

5. **CASE 25.060, 66 WILLIAMS STREET, [Corliss-Carrington House](#), 1810-12 (COLLEGE HILL)**

Federal; 3 stories; brick; low hipped roof with balustrade and modillion cornice; 5-bay facade; 2-story entrance porch composed of superimposed Corinthian and Doric orders; central elliptical fanlight doorway; set behind retaining wall; fine stable complex and paved courtyard at rear. House built for John Corliss in 1810; its 3rd-story and front porch were added by Carrington after he purchased the property in 1811. Edward Carrington was one of Providence's most successful China trade merchants and served as U.S. consul in Canton from 1808 to 1811.

CONTRIBUTING (Singular) National Historic Landmark, 1971



Arrow indicates 66 Williams Street



Arrow indicates project location, looking north.

Applicant/Architect: Martha Werenfels, FAIA, DBVW Architects, 111 Chestnut Street, Providence, RI 02903

Owner: Willa Bodman, Trustee , Noordersingel Trust, PO Box 855, Teton Village, WY 83025

Proposal: The scope of work proposed consists of New Construction and includes:

- The applicant is requesting the construction of a new, detached, two-car garage with vehicular access from Copley Lane.

Issues: The following issues are relevant to this application:

- Staff has no concerns with the application as submitted. The proposed new construction is located in an appropriate area of the parcel, architecturally adding to the composition of buildings present, all subsidiary to the main house; and,
- Plans, renderings and photos have been submitted.

Recommendations: The staff recommends the PHDC make the following findings of fact:

- a) 66 Williams Street is a structure of singular historical and architectural significance that contributes to the significance of the College Hill local historic district, having been recognized as a contributing structure to the College Hill National Historic Landmarks District;
- b) The application for New Construction is considered complete for review; and,
- c) The work as proposed is in accord with PHDC Standard 8 as follows: the proposed new construction is appropriate having determined that the proposed construction as the proposed construction is located in an appropriate area of the parcel, architecturally adding to the composition of buildings present, all subsidiary to the main house, is architecturally and historically compatible with the property and district having an appropriate size, scale and form that will not have an adverse effect on the property or district,

Staff recommends a motion be made stating that: The application for 66 Williams Street, a singular contributing resource of the College Hill local historic district, recognized as a National Historic Landmark and a contributing structure to the College Hill National Historic Landmarks District, is considered complete. The Commission cites Standard 8 in granting Final Approval of the the application for new construction, having determined that the proposed new construction is appropriate being architecturally and historically compatible, having a size, scale and form that will not create an adverse effect to the property or district, as such construction is located in an appropriate area of the parcel, architecturally adding to the composition of the present buildings, all subsidiary to the main house, citing and agreeing to the recommendations in the staff report, with staff to review any additional details.

CARRINGTON HOUSE

66 Williams Street, Providence

ATTACHMENT A: HDC Scope of Work

Background: The Carrington House was begun in 1810 by John Corliss and expanded shortly thereafter in 1815 by Edward Carrington. Carrington's expansions included the kitchen ell to the north, which connected the main block of the house to the carriage house. Carrington also added the office pavilion at the northeast corner of the main block and the eastern portion of the carriage house. Today, these components form a cohesive grouping of architectural elements that surround a cobblestone courtyard.

The property was used as a private residence until the 1930s, when RISD acquired the property and used it as a historic house museum. It returned to private ownership in 1961, however, a recent owner also used it for rental event space. The current project will retain the single-family private use, with no event rentals.

Architecture: All the buildings are constructed of brick, with the main block featuring brownstone trim (quoins, lintels, sills, porch elements and portico). The main roof is standing seam metal crowned by a small cupola. The roofs of the additions and carriage house are primarily slate. Windows are generally wood double-hung units and appear to be original, for the most part. The most prominent architectural feature of the property is the two-story wood porch that ornaments the south elevation of the main house facing Williams Street. A small, brownstone portico also adds ornamentation to the west façade of the main house. In the 1990s, a brick and wood pergola structure was added to the northeast corner of the property.

Site: The site is enclosed by a stone wall that is capped with a short wood fence. The stone wall acts as a retaining wall because the interior of the property is elevated approximately 30" above the sidewalk and street elevations that surround the property. The property is bordered on the south by Williams Street, on the north by Power Street, and on the east by Copley Lane. The west side of the property borders other residential lots. Within the property, the main house and carriage house surround a cobblestone courtyard.

Proposed Alterations:

The main focus of the project is to preserve the single-family use, and carefully restore this important historic resource. It is important to note that none of the proposed alterations is visible from any public right of way, with the exception of the new garage. The garage roof will be minimally visible from Power Street (the rear of the property), and the east elevation will be visible from Copley Lane. The proposed opening in the stone wall along Copley Lane will be slightly visible from Power Street. Please refer to the attached renderings.

New Garage:

While the property is characterized by several historic outbuildings and appendages, it has never had a garage. A new garage is proposed to be located where a 1990s brick and wood pergola currently exists (photos 36 and 37). This location will impact the historic buildings and the site in the most minimal way possible and the proposed garage will visually complete the

courtyard. Because vehicular access to the garage will be from Copley Lane (as required by zoning), which is approximately 30" below the grade of the courtyard, the garage will be very understated from the courtyard side. It is designed to be compatible with the historic buildings on site, but is clearly a product of its own time. The walls will be brick and the roof will be slate to match the existing carriage house. On Copley Lane, a new opening will be created in the stone wall to provide vehicular access to the garage (photo 10). Brick walls (no more than six feet in height) will extend from the edges of the new opening in the stone wall to the new garage, so the new garage access will not be perceived from within the historic confines of the property.

Main House:

Masonry: Most of the work at the main house is related to masonry restoration, including restoration of the original brownstone, which exhibits considerable deterioration. Brownstone will be restored using new brownstone units to match the historic brownstone, as well as brownstone Dutchmen. Brownstone patching (as opposed to Dutchmen) will occur only at very small openings in the stone (less than 3"). At the front porch and west portico, where the brownstone stoops are significantly displaced and the stone is very deteriorated, the stoops will be disassembled and reset on top of new concrete structure (photos 19-24). Brownstone from these locations will be re-used to the greatest extent possible, however, a substantial amount of new stone at these locations will be required (see photos and drawings). Large existing brownstone units that are partially deteriorated will be cut down for salvage stone to be used for Dutchmen. Brick repointing will be completed where existing joints are deteriorated. New mortar will match existing in appearance, tooling, and composition.

Windows: All wood double-hung windows will be restored and new, low-profile, aluminum storm windows in a color that matches the trim will be installed. One second floor window that has been filled in on the north elevation (facing the courtyard) will be recreated (photo 25), and one first floor window on the same elevation (not visible from the street) will be relocated. A first floor ell window facing the west yard (also not visible from the street) will be converted to a door (photo 14).

Rear Entrance: The owner desires to create an accessible entrance facing the courtyard. This will involve very minor re-grading and extending an existing wood enclosure on the rear porch to encompass a second bay. In the process, an original rear door will be re-opened (see north elevation drawing and photo 25). A historic photo (photo 26) indicates that this rear porch originally was enclosed over two bays, therefore, this change will return the rear porch to a configuration that is closer to its historic appearance.

Rear Ell: A historic HABS photo from 1936 shows that the wood infill at the northernmost part of the rear ell formerly existed just behind the columns, as opposed to the current recessed condition. The 1930s condition will be recreated (see photos 29 and 30).

Carriage House:

The exterior of the carriage house will be fully restored. Brick will be repointed where needed, and wood windows will be restored and fitted with low-profile, aluminum storm windows that match the trim color. Slate roofs will remain, and a new cupola will be added to the east end to improve head

height in a former hay loft. At the roof where the cupola will be added, the existing low-slope metal roof will be replaced with copper.

Like the main house, alterations to the carriage house will be minimal and will generally not be visible from public rights of way. There are four wood carriage doors that face the courtyard (photos 31, 33, 34, and 35). These will be modified with respect to how they operate, however, the material and overall configuration of the doors will remain as is. In each of these doors, the panel configuration will be preserved, and glass will be inserted into the upper panels (see elevations). The wood swinging carriage doors that provide access to the courtyard from Power Street will be replaced with a new, wood overhead door that replicates the configuration of the existing doors (photo 4). On the east end of the carriage house, two new windows will be added to the first floor (photo 35). These windows will match those on the south elevation of the carriage house, because they will open into the same interior space. This change will barely be visible from Power Street because it occurs behind the stone wall and will not be visible from Copley Lane.

Within the passageway that leads from Power Street to the courtyard, an existing window will be converted to a door and a door that was bricked in will be reestablished (photo 32). There is also a passageway from the courtyard to the west garden. Within this passageway, an existing carriage house window will be converted to a door (photo 29).

