early 1800’s, particularly those along Arnold and John Streets. They are architecturally worthwhile, although they need restoration to bring out their authentic quality. The area contains three churches and a parochial school with almost no playspace. Wickenden Street and Ives Street to the east serve as the main neighborhood shopping centers with a few more stores along Brook Street. Most of the shops are small and occupy the first floors of dwelling structures. Two major nonconforming uses, a laundry and a factory, are responsible for considerable amounts of trucking and many additional curb-parked cars.

Although the greatest concentration of children in College Hill lives in this section, it is deficient in playspace. When the construction of the new Fox Point school consumed half of the neighborhood’s playground, a very small lot was made available on the site of the old Arnold Street School. The lot is not level and is inadequate in size.

Most of the houses are of wood frame construction and are inhabited by from one to three families. The old street blocks are very narrow, the houses are built close together, and consequently the building coverage on the lots is considerably above the amount approved by planning standards. The already limited yard space has frequently been sacrificed further for garages or for parking areas.

Although the income level is low, there is a high percentage of owner-occupied dwellings, most of which are well cared for and situated in relatively blight-free areas. Almost every case of residential blight occurs in the vicinity of the strung out commercial activity along Wickenden and Brook Streets. With few exceptions the commercial buildings are in fair or poor condition. The economic status of these shops is also seriously impaired by the lack of adequate parking space in the area. At present, parking is allowed on only one side of Wickenden Street and these spaces are frequently used by people other than customers. In the blocks in the south of the area there is a confusing layout of streets and an appreciable excess of street area serving little function. This condition was caused when the George M. Cohan Boulevard was constructed in a manner which left some unusable triangular pieces of land and cut the area off from a strip of waterfront land and the Bay to the south.

An approach to the renewal programming and design for the area must take into account not only the social, housing, economic, and historic factors but also the half of the Fox Point neighborhood outside the area of this study, which lies east of Hope Street and extends to the bank of the Seekonk River. In 1951 the Providence Redevelopment Agency in its Central Areas Study proposed the clearance of land from the Boulevard north to Sheldon Street for development as a shopping center to be both highway and neighborhood-oriented. Today, at a time when the city is making efforts to strengthen the economic life of its business core it seems advisable to provide additional retail space in such close proximity to the central business district. A second reason against such extensive clearing in this location is that a large number of the houses in the area are owner-occupied and in a good state of repair. These two factors have led to the planning decision to propose a minimum of clearance and to rehabilitate the neighborhood as a whole. The commercial area would be primarily related to local needs.

The specific planning program includes some clearance, some new as well as rehabilitated housing, enlarged playground facilities, parking space, and some street changes. In this scheme, the com-
mercial area is concentrated and forms a center at the foot of Brook Street which connects with all streets to the north. The shopping center is flanked at each end by a parking lot. The Arnold Street playground has been enlarged and extends on both sides of Brook Street. The blocks east and west of Brook Street will remain essentially the same but spot clearance is recommended for dilapidated structures. The resulting open lots are to be used for parking, open space, new residences, or divided for purchase by adjoining home owners. A typical example of this kind of block renewal can be seen in the section on parking. The street pattern to the south of Wickenden Street has been changed to cut down on the unnecessary street segments now existing, to improve the circulation, to relate the institutional, commercial, and residential uses to one another more satisfactorily, to gain some land suitably shaped for development, and to create a buffer for the area from the Boulevard traffic and noise.

The reorganized shopping center would be housed primarily in rehabilitated structures and a few new buildings. The existing buildings were constructed in various periods and with little unity of character, which, because of the heterogeneous architecture of the group, will make the problem of designing visually attractive shops a difficult one. The accompanying sketch of the center shows one concept of how the separate buildings can be treated to make a satisfactory relationship. The principal elements of the proposed design concern color, signs, "streetscape" (urban landscape) and ordered arrangement. Color can be used to unite the shops by selecting colors which will form a composition. The shops can be set off from the houses at each end of the street if the latter are painted white and gray. Signs are an important visual element in a retail area and the careful use of color, symbols, and lettering in their design can help the appearance of the entire street. Attention should also be given to the design of the elements of the streetscape; such as street and sidewalk pavements, litter baskets, street lamps, and signs, and open areas. An open area has been set aside as a focal point of the center. It has been designed for the use of the older people of the neighborhood for talking, reading or for games. The Portuguese character of the area could be emphasized if some shops specialized in Portuguese products. A wine store, a restaurant, and a specialty shop are possibilities.

