**Introduction**

The purpose of this Woonasquatucket Corridor Redevelopment and Tax Increment Financing Plan is to identify blighted and substandard conditions within the Woonasquatucket River corridor of Providence, establish a redevelopment project area that encompasses these blighted and substandard conditions, define ways to ameliorate and improve those conditions, and identify means of funding the improvements through Tax Increment Financing (TIF).

The plan will provide the Providence Redevelopment Agency (PRA) with the tools and authority to eliminate conditions of blight by providing needed public improvements, encouraging rehabilitation and repair of deteriorated structures, facilitating land assembly and redevelopment, and providing financing for certain public improvements.

This redevelopment plan shall be in effect for forty (40) years and will work in tandem with the Woonasquatucket Vision Plan and Marketing Study, which was developed through a year-long community planning process. The Vision Plan is funded by a Brownfields Area-Wide Planning (AWP) Grant from the US Environmental Protection Agency (EPA). Under the AWP program, the EPA funds activities that culminate in an area-wide plan for brownfields assessment, cleanup, and subsequent reuse.

Below is a narrative that addresses all of the required elements of a Redevelopment Plan and a Tax Increment Financing Project Plan, as required by Sections 45-32 and 45-33.2 of the Rhode Island General Laws (the “Redevelopment Act”).

**1) A Description of the Boundaries and Location of the Project Area and Tax Increment Area**

The Woonasquatucket River Corridor Redevelopment Project Area and Tax Increment Area is described below and illustrated in Figure 1. The area is comprised of approximately 233 acres situated within the oldest industrial corridor in Providence, just west of Downtown along the Woonasquatucket River in the Olneyville, Valley, Smith Hill, and Federal Hill neighborhoods.

Starting at the intersection of San Souci Drive and Manton Avenue; northwest to the intersection of Manton Avenue and Delaine Street; northeast to the property line between Plat 062 Lot 441 and Lot 428; southeast following the property line between Plat 062 Lot 441 and Lot 428; northeast following the property line between Plat 062 Lot 573 and lots 428-432; northwest following the property line between Plat 062 Lot 573 and Lot 432; northeast along Delaine Street to the property line between Plat 062 Lot 321 and Lot 329; north along the property line between Plat 062 Lot 329 and lots 316-321 and lots 609-613; north along the property line between Plat 062 Lot 604 and lots 284-307; east along Amherst Street; north along Cutler Street; east along Barstow Street; north along Valley Street; east along Atwells Avenue (excluding Plat 033 Lot 696); north along Eagle Street to the property line between Plat 065 Lot 977 and the Woonasquatucket River; southwest along the Woonasquatucket River to the property line between Plat 065 Lot 989 and Lot 978; northwest along the property line between Plat 065 Lot 989 and Lot 978 to Valley Street; northeast along Valley Street to the intersection of Valley Street, Pleasant Valley Parkway, Raymond Street, and West Park Street; north along Raymond Street, north along Ayrault Street; east along the property line between Plat 066 Lot 305 and Lot 303; north along the property line between Plat
066 Lot 305 and lots 297-303; east along the property line between Plat 066 Lot 303 and Lot 295; south along Felix Street; northeast along Valley Street and Orms Street; south along the property line between Plat 067 Lot 288 and lots 289 and 298; southwest along Jewett Street; south along the property line between Plat 067 Lot 265 and Lot 311; northeast along the property line between Plat 067 Lot 324 and lots 311-313; northeast along the property line between Plat 067 Lot 321 and lots 314-316; northeast along the property line between Plat 067 Lot 319 and lots 317, 318, and 268; northeast along the property line between Plat 067 Lot 339 and Lot 460; northeast along the property line between Plat 067 Lot 493 and lots 461 and 462; northeast across Bath Street and continuing northeast between Plat 067 Lots 489 and lots 548, 466, and 467; northeast along the property line between Plat 067 Lot 488 and lots 466-475; northeast along the property line between Plat 067 Lot 479 and lots 476 and 477; southeast along the property line between Plat 067 Lot 479 and Lot 478; southeast across Selwyn Way; southeast along the property line between Plat 067 Lot 509 and Lot 161; northeast following the property lines between Plat 067 Lot 247 and lots 161, 246, and 555; southeast along the property line between Plat 067 Lot 245 and Lot 555; southeast along the property line between Plat 067 Lot 192 and Lot 139; southeast along the property line between Plat 067 Lot 167 and Lot 191; northeast along Calverly Street to West Park Street; southeast along West Park Street to Holden Street; southwest along Holden Street to Brownell Street; east along Brownell Street to I-95; south along I-95 to Cedar Street; northwest along Cedar Street to Bond Street; south along Bond Street to Spruce Street; west along Spruce Street to Route 6; southwest along Route 6 to Broadway; southwest along Broadway to Valley Street; north along Valley Street to San Souci Drive; and west along San Souci Drive to Manton Avenue. **THIS REDEVELOPMENT PLAN SHALL NOT INCLUDE ASSESSOR’S PLAT 62 LOT 397 IN ANY OF ITS REDEVELOPMENT ACTIONS.**
Figure 1. Woonasquatucket River Corridor Redevelopment Project Area and Tax Increment Area
(2) A Description of the Existing Blighted and Substandard Conditions in the Project Area