Sitework:

On the west side of the main house, a lap pool will be added within a formal garden. The lap pool is designed to feel like a garden reflecting pool and the pool equipment will be concealed within a lattice structure hidden behind the stone wall along Power Street.

HVAC:

On the west end of the carriage house, there is currently a condenser enclosure that contains nine, large, grade-mounted condensers surround by a lattice enclosure (photos 15-16). The existing equipment will be replaced with more efficient equipment, and the number of required condensers may be reduced. New condensing units will occupy the following locations:

- New enclosed area at west end of carriage house. This area will be smaller than the existing enclosure and will be surrounded by a decorative brick wall to feel more like a garden element.
- One unit at north wall of new garage, concealed by landscaping.
- Two units within balustrade around widow's walk on main house, not visible from any public right of way (photo 38).

Summary of Scope of Work:**A. Main House**

1. Front portico: Restoration of brownstone base
2. Brownstone trim and quoins: Restoration of brownstone, including some unit replacement
3. Brick: Misc. repointing
4. Windows: Restoration, including new storm windows
5. North elevation: Recreation of bricked-in window on second floor
6. West elevation: Convert window to door at ell
7. East porch: Replace wood porch steps with stone
8. North elevation (facing courtyard): Infill one bay of porch and relocate door (per historic photo)
9. East elevation of ell: Infill recess on rear addition facing courtyard (per historic photo)

B. Carriage House

1. Brick: Misc. repointing
2. Windows: Restoration of wood windows, new storms
3. Roofs: New copper roof at east end, restore slate roofs, add cupola to east end
4. Carriage doors (4 locations facing courtyard): Add glass within panels and re-swing existing doors
5. Pass-through door: New overhead door to match carriage house door configuration at Power Street
6. East elevation: Add two new windows to first floor to match existing
7. South elevation (in passageway): Convert window to door and recreate bricked-in doorway
8. South elevation: Add railing to bump-out roof

C. Garage

1. New building: NE corner of site, very limited visibility from street (replacing 1990s pergola)

D. Site

1. Alley: New opening in stone wall for garage
2. West yard: New lap pool flush with lawn

E. HVAC

1. New units on main house roof (within balustrade, not visible)
2. New units in new mechanical enclosure west of carriage house
3. New unit adjacent to new garage



1. View from Williams Street looking northeast. Note lack of visibility of widow's walk.



2. View from Williams Street looking northwest



3. View from Power Street looking southeast



4. View from Power Street (north elevation of carriage house)



5. View from Power Street looking southwest



6. View of site wall from Power Street



7. Entrance to Copley Lane from Williams Street (looking north)



8. Entrance to Copley Lane from Power Street (looking south)



9. Copley Lane looking north (Carrington House property on left)



10. Copley Lane looking southwest at Carrington House wall (at location of proposed opening)



11. West elevation



12. West elevation of main block



13. Brownstone deterioration and displacement at west portico



14. West elevation looking southeast



15. West elevation of carriage house and connector



16. Mechanical enclosure at west end of carriage house



17. East elevation of main block and office wing



18. East porch at main block and office wing



19. *Front (south) porch at main block*



20. *Brownstone deterioration at front entrance porch*



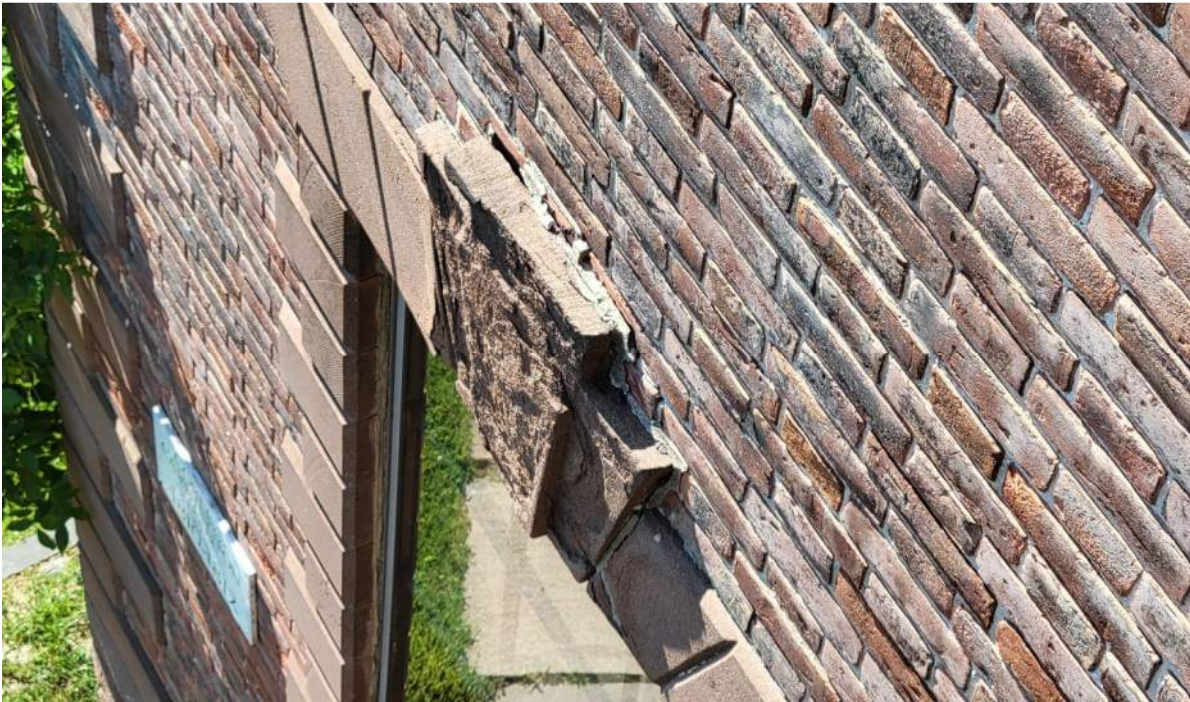
21. *Brownstone displacement at front entrance porch*



22. *Brownstone settlement at front porch*



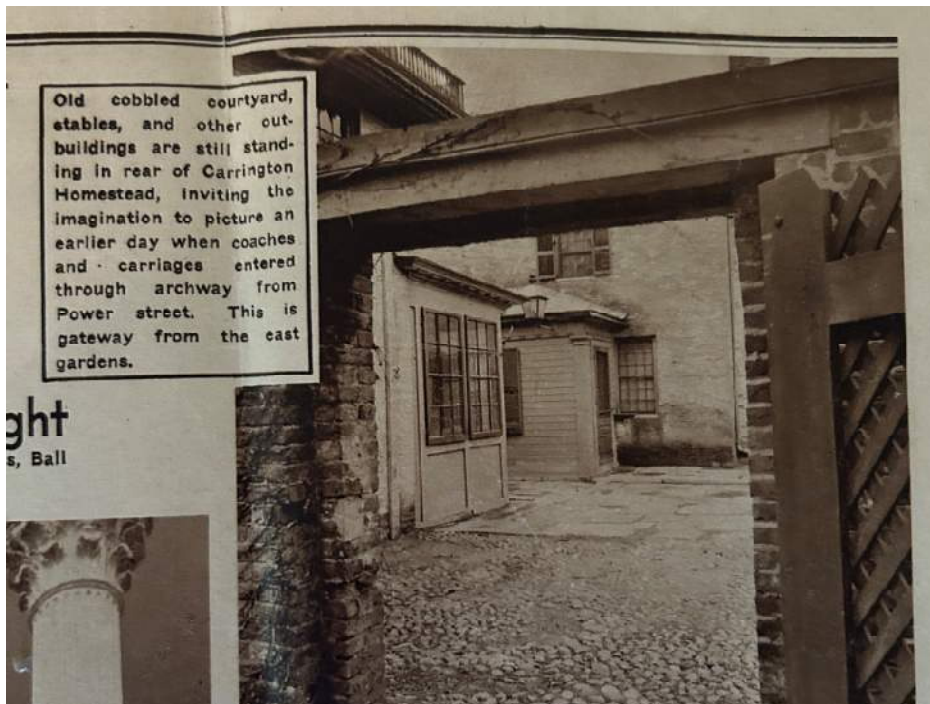
23. *Brownstone deterioration at south elevation trim*



24. *Brownstone delamination at keystone*



25. Rear (north) porch at main block (note second floor filled-in window to be recreated)



26. Historic image of rear porch (undated) showing two bays enclosed



27. West elevation of office wing



28. East elevation of kitchen ell



29. East elevation of connector



30. 1936 HABS photo of connector (note wood infill just behind columns)