Proposals have been made for the construction of new apartment buildings and rowhouses around the Arnold Street Playground along Brook Street and also just south of the shopping center. Those around the playground would be built on land cleared of substandard housing and commercial buildings. Since this location adjoins the residential areas to the west and north where rents are more in the range of those necessitated by new construction, units in this area should be feasible for development by private capital. However, the units proposed for construction along Brook Street and south of the shopping district may not attract private investors' capital because of the lower rent levels and character of the surrounding neighborhood. Here perhaps cooperative housing or public housing projects may be necessary. The colleges which may want to provide housing for faculty and married students might also develop residential units in this area.

The sketch shows an enlarged Arnold Street playground divided into two parts, one for smaller children and across Brook Street, the other part designed for the use of the older children. The enlarged area would be accomplished by clearance of substandard dwellings west of the present playground and by the clearance of a commercial structure to the northeast. This separation of play areas is advisable since it keeps older more aggressive youngsters from interfering with younger children.

At the present time, a mixture of three-family houses, gas stations, and a few businesses lines George M. Cohan Boulevard. One heavily-used and three or four little-used streets now open up onto the Boulevard. The Boulevard will ultimately have to be incorporated into the freeway system, requiring the application of limited-access design standards and grade separations. The Wickenden area will be affected and the design suggested here shows a grade separated intersection at Hope Street, all local streets closed to the Boulevard, and a landscaped buffer strip in place of the buildings now fronting the Boulevard. One service station with controlled access is included in plans for this strip.
UNIVERSITY AREA
UNIVERSITY AREA

Studies of College Hill have shown that the area falls into two separate parts, which have been designated previously as 1) the Urban Renewal area and 2) the University area. Each has basically different problems, the solutions to which will require different planning procedures. Problems in the Urban Renewal area are primarily those incurred by conditions of residential and commercial blight. The planning goal for this area is the improvement of residential neighborhoods so as to guarantee their future welfare. The chief problems in the University area have resulted from the rapid growth of the three educational institutions in the area and the lack of vacant land to use for their expansion. The planning goals in this area have been to provide a pattern for growth which will be beneficial to each of the institutions and which will not jeopardize 1) the character of adjacent neighborhoods, 2) the authentic quality of the historic architecture, and 3) the development of the Thayer Street shopping center. Most of the proposals being made for the Urban Renewal Area would be carried out as a renewal project under the terms of which a combination of public and private funds would furnish the capital necessary for the acquisition of land and construction. On the other hand, it is the intent of the proposals made for the University Area that, except for regulations involving parking and zoning, the institutions themselves would be responsible for the planning and execution of their own programs. Planning decisions made by the colleges have a far-reaching effect on the neighboring areas. The City Plan Commission is aware of the importance of this inter-relationship, and feels that the long term plans of Brown University, the Rhode Island School of Design and Bryant College should be related to one another and also be coordinated with comprehensive plans for the community. It is in this spirit that the plans in this section are submitted. They are the preliminary plans for the entire area and are based on the comprehensive needs of the neighborhood. They are intended to be used by the institutions and the City Plan Commission as a basis for future coordinated planning as outlined in the institutional policy section of the program in section III-D.

The University Area effectively divides the total area into two neighborhoods, one in the north and the other, Fox Point, in the south. The University Area overlaps the Urban Renewal Area to the west to include all of the School of Design property and extends beyond Hope Street on the east to include part of Bryant's campus and Brown's newly acquired Dexter Asylum property. The main campus of Brown University is situated in the center of the area with a dormitory quadrangle for men extending to the south and Pembroke College campus to the north. The various elements of the Campus are on the whole well-related in terms of student circulation. Pembroke College is cut off from the Brown campus by Angell and Waterman Streets, the two most-used traffic arteries within College Hill. The old Dexter Asylum property, which Brown plans to develop for athletic and parking facilities, is separated from the campus by Hope Street and the Thayer Street shopping area. Major problems for Brown, and for the other institutions as well, are the lack of land for future development and the constantly increasing need for more parking space.

The Rhode Island School of Design is located close to downtown Providence and consequently, as can be seen from the map on land values on a previous page, finds land acquisition in its immediate vicinity very expensive. Most of its classroom buildings are located in a single block which is hemmed in by high value office buildings, the First Baptist Church, and the Providence County Court House. The school has few recreation facilities and no outdoor playing fields and the prospects for developing them in the immediate vicinity are slight. The parking problem is made more difficult because of the competing demand for space created by the proximity of the downtown business area. The majority of the students rent rooms in the area; but with the completion of the dormitory unit this year, the number rooming out will drop considerably. Streets carrying heavy traffic separate the dormitory from the three block area which constitutes the campus. As a result street crossing problems, particularly during rush hours, are acute.