The Project Area contains blighted and substandard areas consistent with the definitions of Section 45-31-8 of the Rhode Island General Laws. There are findings of arrested blighted and deteriorated blighted areas as well as areas where the presence of hazardous materials impairs the use, reuse, or redevelopment of impacted sites (RIGL § 45-31-8(3)).

The Project Area has historically been a base for local industry. As such, it contains many parcels of land that are currently underutilized, and/or potentially contaminated with hazardous materials. Older industrial buildings predominate, interspersed with some residential areas of one- to three-family houses. Due to the age of the structures and their previous industrial uses, much of the landscape is characterized by arrested blight due to contamination, obsolescence, underutilization and other factors. There have, however, been signs of economic development in the Project Area with new investment into a mix of new uses with a focus on light industry and food- and design-based businesses in the area. The continued presence of blighted conditions observable on large parcels of land, abandoned industrial buildings and obsolete and degraded infrastructure dampens this investment and impairs growth and redevelopment. The persistence of these conditions has a negative effect on the Project Area as a whole and requires redevelopment activity in order to be remedied. Examples of blighted and substandard conditions are listed below.

- The lots at 60 Tuxedo Ave., 9 and 14 Addison Pl., and 203 Valley St. (right) (approximately 1.7 acres) are used as a salvage yard and are occupied by a number of old and abandoned vehicles that are indicative of deteriorated blight as they represent unsanitary or unsafe conditions. The Rhode Island Department of Environmental Management (RIDEM) records indicate the presence of elevated levels of lead, arsenic, total petroleum hydrocarbons (TPH), and polycyclic aromatic hydrocarbon (PAH) on the property. The lots are within the 100-year floodplain, but there are no apparent measures to control stormwater that might be contaminated with chemicals in the ground or leaking from vehicles from migrating into the directly adjacent river. This site clearly exhibits arrested blight.

- The site at 35 Hemlock Street measures approximately 4.2 acres and is capped due to environmental contamination. An environmental land use restriction restricts certain uses on the property and prevents construction of subsurface structures. The presence of these environmental factors and the cost for remediation of obsolete features on large portions of land inhibit growth and are characteristic of arrested blight.

