

Amendment No. 6 to city of East Providence Special Waterfront Development District Redevelopment Plan and Project Plan for the East Point Project Area within the Phillipsdale Sub-District of the Waterfront Special Development District

The purpose of Amendment No. 6 is to update the City of East Providence Special Waterfront Development District Redevelopment Tax Increment Financing Project Plan (the “Redevelopment Plan”) by the addition of the East Point Project Plan (“the East Point Project Plan”). Amendment No. 6 addresses requirements in Rhode Island General Laws Chapter 45-33.2 and specifically sections 45-33.2-4 and 45-33.2-8 for a project plan. The following outlines the requirements and findings under Rhode Island General Laws Chapter 45-33.2 and Sections 45-33.2-4 and 45-33.2-8 to establish the East Point Project Plan.

This project plan includes the following information:

- a. The location and boundaries of the project area and the TIF area;
- b. The proposed development within the project plan;
- c. An estimate of the project costs and the amounts and sources of funds to be used to defray those costs;
- d. Provisions for tax increment funding and financing of project costs;
- e. The estimated amount of indebtedness to be incurred pursuant to the project plan, an estimate of the tax increment to be generated as a result of the project, the method of calculating the tax increment, any provisions for adjustment of the method of calculation and designation of the officer of the city responsible for calculating the tax increment.

The project plan includes information in Section F to show that the project is needed to arrest blight or decay in the city and to prevent the area from becoming a blighted and substandard area, that the project area would not by private enterprise acting alone, and without governmental subsidy, be developed or revitalized in a manner so as to prevent, arrest, or alleviate the spread of flight or decay, that the plan will afford maximum opportunity to privately finance development or revitalization consistent with the sound needs of the city as a whole, that the financing of that portion of the project in accordance with the plan is in the public interest, and the number of jobs, construction and non-construction, the plan will create, their approximate wage rates, expected fringe benefits, and the projected impact of personal income taxes to the state of Rhode Island. Section J addresses the proposed affordable housing to be included in the development and provides information to meet certain findings required for affordable housing pursuant to the General Laws Chapter 45-33.2-4(2).

Additionally, the project plan includes information to demonstrate it is consistent with the master plan for the city.

The project plan provides information to address the following:

1. Any designated beneficiary class;
2. Land acquisition, demolition, and rehabilitation of structures and development, redevelopment, and general public improvements that are proposed to be carried out within the project area; and

3. To the extent applicable the plan shall indicate the proposed method for relocation of persons or organization that may be displaced as a result of carrying out the project.

Rhode Island General Laws Chapter 45-32-8 states specific requirements for the modification of a redevelopment plan. The requirements stated in within Rhode Island General Laws Chapter 45-32-8 are as follows. These requirements are included as the existing Redevelopment plan is being modified and did not originally include these requirements.

4. Proposed standards of population densities, land coverage, and building intensities;
 - This requirement is addressed in Section B herein, which outlines the proposed development.
5. A description of proposed changes in streets and utilities;
 - This requirement is addressed in Section C herein, which outlines the public improvements as a result of the proposed development.
7. A general statement showing that the proposed redevelopment plan conforms to the master or general community plan;
 - This requirement is addressed in Section K herein, which outlines the project plan’s consistency to the master plan.
8. A statement showing the lands in the project area to be acquired and buildings or structures to be demolished and removed;
 - This requirement is addressed in Section H herein, which outlines the land acquisition, demolition, and rehabilitation of the proposed development site.
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;
 - This requirement is addressed in Section I herein, which outlines the proposed method of relocation.

Certain of the elements referenced above with respect to the East Point Project Area (defined herein) are addressed in the Redevelopment Plan.

A. Location of the Project Plan Area and the TIF Area

East Point is located within Phillipsdale Special Development Sub-District of the East Providence Waterfront Special Development District and is listed within the District Plan as an approved development project. East Point is bounded by the Seekonk River to the west, Omega Pond to the south, Roger Williams Avenue to the east, and Bourne Avenue to the north. East Point is proposed to be developed by Churchill Banks (the “Developer”) as an approximate twenty eight-acre residential development (the “Development”). The Development as contemplated by the Developer meets the District Plan Principals in the following manner:

- Expands the tax base by an estimated \$96,382,082 in today’s dollars at full buildout;
- Generates nine new permanent jobs and 952 new temporary construction jobs;
- Implements a residential vision through the proposed construction of two multi-family apartment buildings, totaling 265 units, as well as 28 row homes, 8 duplexes and small duplexes, 68 condominiums, and 18 small single family and waterfront single family homes; and

- Expands opportunities equally for all persons through the creation of new permanent and construction jobs and new for rent and for sale quality housing.