Bryant College, which has been expanding rapidly in the center of a settled residential area since 1939, is cut in two by Hope Street. It has built one classroom building and has recently completed a refectory and library, but most of the other buildings consist of converted residential structures. A large part of the student body commutes and as a result, parking is a particularly important problem.
The Thayer Street shopping center is now surrounded by institutional property except for the area between Angell and Waterman Streets to the southeast which is occupied by doctors' offices. For several blocks between the Thayer Street center and the larger Wayland Square shopping center to the east, Angell and Waterman Streets are lined with old houses converted into offices, apartment buildings and private institutions. The Thayer Street shops are both college and community-oriented, and consequently are subjected to slack periods during vacations and summers when the students and many residents are away. The center has no department store or large supermarket and neighborhood residents go downtown or to Wayland Square for this type of shopping. With the growth of the colleges, the district has assumed greater social and commercial importance for the students. Two serious problems are the lack of parking space and the congestion of traffic on Thayer Street.

The residential areas on the periphery of the colleges are for the most part in very good condition. As a result, the institutions cannot count on taking advantage of the urban renewal program to help them acquire land as they could if the adjacent areas were suffering from blight and were slated for redevelopment. To the north of the center lies a good residential area consisting almost entirely of one-family houses, most of which were built after 1875 and are similar in size and condition. The chief exceptions occur along Congdon and Prospect Streets where there are some large and important early and mid-nineteenth century houses. The area also contains some structures of historic or architectural worth, most of them in good condition. In the eastern and southern part of the University area, there are sections rich in historic houses also in good condition. A number of three- and four-family houses have gone up in a small area near Hope High School, and some apartment houses are to be found between Hope and Thayer Streets. Parts of the area afford a panoramic view of the city. Between the campuses of Brown and Bryant is a section of about five blocks where the residences in general have no architectural importance, but are on the whole in satisfactory physical condition.

A chart showing the major land uses in the area appears on the opposite page. It gives the location of the various institutional, business and professional properties together with their growth patterns over the years; it estimates 1) the additional land which will be needed by 1968 and again by 1983, and 2) probable student enrollments for the same periods. Holdings for the various periods were obtained from city atlases. Brown University's first building, University Hall, built in 1774, still stands at the top of College Street. From this point the campus has grown first toward the east then to the north and more recently to the south. About 1900, the University acquired Aldrich Field, a large tract of land about a mile north of the College proper, which has been used for recreational purposes. With the recent purchase of the Dexter Asylum property some of Aldrich Field is to be sold. Predictions for future land needs have been based on the enrollment increases and rate of land acquisition. Acquisition of the Dexter Asylum tract is expected to take care of the University's requirements for space for recreational purposes for the next twenty-five years. As a result, need for additional land will probably be less pressing than it has been in the immediate past. Additional land requirements for Brown are estimated at eight and twenty acres for 1968 and 1983 respectively.

The Rhode Island School of Design is expected to grow by 50 per cent in the next twenty-five years. As noted before, the additional land needed to take care of this growth will be difficult to acquire in this location. Mary Wheeler School for Girls on Hope Street now occupies an area of three acres; its expected future growth of one acre should be planned for. The Thayer Street shopping area is expected to grow 40 percent, which would result in a coverage of nearly ten acres by 1983, including the area required for parking. Bryant College, expected to expand at a greater rate than the other institutions, will probably double its holdings to twelve acres during the next twenty-five years. Enrollment predictions have been based on an estimated ten percent increase per decade. This is approximately the present rate of increase for the School of Design and is the stated rate of increase for Brown.

The following pages show a suggested preliminary plan for the University Area. This plan is set forth in two drawings; the first diagramatically shows the main concepts of the scheme and how the various parts relate to one another; the second shows land to be acquired by the various institutions by 1968, the first stage of the plan, and by 1983, the second stage. The goals of the plan
are 1) to be of mutual benefit to the residential, commercial and institutional elements at all stages of development, 2) to make use of the historic architecture wherever feasible or to direct development requiring clearance toward areas which do not have concentrations of historic building, 3) to make an orderly arrangement of the elements of the plan so that the system of student circulation can be designed to provide easy access between campus elements and from the campuses to the shopping area, 4) to develop the Thayer Street business area into a more specialized center for college people than it is at present, 5) to encourage increased office uses in the Thayer Street area so that more economic stability can be assured during the summer months, 6) to encourage the orderly intensification of the medical-professional use of the area between Waterman and Angell Streets, and 7) to estimate the demand for and suggest locations of adequate parking facilities.