31. South elevation of carriage house



32. East wall of pass through from Power Street to Courtyard



33. South elevation of carriage house and stable



34. South elevation of stable



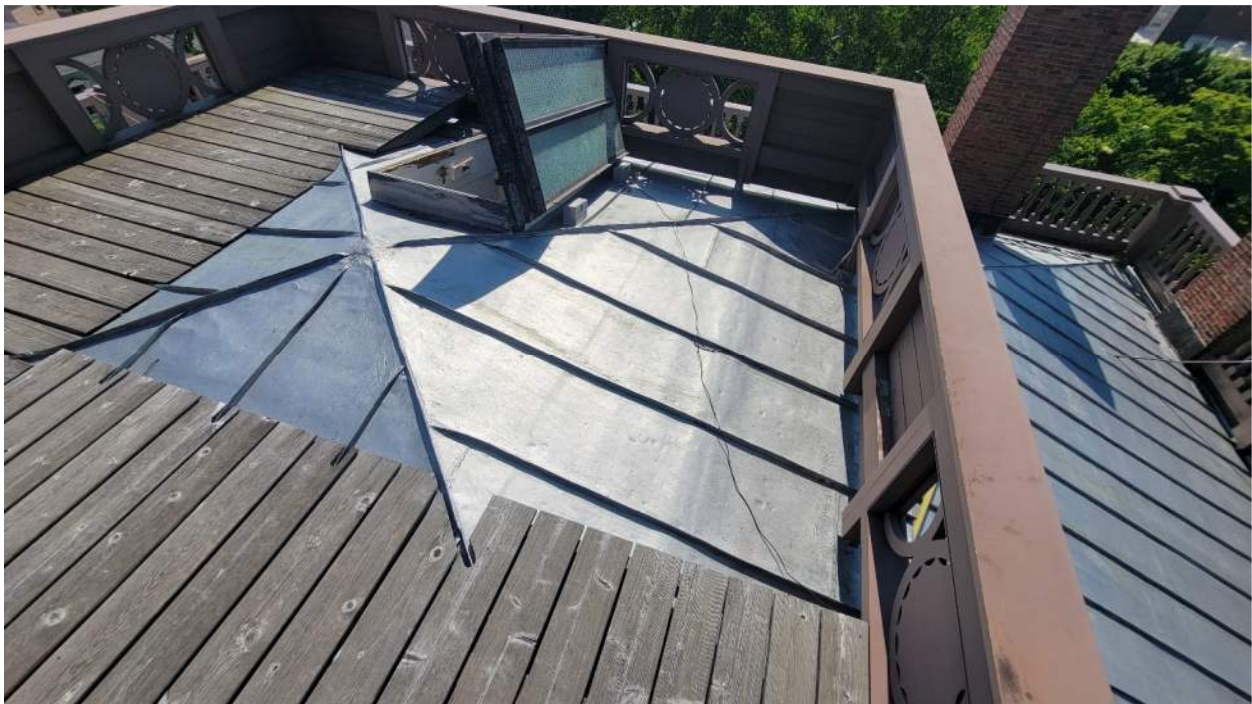
35. *South and east elevations of stable*