Table A below identifies the current East Point parcels, assessed value, and estimated real property taxes to the City of East Providence.

Table A
Assessed Value and Estimated Real Property Taxes

PID	Owner	Address	Total Assessed Value ¹
1587	City of East Providence	300 Bourne Avenue	\$3,131,800
4167	City of East Providence	0 Bourne Avenue	\$363,700
4168	City of East Providence	0 Bourne Avenue	\$11,300
Total Base Value			\$3,506,800

¹Assessed value is as of the effective date of the last triennial reassessment, January 1, 2019. The property is owned by the City and as a result, will not pay property taxes.

B. Proposed Development Within the Project Plan

The proposed Development will redevelop the site of the closed Ocean State Steel facility that has been vacant for many years and resolves impediments to the development of the site. In doing so, it makes the waterfront along the Seekonk River and Omega Pond available to the public.

Table B includes the Development as contemplated by the Developer.

Table B¹
Proposed Development

Development Type	Units	GSF	Units Per Acre
<i>For Rent</i>			
Apartments	265	316,145	9.56
<i>For Sale</i>			
Row houses	28	42,840	1.01
Duplex	4	8,668	0.14
Small duplex	4	7,468	0.14
Waterfront midrise	12	21,480	0.43
Central midrise	32	57,280	1.15
Northeast walkups	24	26,400	0.87
Small single-family	1	1,837	0.04
Waterfront single-family	17	51,000	0.61
Sub-total for sale	122	216,973	4.40
Total development	387	533,118	13.96

¹Provided by the Developer.

The East Providence Waterfront District Commission approved an advisory opinion to the Waterfront Commission regarding the design of the Development, a 27.11 acre development including up to 387 residential units, on July 7, 2021.

C. Estimate of Costs and Sources of Funds

1. Sources of Funds

The total estimated development costs are \$108 million as shown by Table C. It is anticipated that the Developer will fund the vertical development with a mix of 75% debt and 25% equity. Tax increment financing bonds (the “Bonds”) are proposed to finance a portion of the public improvements required for the project, as well as the issuance costs and other costs related to the issuance of the Bonds. The public improvements not funded with the Bonds will be financed with the other sources of funds, which will consist of a combination of debt and equity raised by the developer.

Table C
Projected Total Project Sources and Uses

	Amount	Percent
<i>Sources of Funds</i>		
Private Debt	\$64,365,000	59.69%
Equity	\$21,461,106	19.90%
TIF gross bond proceeds	\$22,000,000	20.40%
Total sources of funds	\$107,826,106	100.00%
<i>Uses of Funds</i>		
Private development costs	\$85,820,000	79.59%
Public development costs ¹	\$17,245,108	15.99%
Bond issuance costs	\$200,000	0.19%
Underwriter's discount	\$165,000	0.15%
Capitalized interest	\$2,301,961	2.13%
Debt service reserve fund	\$2,094,037	1.94%
Total uses of funds	\$107,826,106	100.00%

¹See Table D.

The vertical development costs are estimated based on project costs for similar projects in the market, specifically Kettle Point and other local projects. Vertical development costs will continue to be refined as the project becomes more certain and the development is bid out.

2. Estimate of Public Improvement Costs

Table D on the following page illustrates the projected total public improvement costs associated with the development. The public improvements include the construction of a main road, improvements for the Pond Urban Coastal Greenway (“UCG”), stormwater detention basins, swale and landscaping, UCG public parking, a railroad crossing, a public park on an environmental land use restricted area (“ELUR”), a stormwater forebay, bioretention pond/filter, UCG pathway and patios/landscaping, barge and pier removal, alleys and associated utilities, roadways, sidewalks, lighting, utilities, and a pump station. Each of these improvements are described below.