The schematic plan on the left shows the basic elements of the plan as envisaged for 1983. The plan is ordered around two intersecting axes: 1) the important east-west streets, Angell and Waterman, and 2) the important north-south streets, Thayer and Brook. The block formed by the intersection of these four streets represents the geographic heart of the scheme, and is expected to be used for shopping and offices; it should be zoned to permit the building of a central office tower to mark the center of the plan. Extending to the north will be the shopping center designed to include an interior mall and parking facilities incorporated along parts of the periphery. The two triangular sites just north of the center are somewhat cut off from the other residential areas by traffic but have the advantage of looking over the grounds of Moses Brown School and Brown University's new athletic field. These factors should make both sites ideal for apartment buildings.

To the east along Waterman and Angell Streets extends a strip of professional offices, apartments, and private institutions. It is expected that in the next twenty-five years more apartment buildings and one or two medical clinics and office structures will be constructed in the area. This activity is to be welcomed for it will help to offset the tax loss caused by an increase in lands owned by the institutions and should contribute significantly to the economic stabilization of the Thayer Street shopping district.
The southern part of the north-south axis first cuts through the eastern part of Brown's main campus then through the men's dormitory area and terminates in a block slated to contain parking facilities for the staff and a small shopping area designed to serve the dormitory residents. This block is separated from the neighborhood of the south by tennis courts and playing fields for dormitory use. The western part of the east-west axis connects the Thayer Street shopping center with the Rhode Island School of Design's new dormitory complex. In the plan this connection has been accomplished by landscaping and paving Fones Alley. Here the blocks between Waterman and Angell Streets have been developed for Brown's use as classrooms and administrative offices and it is expected that parking facilities for the staff could be increased here.

The cross-shaped pattern resulting from the plan of the north-south, east-west intersecting axes leaves quadrants which contain: in the north-east sector, Mary C. Wheeler School and the Brown University athletic facilities; in the south-east, Bryant College and the proposed eastern extension of Brown's dormitory and classroom campus; in the south west sector, the western extension of Brown's dormitory and classroom campus; and finally in the north-west corner, Pembroke College. A second north-south axis along Brown Street links Pembroke College on the north and the men's dormitory units on the south with the central campus.

The second map shows land now owned by the institutions and land which should be acquired at both planning stages 1968 and 1983 by Brown University, Rhode Island School of Design, Bryant College, Mary C. Wheeler School, and the Thayer Street shopping center. The areas to be added at each stage are equivalent to those indicated on the chart on the previous pages. The area shown for future development by Bryant College is tentative, since much of it lies outside the College Hill area. The parking scheme recommended for the area has already been included in proposals for parking in College Hill. Existing buildings of historic merit or practical value are shown distinguished from new building groups. To guard against the creation of a giant scaled "university city" it is hoped that some blocks will be developed where the smaller scaled existing buildings can be combined with new ones of the same scale. In this way the campus can be made to relate to the neighborhood of which it is a part.
PROPOSED 25 YEAR PLAN

The map on this page shows College Hill today. All streets and buildings within the study area are indicated as well as those streets entering and leaving the area. Sections planned for complete redevelopment are shown in color. Those indicated as are slated for the first stage of action included in the proposed urban renewal project. Those indicated as are proposed for the second stage, estimated for completion in 1983.

The fold-out map opposite shows College Hill as it might appear twenty-five years from now. Proposed land use is designated by color with indicating residential, indicating the larger institutions, indicating the business and commercial areas, and indicating public lands. Within areas of proposed development, new buildings are indicated as , existing buildings of particular importance are marked with roof lines and longer shadows, while other existing structures are indicated by simple white rectangles with uniform shadows. Pedestrian circulation is indicated by , landscaped areas by , and parking by .

This plan is presented to show how the general planning in Section III-B and the nine specific projects detailed in Section III-C integrate to form one comprehensive physical plan, to be implemented through the action program which follows in Section III-D.

It is pointed out that the proposals in this study are suggestive in nature and decisions for action must come from the various local, state, federal, and private agencies concerned with future development of the area.

In concluding this section of detailed proposals, something should be said concerning principles guiding the physical design of the College Hill area. First among these is that the worthwhile structures of past eras should be protected and preserved but those not significant should not be protected and their removal promoted. To this end, the survey of historic buildings described in Section II was performed. A second principle guiding the design was to promote rebuilding of the area in terms of this generation’s design and engineering concepts. It is felt that College Hill is a panorama of architectural styles and that each age should be represented in this display. A third principle was to consider not only the isolated structure but the relationship between groups of structures in terms of their scale, form, texture, and color. The group and the neighborhood are the important design factors rather than a building alone. It is hoped that these principles will continue to guide the persons, commissions, or agencies that are to make future decisions about renewal of College Hill.