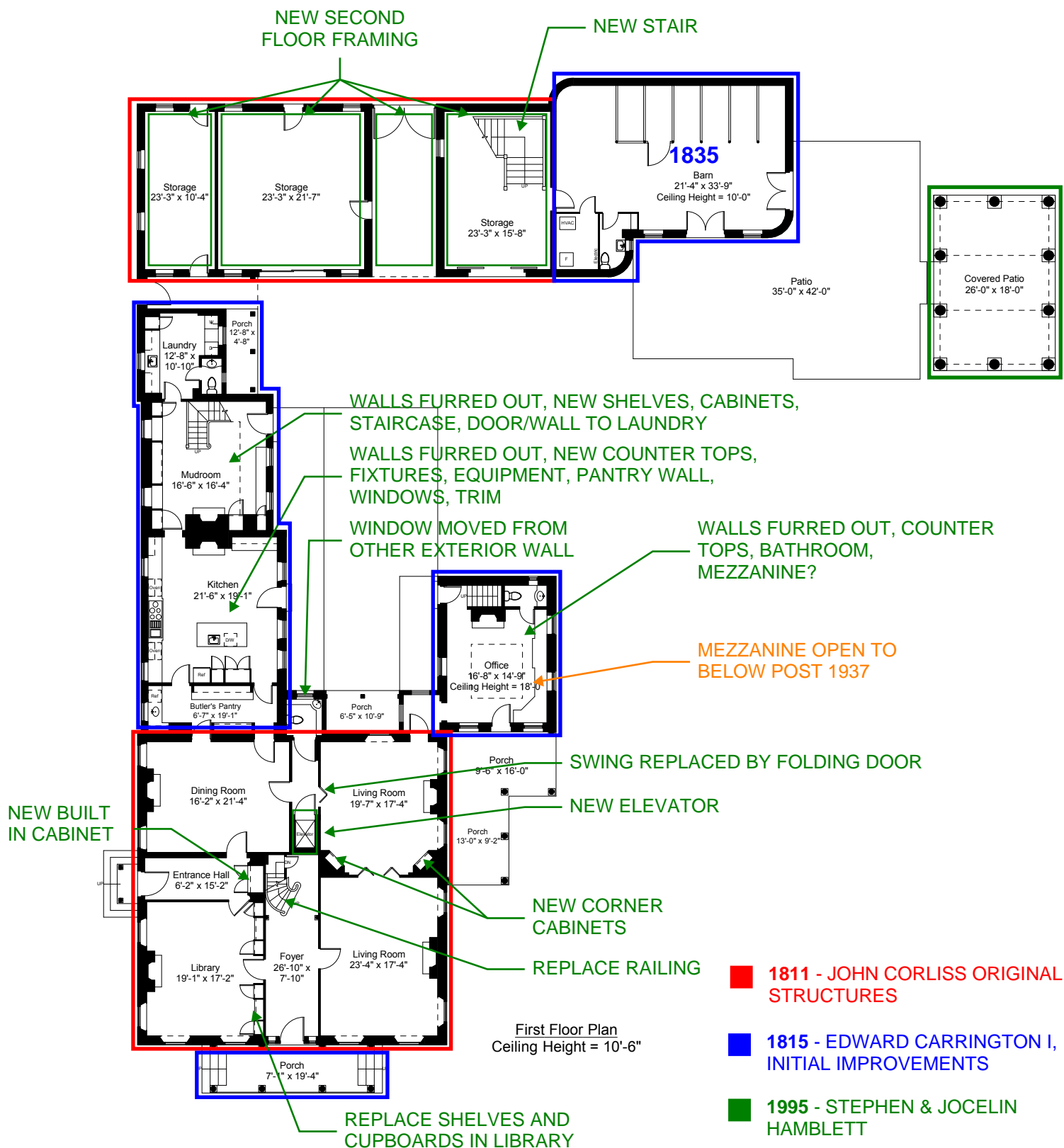
36. *Looking east toward 1970s pergola*



37. West side of 1970s pergola (proposed garage location)



38. Widow's walk at main block (potential location for condensing units)



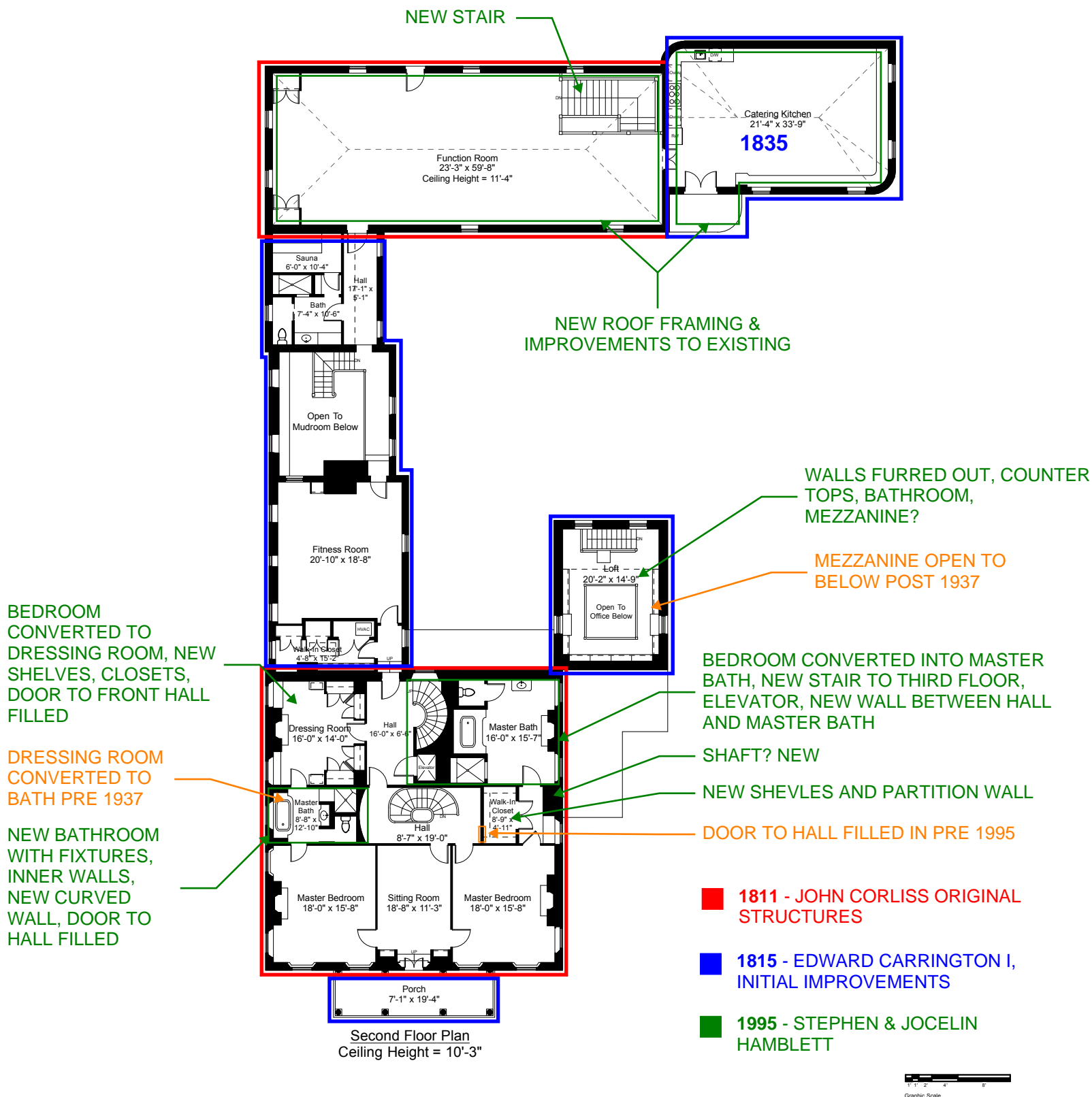
Carrington House

66 Williams Street, Providence, RI 02906

Chronology



DBVW
ARCHITECTS

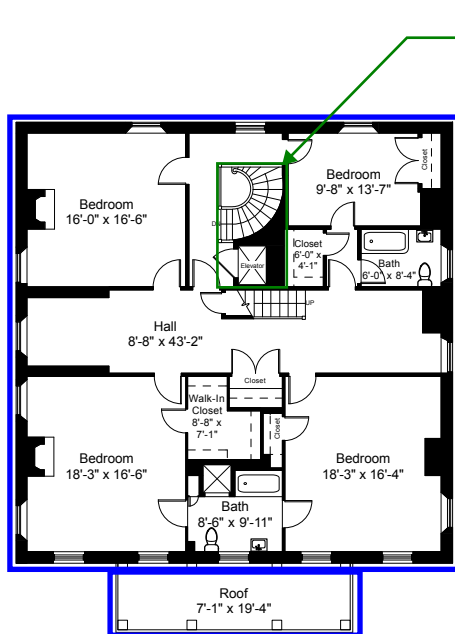


Carrington House

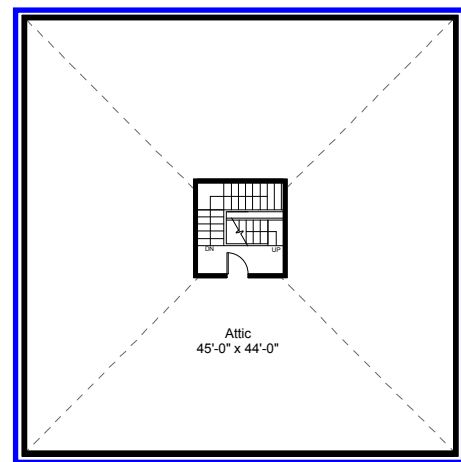
66 Williams Street, Providence, RI 02906

Chronology



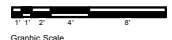


Third Floor Plan
Ceiling Height = 9'-0"



Attic Plan
Ceiling Height = 8'-2"

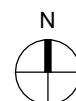
- 1811 - JOHN CORLISS ORIGINAL STRUCTURES
- 1815 - EDWARD CARRINGTON I, INITIAL IMPROVEMENTS
- 1995 - STEPHEN & JOCELIN HAMBLETT

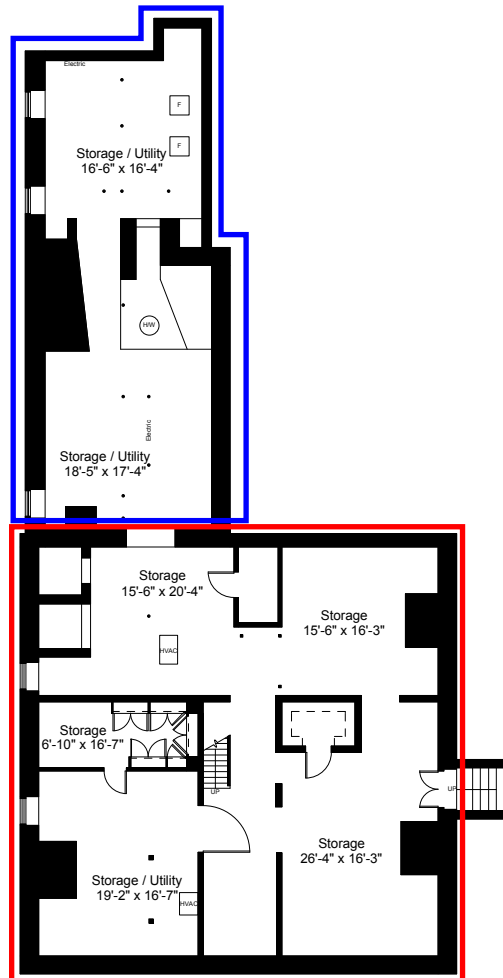


Carrington House

66 Williams Street, Providence, RI 02906

Chronology





Basement Plan
Ceiling Height = 6'-5"

■ 1811 - JOHN CORLISS ORIGINAL STRUCTURES

■ 1815 - EDWARD CARRINGTON I, INITIAL IMPROVEMENTS

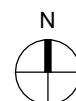
■ 1995 - STEPHEN & JOCELIN HAMBLETT



Carrington House

66 Williams Street, Providence, RI 02906

Chronology





PROPOSED GARAGE
AERIAL VIEW LOOKING NORTHEAST



PROPOSED GARAGE
AERIAL VIEW LOOKING SOUTHEAST



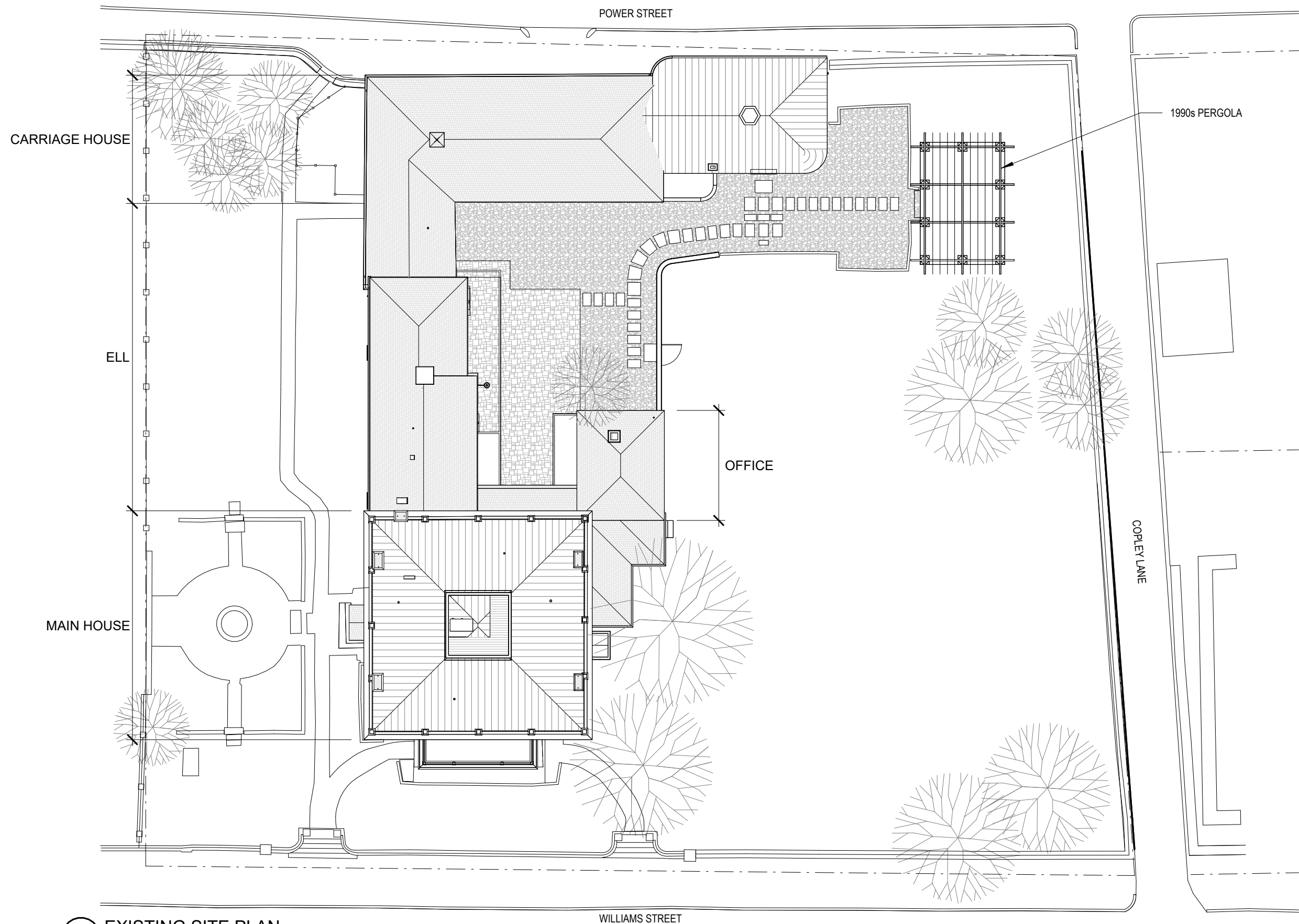
PROPOSED GARAGE
WEST ELEVATION FACING COURTYARD