Table D¹
Public Improvement Costs

Improvements	Cost
<i>Hard Costs:</i>	
Main roadway 30" wide	\$4,500,000
Pond UCG improvements	\$750,000
Stormwater detention basins	\$350,000
Swale and landscaping	\$650,000
Public parking UCG	\$750,000
Railroad crossing	\$500,000
Public park over ELUR	\$350,000
Stormwater forebay	\$150,000
Bioretention pond/filter	\$200,000
UCG pathway and patios/landscaping	\$1,800,000
Barge and pier removal	\$500,000
Alleys and associated utilities	\$500,000
Roadway, sidewalk, lighting, utilities, landscaping, etc.	\$1,945,108
Pump station	\$500,000
Sub-total hard costs	\$13,445,108
<i>Soft Costs</i>	\$2,500,000
<i>Contingency (10%)</i>	\$1,300,000
Total improvement costs	\$17,245,108
¹ Provided by the Developer.	

Description of Public Improvements

TIF bonds are being issued to fund a portion of the public improvements associated with the Development. A description of the improvements is below.

1. **Main roadway 30' wide**
 The main roadway is a 30-foot roadway that begins on the east side of the development and runs through the site. This road will provide access to and throughout the site.

2. **Pond UCG improvements**
 The pond UCG improvements include improvements that will construct retaining walls, granite curbing, a dock, and ADA ramp along the Omega Pond.

3. **Stormwater detention basins**
 The stormwater detention basins include improvements that will route stormwater through the site from roadways and structures to the multiple treatment devices, which include vegetated bioretention filters, bioretention swales, vegetated water open channels, and subsurface sand filters.

- 4. Swales and landscaping**

The swale and landscaping include improvements that will create swales for the purpose of guiding water away from homes and roadways, preventing flooding, and capturing rainwater, as well as the landscaping of streets, roadways, sidewalks, and public open spaces.
- 5. Public parking for the UCG**

The public parking for the UCG includes improvements that will create public parking adjacent to both the Seekonk River and Omega Pond, providing easy access to the public.
- 6. Railroad crossing**

The railroad crossing includes improvements that will upgrade the railway crossing in the vicinity of an existing at grade crossing. Emergency crash gate access to the coastal side of the site will be provided via an existing access easement through the property north from Bourne Avenue.
- 7. Public park on ELUR**

The public park on ELUR includes improvements that will create a new park on an ELUR area located in the middle of the site.
- 8. Stormwater forebay**

The stormwater forebay includes improvements that will create a forebay to allow sediment to settle from incoming stormwater before it is delivered to the bay.
- 9. Bioretention pond/filter**

The bioretention pond/filter includes improvements that will create low impact stormwater quality devices to treat stormwater runoff, located in the southwest corner of the site.
- 10. UCG pathway and patios/landscaping**

The UCG pathway and patios/landscaping include landscaping of public pathways to the waterfront as well as pedestrian seating areas adjacent to both the Seekonk River and Omega Pond.
- 11. Barge and pier removal**

The barge and pier removal includes removal of the existing barge and pier in the southwest corner of the site.
- 12. Alleys and associated utilities**

The alleys and associated utilities include improvements that will create alleyways between the proposed developments as well as necessary utilities, such as water, sewer, electrical, and gas, along Bourne and Roger Williams Avenues and throughout the site.
- 13. Pump Station**

The pump station includes improvements to create a centralized pump station in the southwest corner of the site. The pump station will pump wastewater under the rail

crossing to a new sewer manhole adjacent to Roger Williams Avenues, which will then gravity flow into the existing municipal main.

14. Soft Costs

The soft costs include costs incurred in order to assist with the implementation of the improvements listed above. Soft costs include engineering costs, TIF expenses, legal fees, development fees, project management and general conditions costs, permits and fees, and other miscellaneous costs.

15. Contingency

The contingency includes a portion of the costs associated with the unanticipated additional costs related to the construction of the public improvements.

D. Provisions for Tax Increment Funding and Financing of Project Costs

The proposed tax increment financing will include a pledge 70% of the real property tax increment revenues generated from the Development to provide coverage on debt service. The Bonds will be sized to use 60% of the real property tax increment revenues over the term of the bonds. A special assessment will be levied on the private property in the Development to provide security in case there are not enough TIF revenues to pay debt service on the bonds. The Bonds will have a term of twenty-five years. The Bonds are to be issued to the market consistent with the requirements for market issued bonds.

Taxes on tangible assets will not be pledged to debt service.