- As an industrial area, the corridor is characterized by older industrial buildings. These buildings were used for industrial manufacturing processes that are now outdated and are intended for a
singular purpose like mill manufacturing. Their designs are obsolete for modern manufacturing which often require differently configured space. Examples of this type of development include several vacant or underutilizes buildings: the former Capitol Records building on 431 Harris Ave, the AJAY Land Complex at 295 Harris Ave., the building at 30 Arline Street, and Paragon Mills. Development options for the Capitol Records building have been explored but none have succeeded due to the age, condition and layout of the building. Uses like cold storage have been considered for the Arline building but it is not feasible due to the building’s structure and age. Paragon Mills (right) is a large complex of multiple buildings which has been vacant for a number of years. Despite many attempts, redevelopment of this property has been unsuccessful. The property is in the floodplain, delinquent on property taxes and has several other encumbrances. In some cases there are buildings which are poorly maintained and contribute to negative impacts on health and safety and welfare of the general community. These buildings are historic and valuable to the city, but redevelopment is costly due to issues like environmental cleanup, asbestos removal, and building code upgrades. A condition where use of a building is difficult due to obsolescence and other factors represents conditions of deteriorated blight. Continual vacancy and underuse presents an obstacle to economic growth and is a drain on the surrounding properties and the neighborhood.

- The property at 498 Kinsley Ave. (right) contained a mill building that was the site of a fire resulting from the illegal processing of marijuana. The fire destroyed the building and threatened nearby buildings. The site is currently vacant and is proposed for redevelopment by Farm Fresh Rhode Island, but will require environmental remediation.

- Much of the Project Area is within a flood zone per FEMA flood maps (see Figure 2). This makes redevelopment of the area challenging and insurance expensive. For new developments this could mean elevating buildings above flood elevation. For existing buildings, this could mean costly renovation to prevent water from infiltrating buildings. There may also need to be district-wide flood controls implemented. The necessity of undertaking unduly expensive measures for the drainage of the area or for the prevention of flooding is characteristic of arrested blight.
Figure 2. Topography and Floodplain in the Project Area

- Within the Project Area there is inadequate provision for open spaces and recreation facilities. This is indicative of a deteriorated blighted area. As the area develops, particularly for a mix of uses that include residences, there will be a need for such facilities. Currently the Woonasquatucket River Greenway and some areas of Urban Coastal Greenway have been developed, but much more open space is needed. The Vision Plan identifies a central area that could be developed to serve many different properties as a public open space. These spaces also can double as stormwater collection and infiltration sites.

- Within the Project Area there are areas of defective or inadequate street layout, another indication of a deteriorated blighted area. For example, Charlotte Hope St. does not connect between Harris Ave. and Kinsley Ave to create a complete street grid in this block. This creates a large block and forces traffic to the perimeter, resulting in congestion. It is also limits circulation within the heart of the corridor. Further, vehicular bridges over the river in the vicinity of Bath St. do not line up with north-south city streets, making for an awkward and inefficient street layout.

- From a bicycle and pedestrian perspective, the Woonasquatucket River bike path has discontinuities between on- and off-road portions, leading to confusion and unsafe on-road conditions. Dean St., a major north-south connection between Federal Hill and Smith Hill, is inhospitable to pedestrians and cyclists. Intersections like the one at Eagle St. and Kinsley Ave. are challenging for pedestrians to cross. Sidewalks throughout the area are substandard as well.
The Vision Plan calls for a reconfiguration of rights-of-way to create more “complete streets,” that provide for much safer conditions for drivers, bicyclists and pedestrians.

- Dilapidation and deterioration, characteristics of a deteriorated blighted area, are seen throughout the Project Area. Buildings like those at 135 and 333 Harris Ave (right) are vacant and/or underutilized and show visible signs of deterioration. Both buildings are covered with graffiti, display degraded exteriors and have no immediate proposed use. They are subject to deterioration from deferred maintenance, exposure to the elements and vandalism, which if not addressed could lead to the spread of blight. This can lower values for other properties in the vicinity and negatively affect the corridor as a whole.

- The former General Electric site at 586 Atwells Ave which measures approximately 5.4 acres is an example of redevelopment activity required within the corridor. The site was contaminated due to its prior industrial use which made redevelopment effort difficult and unattractive to potential developers. The site will be redeveloped by Gotham Greens to be used as an urban greenhouse. The site will have to be developed consistent with environmental land use restrictions imposed on the site. A portion of the site which abuts the Woonasquatucket River is intended for an extension of the Woonasquatucket River Greenway and bike path. This is an important transportation connection between two areas of off-road bike path. In order for this path to be developed, there will need to be approval from the R.I. Department of Environmental Management to ensure the integrity of the environmental cap and approval from the Coastal Resources Management Council.