PROPOSED GARAGE
EAST ELEVATION FACING COPLEY LANE



PROPOSED GARAGE
VIEW FROM POWER STREET

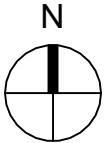


1 EXISTING SITE PLAN
 3/64" = 1'-0"

Carrington House

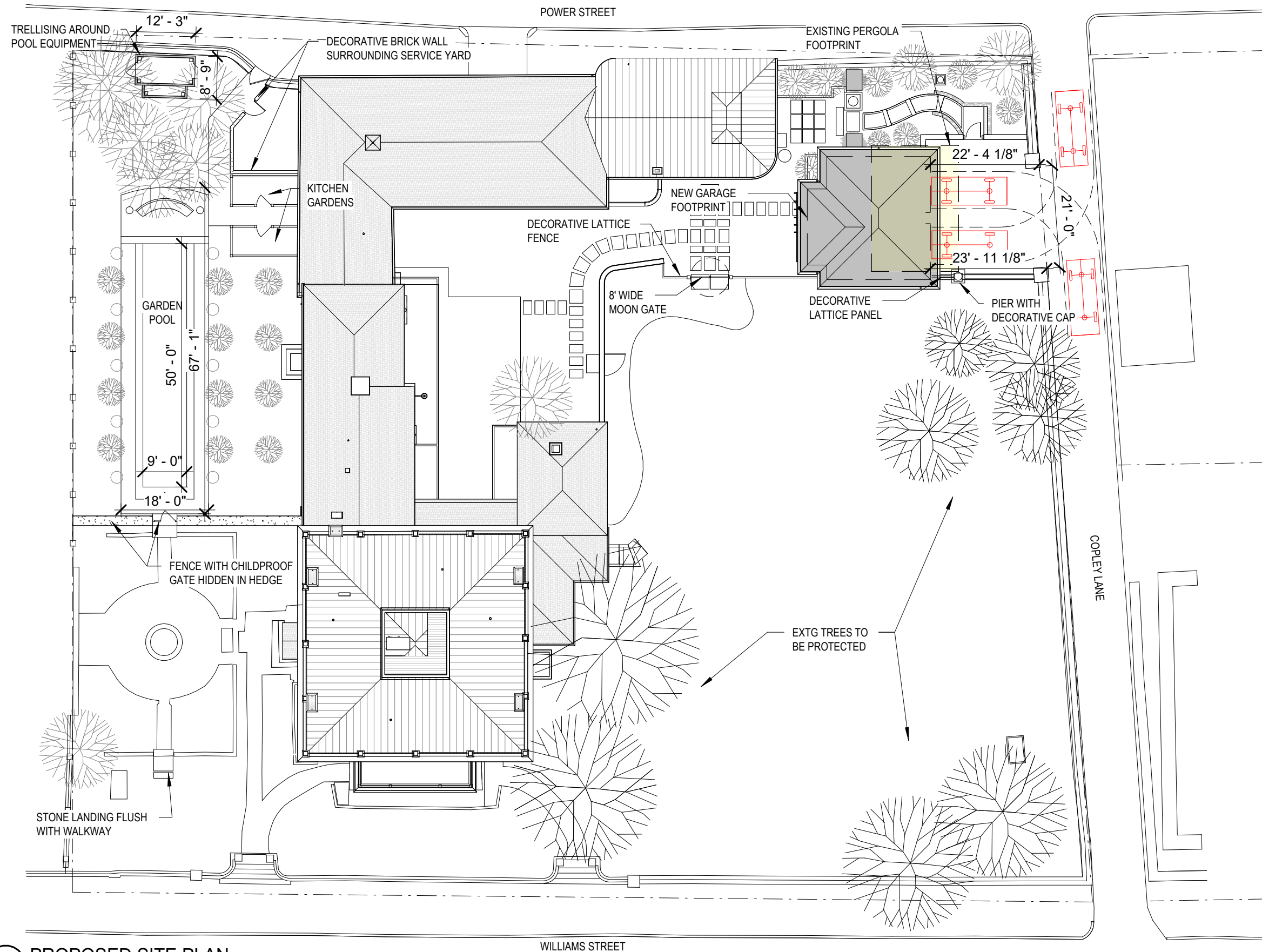
66 Williams Street, Providence, RI 02906