The Bonds are proposed to be issued at the commencement of development, which is estimated to be May 2022. A twenty-four-month capitalized interest period is assumed to provide for the construction of the public improvements and to allow time for the new development to be on the tax roll and to start producing tax revenues. These terms are consistent with TIFs approved for other waterfront redevelopment projects in the City.

E. Estimated Amount of Indebtedness

This section identifies the estimated amount of indebtedness to be incurred pursuant to the project plan, an estimate of the tax increment to be generated as a result of the project, the method of calculating the tax increment, any provisions for adjustment of the method of calculation and designation of the officer of the city responsible for calculating the tax increment.

1. Estimated amount of indebtedness

Table E on the following page illustrates the proposed total sources and uses of funds for the Bonds.

Table E
Total Bond Sources and Uses

	Amount
<i>Sources of Funds</i>	
Bond proceeds	\$22,000,000
Interest earned in the improvement fund	\$6,106
Total sources of funds	\$22,006,106
<i>Uses of Funds</i>	
Public improvements	\$17,245,108
Capitalized interest	\$2,301,961
Issuance costs	\$200,000
Underwriter's discount	\$165,000
Debt service reserve fund	\$2,094,037
Total uses of funds	\$22,006,106

2. Estimate of tax increment to be generated

Tax increment will be generated based on the projected assessed value of the Development less the existing assessed value of the site. The Development is estimated to produce \$2.3 million in tax increment in the year of stabilization and \$63.5 million in tax increment over the term of the bonds. Tax increment was calculated based on the projected development, MuniCap’s review of estimated values, and the methodology outlined in Section E.3 below.

3. Method of calculating the tax increment

Tax increment is calculated based on the assessed value produced by the Development. Assessed value will be determined based on the assessed value of the property multiplied by the City’s applicable real property tax rate. The terms of the TIF provide for 70% of real property tax increment revenues to be pledged to the Bonds; the Bonds will be sized to use 60% of the real property tax increment revenues over the term of the bonds.

4. Provisions for adjustment of the method of calculation

In the case that the method of calculation is to be adjusted, the project plan would have to be revised for the updated method of calculation. The new project plan would then have to be approved by the Waterfront Commission over the course of three City Council meetings.

5. Designation of officer of the city responsible for calculation tax increment

The Development’s assessed value will ultimately be determined based on the assessment process conducted by the East Providence Assessment Division. The East Providence Assessment Division will then multiply the determined assessed value less the assessed value of the current development by the applicable tax rate to arrive at the tax increment.

F. Blight Findings

This section outlines the blight findings as required in Rhode Island General Laws Chapter 45-33.2-4(5). Rhode Island General Laws Chapter 45-33.2-4(5) states that with respect to any portion of the project, an approved project plan must identify that a project is located in a “blighted and substandard area” or that the project is needed to arrest blight or decay in the City or Town and to prevent the area from becoming a blighted and substandard area, that the project area would not by private enterprise alone and without either governmental subsidy or the exercises of governmental powers, be developed or revitalized in a manner so as to prevent arrest, or alleviate the spread of blight or decay, and state approximately how many new jobs, construction and nonconstruction, the plan will create, their approximate wage rates, whether the expected new jobs will provide fringe benefits such as healthcare and retirement benefits, and the projected impact of personal income taxes to the state of Rhode Island.

1. Blight and substandard area

The Development site was originally the location of the Ocean State Steel plant. The plant was ultimately ordered to cease operations in 1994 following a case brought by the Department of Environmental Management. The site has remained vacant since the closure of the Ocean State Steel plant. The original East Point plan was proposed to be redeveloped in 2001 with a plan for close to 500 condominiums, townhouses, single family houses and commercial space. The United States Department of Housing and Urban Development awarded the City of East Providence a \$2 million dollar grant and \$3 million dollar loan to clean up the industrial site. Development was scheduled to occur in 2004. After more than ten years, in 2015 a superior court judge placed the property in receivership. As part of the agreement for the Developer to purchase the property out of receivership, the City of East Providence has agreed to provide financing through a tax increment. If it were not for tax increment financing, the East Point land would not have been purchased and would not be developed, resulting in the continued underutilization of a waterfront property spanning almost three decades.