(3) A Plan Describing Proposed Land Uses in the Project Area

Despite the existence of blight throughout the Woonasquatucket River Corridor, there is significant evidence of investment in former industrial spaces within the project area used for design and manufacturing like steelworking in the Steel Yard at 27 Sims Ave or small local businesses such as Lotuff leather at 1 Sims Ave. A concerted effort is underway to build on existing food production and distribution uses in this corridor in the form of a new food hub operated by Farm Fresh RI at 498 Kinsley Ave. While many of the older industrial buildings in the project area are abandoned or underutilized there have been some notable redevelopment projects completed over the last two decades including: The Foundry, American Locomotive Works, Rising Sun Mills, The Plant, Eagle Square, The Steel Yard, West Exchange Center, and others. New construction has also helped to infill some vacant parcels, notably the 903 Residences and The Box Office.

There are also significant public improvements planned for the corridor. An extension of the Woonasquatucket Greenway will add additional recreation and transportation opportunities in the area. Traffic calming is planned at the intersection of Kinsley Avenue and Eagle Street, and a reconfiguration of Dean Street that the Vision Plan proposes would assist in creating a safer way to travel for bicyclists.
and pedestrians in a busy through-way. The reconstruction of the Route 6/10 interchange will create new connections, particularly for bicyclists and pedestrians, linking neighborhoods on either side of the 6/10 Connector. Roads will undergo restriping for on-street parking and better pedestrian safety, and the potential construction of new bridges will help provide access across the river, most prominently at the north end of Sims Avenue (although others have been proposed). The 6/10 redevelopment project will also open former highway right-of-way land for redevelopment.

The Vision plan identifies five “catalytic” sites and several additional priority sites whose redevelopment would bring change to the area if redeveloped as described in the vision plan:

1. **60 Tuxedo Ave** — This site is currently used as a salvage yard and is contaminated. The site is surrounded by the Woonasquatucket River on three sides and is prone to flooding due to its low grade. The vision plan proposes two alternatives (right), the first is to convert the site to parkland for flood mitigation. The second option would subdivide a parcel of land to sell off for development to defray the costs of environmental cleanup, landscaping, and other site improvements.

2. **35 Hemlock and 594 Valley Street**— This is the former Governor Dyer produce market. It is contaminated and has environmental land use restrictions placed on the deed. The property was acquired by the Narragansett Bay Commission as part of the Combined Sewer Overflow project. Redevelopment of this site should further connect the River to surrounding neighborhoods. A greenway connection can be made coming down the hill from Davis Park through the Narragansett Bay Commission block and connect directly to the Woonasquatucket River Greenway.

3. **The Providence Redevelopment Agency (PRA)/Umicore site**— This site (right) is located at the center of the megablock delineated by Sims Avenue, Harris Avenue, Acorn Street, and Kinsley Avenue, the block contains several art studio complexes (The Wurks, Ajay Land, and Nicholson File) and industrial spaces (Capco Steel, Eagle Tool and the former Umicore building). This megablock is also the future home of Farm Fresh RI’s new farmers market and food processing facility at 498 Kinsley Ave. The plan intends to continue to enhance the relationship between industrial and arts spaces, create flexible open spaces, and promote infill development that aligns with the vision plan.
4. Providence Journal Sites— The plan identifies current and former Providence Journal sites on either side of Dean Street as an opportunity for introducing dense mixed-use development into this area. Located at the intersection of Dean Street and Kinsley Ave, the Journal’s printing and distribution center is to the east of Dean Street. The lot to the west is vacant and has been sold by the Journal. The plan intends to create a linear park along Dean Street, remove existing slip lanes and create a connection from Tingley Street to Dean Street in order to improve bicycle and pedestrian travel (right).

5. General Electric site at 586 Atwells Ave— This site will be redeveloped by Gotham Greens to be used as an urban greenhouse (right). It will be developed consistent with environmental land use restrictions placed on the site due to contamination from the previous use. The developer will enter into a tax treaty with the City. An easement created on the site will allow for a bike path to run through the site and future phases may involve development of retail and associated uses on the portion of the lot facing Atwells Ave to activate that portion of the street.