EXISTING SITE PLAN

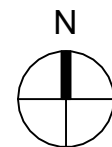


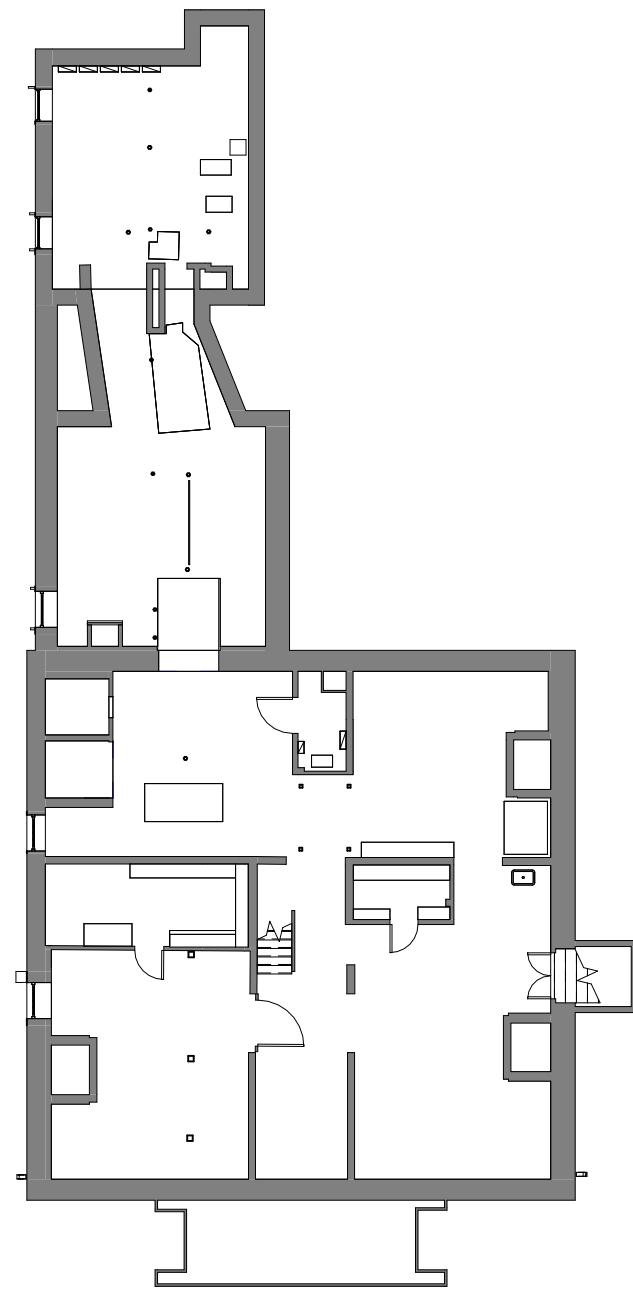
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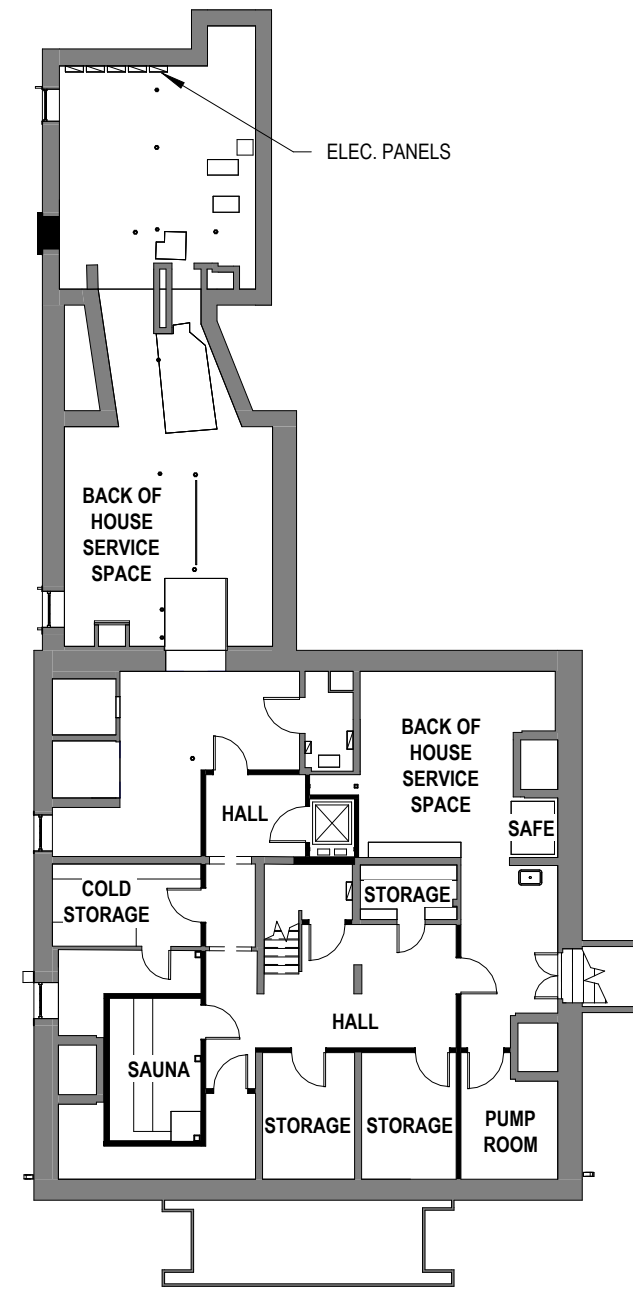