2. Extraordinary improvements

The Development of East Point requires several extraordinary improvements that are not typical for standard development project. Access to East Point is currently obstructed by railroad tracks that provided service to the former industrial site. The Developer will be required to install railroad crossing driveway as well as signage and signals. Due to the location of East Point, a standard sewer system will not be feasible. As a result, the Developer will need to install a sewage pumping station. East Point is also located on the UCG, which brings in an additional layer of regulation and requirements for redevelopment. Additionally, there is a barge offshore that the City of East Providence is requiring to be removed. The improvements are not typical for a development project and warrant additional assistance to make the redevelopment feasible.

3. Employment opportunities and income taxes

MuniCap estimated temporary employment and long-term employment impacts resulting from the Development. Using IMPLAN software, MuniCap estimated direct, indirect, and induced employment, as well as direct, indirect, and induced wages resulting from the Development. MuniCap also estimated the temporary impacts resulting from the construction of the Development.

IMPLAN is an industry-standard economic impact assessment software system with which trained users can create local area Social Accounting Matrices and develop Multiplier Models that can be used to estimate detailed economic impacts to an area. IMPLAN calculates labor income and the number of jobs based on industry multipliers derived from national income and product accounts data published by the U.S. Bureau of Economic Analysis. This data is then indexed to local industry data compiled in the U.S. Economic Census. These impacts are summarized in Table F below.

Table F
Projected Permanent and Temporary Employment Impacts

	Jobs	Total Wages
Permanent Apartment Management		
Direct jobs (full-time equivalents)	6	\$144,025
Indirect jobs	2	\$135,286
Temporary Construction ¹		
Direct jobs (full-time equivalents)	654	\$48,517,108
Indirect jobs	298	\$16,413,201

¹Temporary jobs are based on full time equivalents and a one-year duration.

The Development is expected to generate \$709,807 in annual income tax revenues to the State of Rhode Island at stabilization.

G. Designation of a Beneficiary Class

There is no beneficiary class in the East Point Waterfront Residential Development.

H. Land Acquisition, Demolition, and Rehabilitation

This section describes any proposed land acquisition, demolition, and rehabilitation of structures and development, redevelopment, and general public improvements that are proposed to be carried out within the project area.

A description of the development, redevelopment and general public improvements are described in Sections B and C.2.

The Development site is currently owned by the City of East Providence and was purchased in 2004. Upon purchase of the site, the existing Ocean State Steel site was demolished and has since been vacant. Environmental cleanup of the site was completed following the site's demolition. Further rehabilitation to the site will include the removal of an existing barge and pier, the

rehabilitation of the existing railroad crossing, which includes the construction of emergency crash gate access, and other public utilities as described in Section C.2.

I. Proposed Method for Relocation

This section describes to the extent applicable, the proposed method for relocation of persons or organizations that may be displaced as a result of carrying out the project.

There are no persons or organizations that will be displaced as a result of carrying out the project.

J. Affordable Housing

This sections describes the proposed affordable housing within the Development. Rhode Island General Laws Chapter 45-33.2-4(2) states that with respect to any portion of the project providing land for housing for persons or families of low income, an approved project plan must identify that there is not within the City of Town and adequate supply of low rent housing for persons or families of low income generally, or for veterans, or for persons who are elderly or disabled.

The City of East Providence currently has 9.38% of its year-round housing stock attributed to affordable housing. This is below the State’s goal of 10% in each City or Town according to the 2021 Housing Fact Book. The City of East Providence would need 37 more affordable units in order to reach this goal The Development will consist of 39 affordable multi-family housing units. The affordable units will be priced based on 100% AMI. The proposed affordable units will also be age restricted. By providing these age restricted units, it will provide a new living option for seniors which may be currently occupying larger single family homes. Opening these new age restricted units to seniors could potentially increase the supply of existing homes to satisfy the growing demand for housing.

K. Consistency of the Project Plan to the Master Plan

The East Providence Waterfront Special Development District Plan (the “District Plan”) sets specific goals that the District aims to meet through approved development. Listed herein are the goals stated in the District Plan that are met by the Development.

General Land Use Goals

The general land use goals stated in the District Plan that are met by the District are described below.