6. Additional Priority sites— There were some additional sites that were identified during the visioning process as important elements of the Woonasquatucket Corridor. These sites should be considered priority catalytic development sites in their own right, however, the PRA is unaware of any current plans for their redevelopment.

   Capitol Records Site: The Capitol Records site at 431 Harris Ave is an underutilized building most recently used as a storage warehouse, but originally built in 1892 as the American Brewing Company. This site holds a significant corner at one of only two entry points into the Woonasquatucket Corridor from Federal Hill.

   Flea Market Site: The former flea market at 500 Valley Street represents a great opportunity for new food or fabrication space along a major route through the Woonasquatucket Corridor. Located across from the WaterFire Arts Center, there is significant possibility for this site to be approached as a complementary set of uses to that complex or to advance arts, design, makers and food-based businesses.

   Quality Beef Building: The Quality Foods Corporation has been one of the pioneering small restaurant and cash-and-carry food distributors in Providence for over 80 years. The block of buildings located at 30 Arline Street also contains one of the most significant and endangered of Providence’s remaining art deco warehouse buildings. The former headquarters of RIDOT could be an iconic redevelopment project that provides compatible food related fabrication space, for the burgeoning food sector in this Woonasquatucket Corridor.
West Park Street Food Hall: The building at 235 West Park Street is currently vacant and abandoned. There are efforts to convert this building into a food hall that will provide space for multiple local providers to serve food. This is expected to further enhance the corridor’s reputation as a food hub.

(4) Proposed Standards of Population Densities, Land Coverage, and Building Intensities

The intention of this redevelopment is to preserve the industrial/commercial fabric of the area while promoting new business. Most of the property within the Project Area is zoned M-MU 75, M-MU 90 and M-1. The M-MU zones are intended for mixed use and industrial uses and the M-1 zone is intended for light industrial use. Only four percent is zoned residential (R-3 and R-4) while only two percent is zoned C-2 for general commercial use.

Use: There are a number of possible uses for development within the Project Area. The zoning allows for a mix of residential, commercial, industrial, light manufacturing and open space uses.

Height: The lots within the subject area that are located in the M-MU 90 and M-1 and M-MU 75 zones can have a height of up to 90 and 75 feet respectively. Development in R-3 and R-4 zones has a maximum height of 45 feet. The height limit in C-2 zones is 50 feet.

Density: Residential development in the R-3 zone is restricted to one, two and three family dwellings with two family dwellings requiring 3,500 SF of lot area and three family dwellings requiring 5,000 SF. There are no residential density restrictions in the M-MU, M-1 and C-2 zones. The amount of floor space is restricted only by bulk and massing regulations. The R-4 zone requires 1,200 SF of land area per dwelling unit.

Parking: The parking requirement for most commercial uses is one space per 500 SF of development. Residential development requires one space per dwelling unit.

(5) A Description of Proposed Changes in Streets and Utilities

As noted above there are several proposed improvements to streets, sidewalks and bicycle infrastructure. No changes for utilities are currently proposed.

(6) A Description of Proposed Changes in Zoning or Exceptions, Variances, or Modifications

The PRA does not expect to seek any zoning changes, exceptions, variances, or modifications.

(7) A General Statement Showing that the Proposed Redevelopment Plan Conforms to the Master or General Community Plan

The future land use map of Providence Tomorrow: The Comprehensive Plan designates the majority of the project area for Business/Mixed Use Development. The plan describes this designation as one intended to foster the expansion of business, industrial, commercial, office and medium- to- high density residential uses into former manufacturing areas and historic mill buildings. The plan goes on to say that a variety of business, financial, institutional, public, quasi- public, cultural, light industrial, manufacturing and other related uses are encouraged to provide a mix of activities in these areas. In its current condition, the majority of the project area does not fulfill this objective or take advantage of its location and proximity to development efforts in the area, and busy thoroughfares. As outlined in this report, there are a number of development options for different sites that would revitalize them and integrate them with the surroundings, which would fulfill this land use objective.