1 PROPOSED SITE PLAN
3/64" = 1'-0"

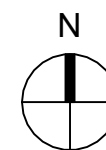


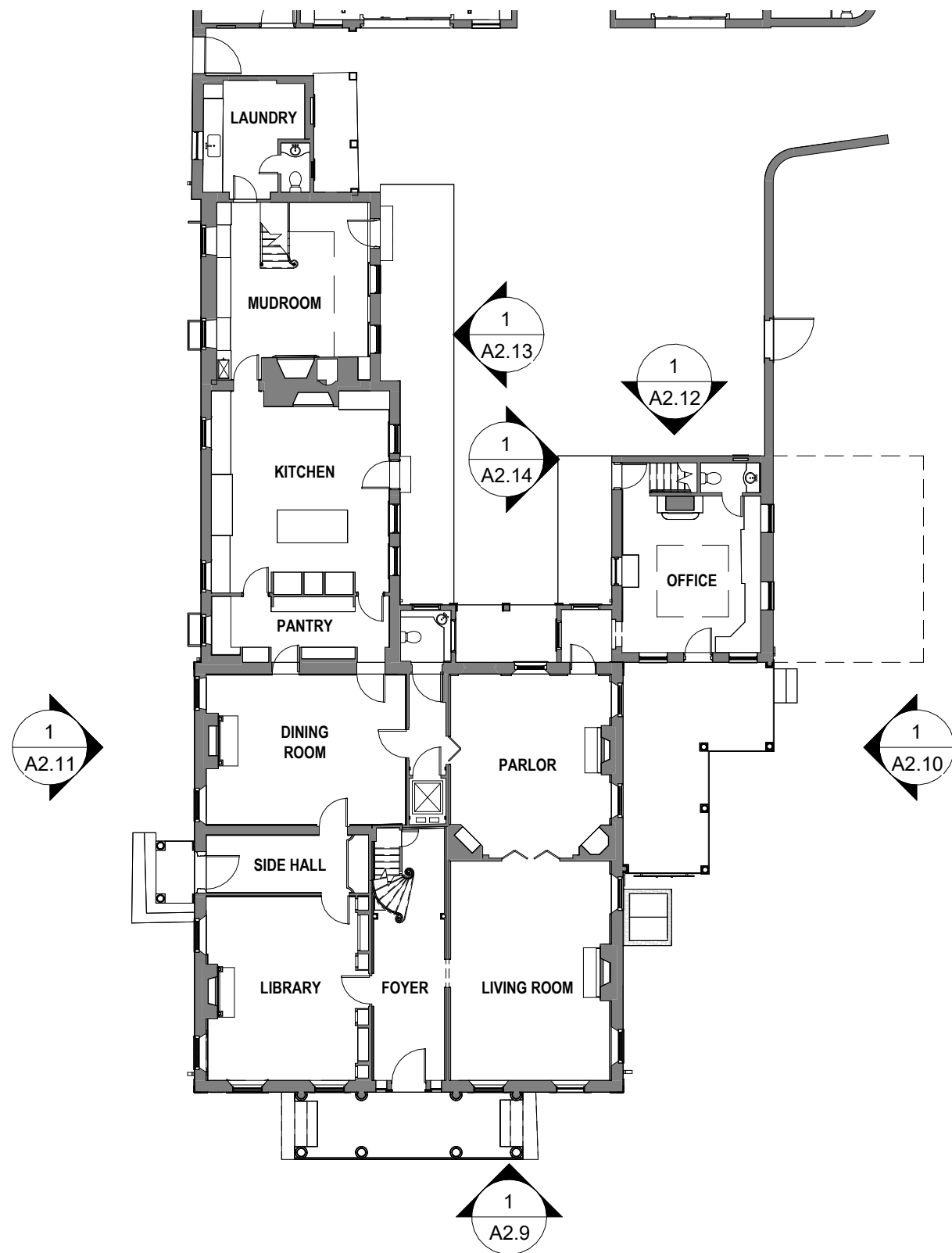


1 EXISTING BASEMENT FLOOR PLAN - MAIN HOUSE AND ELL
1/16" = 1'-0"

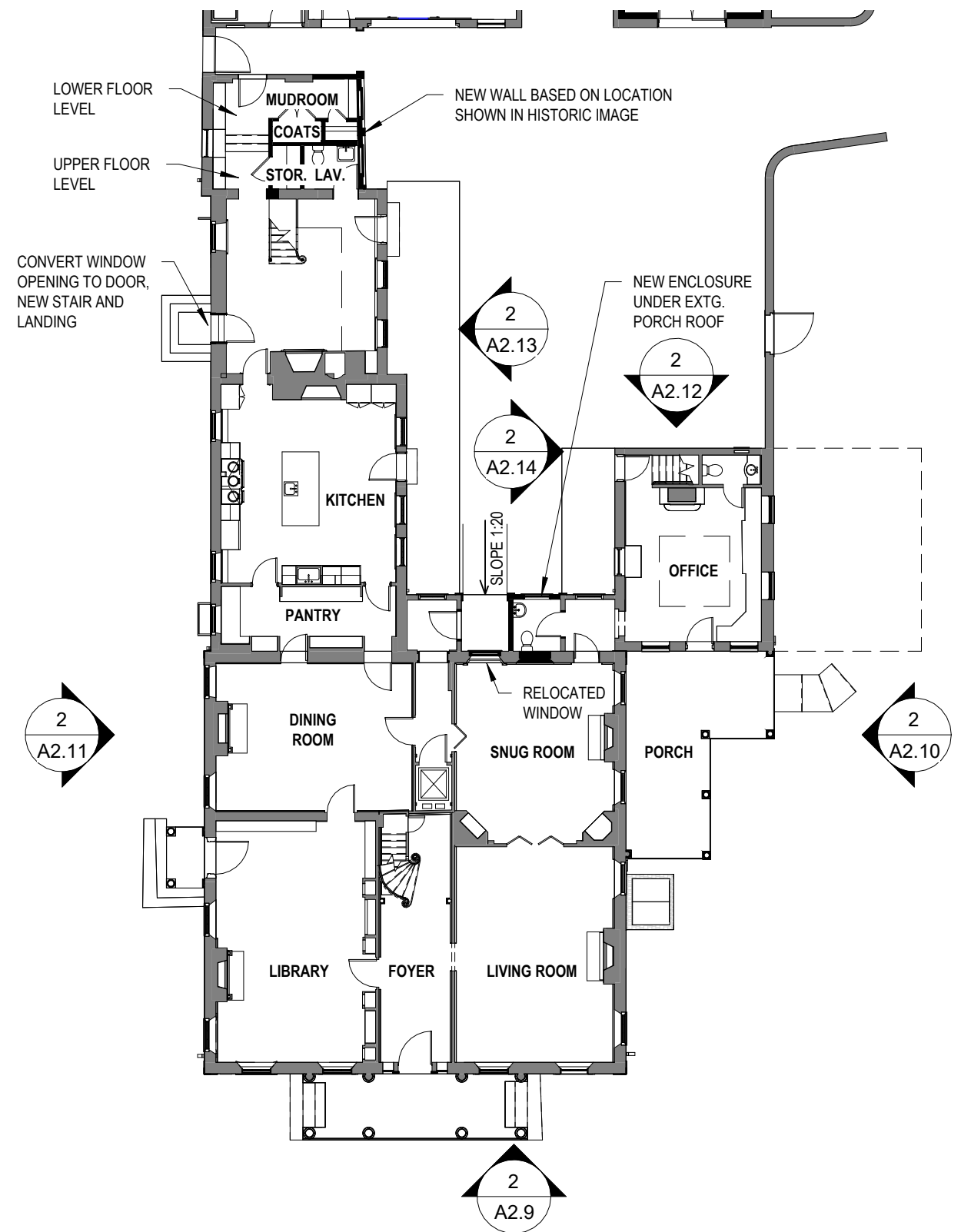


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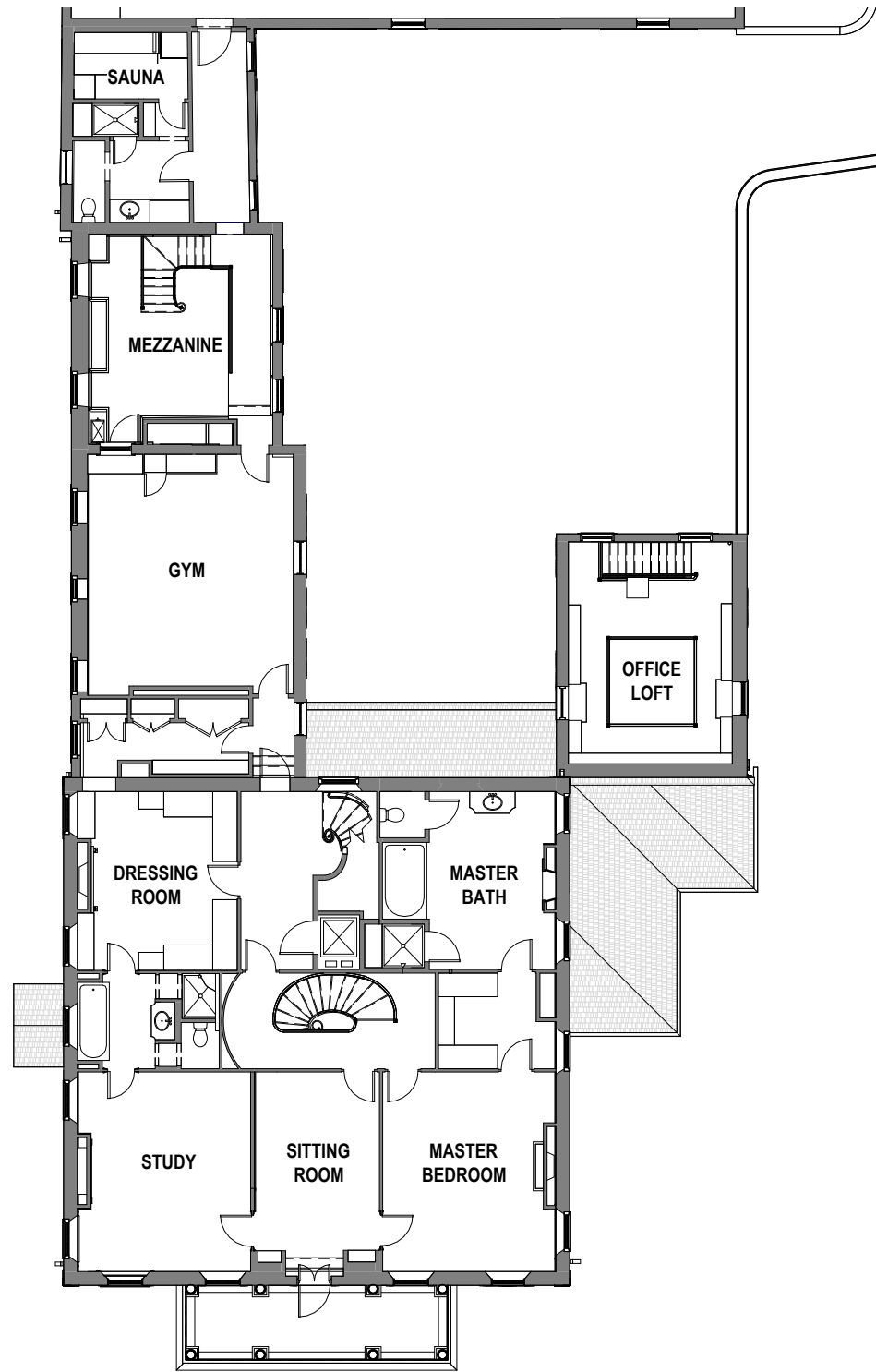