3. Maintain scenic viewshed corridors by placing lower-scale buildings at the water’s edge and adjacent to established residential neighborhoods and its viewsheds.
4. Alleviate physical and economic blighting conditions within the Project Area.
5. Mitigate conditions that contribute to soil and groundwater contamination.
6. Beautify and enhance the Project Area.
7. Improve transportation and traffic circulation throughout the Project Area through the construction of a new roadway (Waterfront Drive); a new roundabout, improved intersections, and new ramps from Interstate 195; bicycle routes, and new bus transit routes.
8. Create safe and convenient pedestrian and bicycle circulation.

9. Preserve and create civic and cultural facilities and amenities as a catalyst for area revitalization.
10. Update and expand public infrastructure and associated facilities including improvements to water, sewer, and storm drainage systems
11. Maintain and expand public access, recreational opportunities, and open space.

Expand and Enhance Waterfront Public Access and Transportation Opportunities

The waterfront public access and transportation opportunities goals stated in the District Plan that are met by the District are described below.

1. Create year-round public access to the waterfront via integrated multimodal and intermodal circulation routes to the waterfront.
3. Preserve and enhance visual access to waterfront, the Bold Point Harbor and the Providence and Seekonk Rivers.
6. Establish public spaces for waterfront community gatherings and celebrations.
9. Develop transportation connections to other areas of East Providence and the greater Providence metropolitan area, including by pedestrian and bikeway trails.
12. Where continuous pedestrian access is not possible along the water, extend public corridors perpendicular to the water, with public overlooks and access points at the water's edge.

Enhance Waterfront Special Development District Economic Development Opportunities

The economic development opportunities goals stated in the District Plan that are met by the District are described below.

1. Encourage businesses and activities to locate on the East Providence waterfront to form a stimulating and inviting mix of waterfront uses.
2. Create a destination point within East Providence and for the greater Providence metropolitan area.
3. Encourage opportunities in and around the waterfront for both large- and small- scale development efforts.
5. Encourage uses for which there is an immediate and long-term development interest.

Enhance the Attractiveness of the Project Area

The project area attractiveness goals stated in the District Plan that are met by the District are described below.

1. Limit large surface parking lots through the use of structured parking facilities.
2. Encourage activities and institutional uses that increase appreciation for the City's culture, history, and its waterfront heritage.
3. Create a strong sense of place, with gateway and public spaces, and streetscapes clearly defined.
4. Create a sequence of experiences and views in the landscape that lead to destination points.
5. Enhance entryways to neighborhoods at definable intersections.
7. Balance the needs of automobiles, pedestrians and bicyclists with wide sidewalks, and continuous bicycle and pedestrian routes.
8. Provide public amenities such as benches, planters, lighting, street name and traffic signposts, trash receptacles, public rest rooms, bicycle racks, public telephones and information kiosks that are functionally and aesthetically integrated into the streetscape and open space network for pedestrian comfort, convenience, and safety.

10. Place utilities underground when physically, legally, and economically possible to eliminate visual clutter and provide a more aesthetic streetscape.
11. Place overhead wires underground where practicable and feasible, particularly waterfront locations.

Protect and Enhance the Natural Waterfront Environment

The goals of protecting and enhancing the natural waterfront environment that are met by the District are described below.

1. Prevent and, where possible, eliminate inappropriate uses and practices from the water's edge.
2. Mitigate conditions that contribute to soil and groundwater contamination.
3. Protect select natural areas from development and preserve some natural areas for habitat.
4. Protect and improve the water quality of the rivers and bay through use of best management practices in developments and incorporate sustainability in development through use of design elements such as "green roofs."
6. Through hazard mitigation planning, minimize loss of life, property and natural resources caused by flooding and erosion.
7. Protect, preserve, and enhance resources that are agreed to be significant to the historical, archeological, and cultural legacy of East Providence.

Protect Existing Residential Land Uses on Roger Williams Avenue and the Veteran's Memorial Parkway

The goals to protect existing residential land uses on Roger Williams Avenue and Veteran's Memorial Parkway stated in the District Plan that are met by the District are described below.

1. Protect the existing residential land use along Roger Williams Avenue and the Veteran's Memorial Parkway from commercial encroachment and from conversion to commercial land uses.
2. Prohibit use of eminent domain to acquire existing residential properties along Roger Williams Avenue or the Veteran's Memorial Parkway.
4. Improve the public open space and infrastructure that serve the Project Area's residents.
5. Design transportation improvements and/or modifications with the objective of providing efficient and safe access to major thoroughfares and reducing vehicular traffic short-cuts through residential neighborhoods.