The proposed redevelopment would rehabilitate existing buildings, activate vacant space and provide
parking as an amenity. Redevelopment of the building on parcel 1, as referenced in the Woonasquatucket Vision Plan, to provide commercial space and housing would be in conformance with objectives BE-2 and BE-3 of the comprehensive plan, which encourages new development to complement traditional neighborhood character and create compact, mixed use development. Preserving the building for redevelopment would conform to objective BE-5 which encourages preserving buildings that represent the City’s historic character. Creation of new housing would conform to objectives H-1, H-2 and H-3 of the comprehensive plan which aims to create and improve existing housing and provide diverse housing opportunities.

(8) A Statement Showing the Lands in the Project Area to be Acquired and Buildings or Structures to be Demolished and Removed

The PRA intends to acquire land as a result of the subdivision of Plat 33 Lot 30 commonly known as 586 Atwells Avenue which will in turn be used as a bike path as described in Section (3) above. Should other acquisitions be required hereunder, an amendment to this plan shall be required and such amendment shall be made upon passage of a resolution by the PRA and in accordance with the Redevelopment Act and the Tax Increment Financing Act, to the extent applicable.

(9) A General Statement of Proposed Conditions, Covenants, and Other Restrictions Controlling the Disposal and Future Use of Land and Buildings in the Project Area

New projects in the Project Area must conform to the purposes and uses outlined in this redevelopment plan. This will be guaranteed through covenants and other restrictions imposed by the PRA and binding on respective properties and the owners thereof. These covenants and restrictions shall include conformance with the City’s Zoning Ordinance and Comprehensive Plan, special covenants governing development and use, relevant properties, including design, construction, and usage restrictions, timelines for development, and otherwise, and shall require property sold by the PRA to be subject to standard performance and reverter provisions commonly imposed by the PRA on properties to be developed or rehabilitated in a Project Area.

(10) A General Statement of the Extent of Relocation Resulting from the Proposed Redevelopment of the Area and the Proposed Method for Rehousing of Displaced Persons

There are no plans of relocation at this time.

(11) A Statement of the Estimated Cost of Carrying Out the Redevelopment Plan, and a Description of the Method of Financing the Proposed Redevelopment Project

The State of Rhode Island provides local municipalities with the authority (per RIGL §45-33.2) to create Tax Increment Areas. Upon establishment of a Tax Increment Area, the existing taxes levied on real property in the Area for Tax Year 2018 (assessed December 31, 2017) are identified as a baseline. Over a set period of time, the municipality, by and through the Providence Redevelopment Agency, may then redirect a portion of any future increment in tax revenues (above the baseline) towards redevelopment projects and other investments in the Redevelopment Project Area.

A Tax Increment Area is hereby proposed for the Woonasquatucket River Corridor (the “Corridor”). This Tax Increment Financing (TIF) Plan, which shall run conterminously with the Redevelopment Plan, sets forth the proposed boundaries of the Woonasquatucket River Corridor Tax Increment Area. Establishment of this Area would allow the City of Providence to capture the increased value anticipated
from ongoing and planned investments in the Corridor, and redirect a portion of these revenues to further catalyze needed economic growth and enhance the neighborhoods surrounding the Woonasquatucket River as a place to live and work, as described herein.

**Tax Increment Area Boundary**

The boundaries of the proposed Woonasquatucket River Corridor Tax Increment Area are the same as the boundaries of the Project Area, which is shown in Figure 1, and further described earlier in this plan.

**TIF Plan Requirements**

Pursuant to R.I. Gen. Laws § 45-33.2-3(4), the estimated costs associated with the implementation of this Redevelopment and Project Plan shall be equal to or less than the portion of the tax increment collected under this TIF Plan over the term of Redevelopment Plan. Given that the Providence Redevelopment Agency will not conduct activities with or distribute funds or financing in excess of the amount of tax increment collected and that no bonding is proposed as part of this redevelopment plan, neither the City of Providence nor the Providence Redevelopment Agency will incur any indebtedness as a result of the TIF Plan authorized herein.

It is estimated that over the term of this TIF Plan the City of Providence will collect approximately Fifty-Five Million and XX/100 Dollars ($55,000,000.00) in tax increment in the Tax Increment Area, and forty percent (40%) of the actual tax increment collected will be transferred to the Providence Redevelopment Agency for implementation of the Redevelopment Plan. The TIF Plan shall be carried out in the following manner: (1) the City Tax Assessor shall assess all real property within the TIF District annually and place a value thereon; (2) the City Council shall adopt an ordinance annually levying taxation within the TIF District based on the Tax Assessor’s assessment values; (3) the Tax Collector shall collect the tax increment generated within the TIF District annually and transfer forty percent (40%) thereof to the Providence Redevelopment Agency; and (4) the Providence Redevelopment Agency shall use the tax increment funds transferred for the implementation of this Redevelopment Plan.

(12) **A General Statement Showing How the Purposes of RIGL Section 24, Chapters 31 – 33 Would be Attained by Redevelopment**

It is the public policy as stated in RIGL §45-31-6 to protect and promote the health, safety, morals and general welfare of the people of the state and particularly of the people of the communities of the state, in which blighted and substandard areas exist, by the elimination and prevention of these areas through the utilization of all means appropriate for that purpose, thereby encouraging the provision of healthful homes, a decent living environment and adequate places for employment of the people of this state and its communities in these areas through redevelopment.

By facilitating the elimination of blighted and substandard areas and through the acquisition and redevelopment of parcels and the installation of street improvements and parking, this plan carries out the purposes of RIGL §45-31 through §45-33. As stated in this report, redevelopment within the project area will implement the objectives of the Comprehensive Plan and Zoning Ordinance and identify and remedy any constraints to development.

(13) **A Statement Showing those projects identified in the Woonasquatucket River Corridor Vision Plan which will be effectuated in the Redevelopment Plan**
The following list of potential projects will be carried out with the funds distributed to the PRA under the TIF Plan outlined in Section (11) above:

- Assess and remediate brownfield sites;
- Develop a flood mitigation and green infrastructure master plan for the Woonasquatucket Corridor;
- Create and maintain green infrastructure, stormwater and flood mitigation parks, and pocket parks;
- Design, engineer, acquire easements and property, and construct extensions and enhancements as part of the Woonasquatucket Greenway, with signage, landscaping, bicycle and pedestrian improvements, public art and green infrastructure;
- Retrofit existing streets and ensure new streets to meet Complete Streets standards, paying particular attention to supporting transit, bicycling, and walking;
- Rehabilitate the two abandoned bridges over the River near Charlotte Hope Street (between Kinsley Avenue and the ALCO site) into pedestrian and bicycle only bridges/mini-pocket parks;
- Design and construct new streets and bridges to improve circulation and connectivity and reduce the size of oversized blocks;
- Design and construct improvements to the existing underpass under the Mall and I-95 to improve the safety and attractiveness of this important connection;
- Design and construct improvements to Plat 27 lots 285 and 286 to create a flexible space that will serve multiple functions by absorbing stormwater through green infrastructure, serving as parking and truck loading when needed, and a central space for concerts, markets, festivals, or other gatherings when not otherwise in use by adjacent businesses;
- Develop a physical space as an Innovation Center for the creative and food economies;
- Design and construct artistic gateways at major points of entry to the Woonasquatucket Corridor;
- Create and implement a district-wide integrated parking plan with provisions made to produce more centralized parking infrastructure, encourage shared parking, and prevent clearance of land for more surface parking lots;
- Construct boat launches for kayaks and other non-motorized boats, tide clocks, and storage spaces along the Woonasquatucket River to increase access to the River; and
- Commission muralists to paint art walls throughout the Woonasquatucket Corridor.

Projects may be substituted, added, removed, or otherwise modified by the PRA in an effort to carry out this Redevelopment Plan in accordance with the Redevelopment Act and the terms herein.