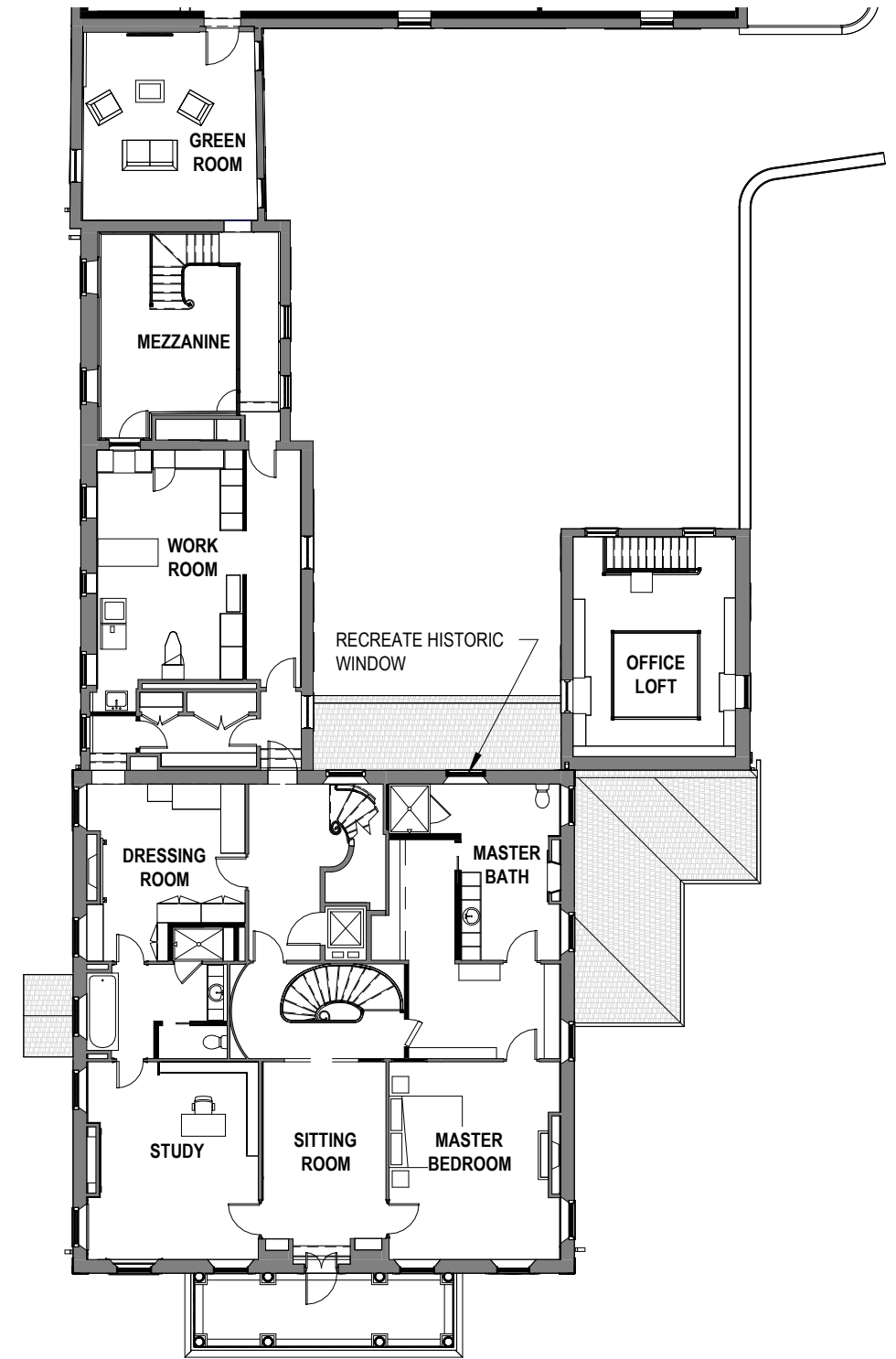
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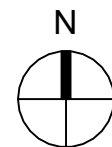
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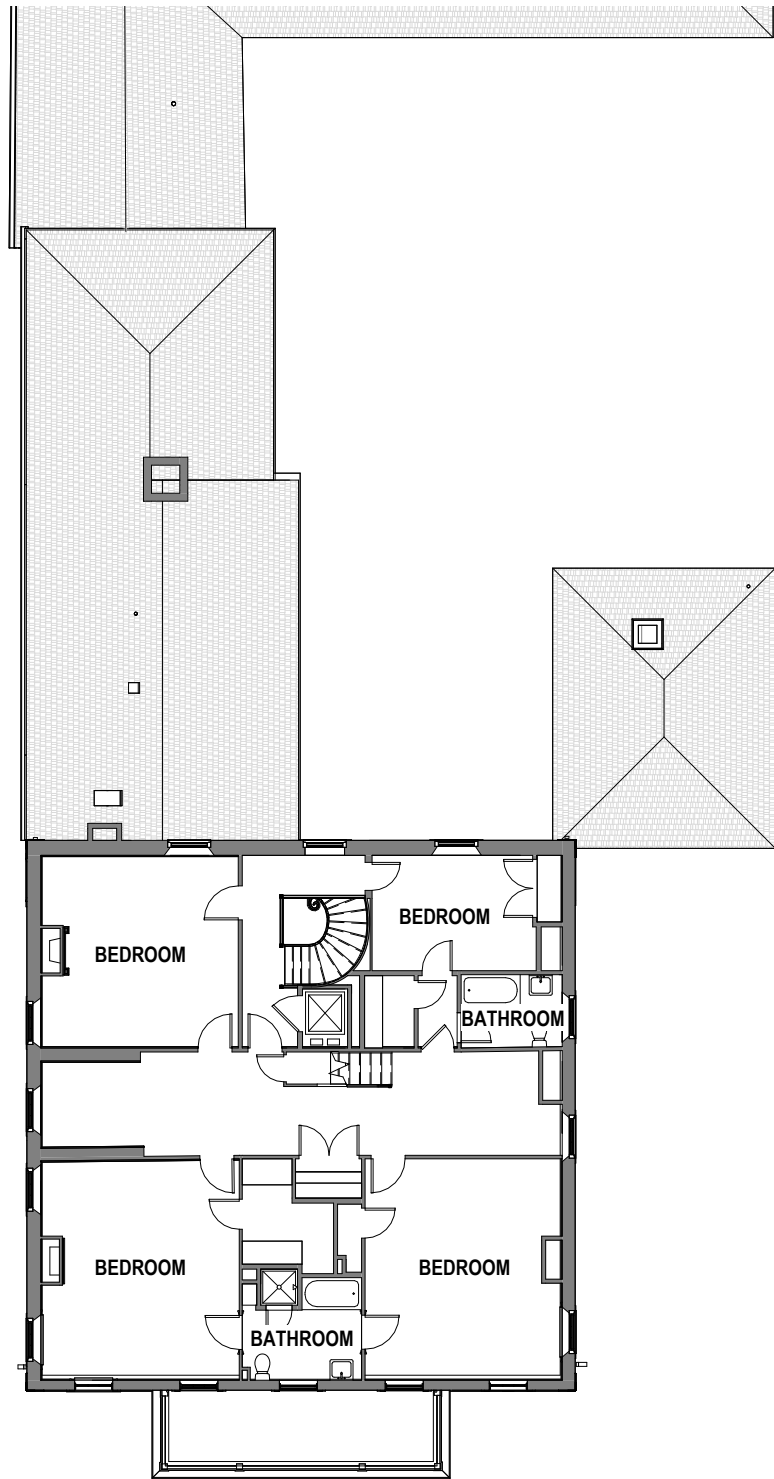


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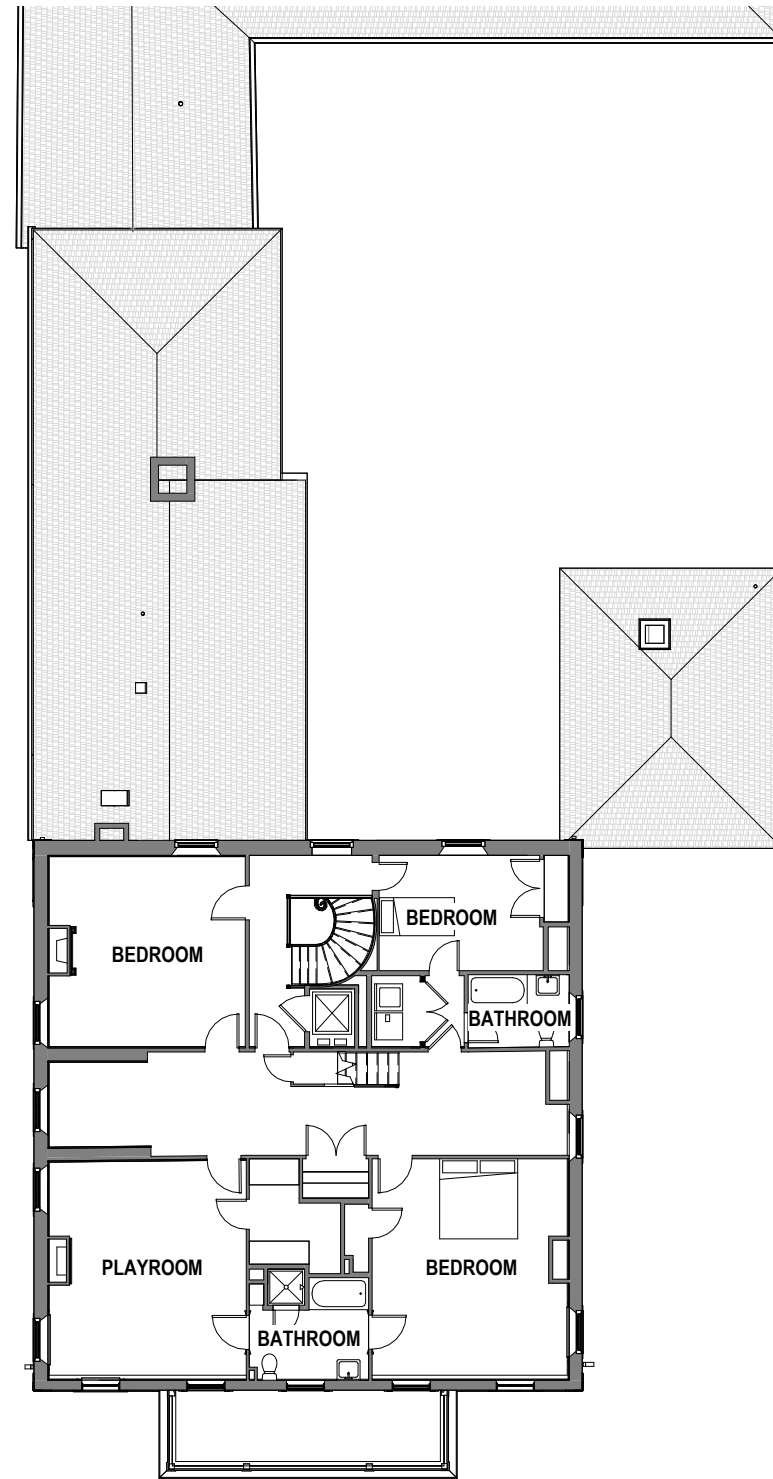


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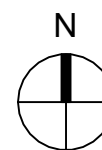


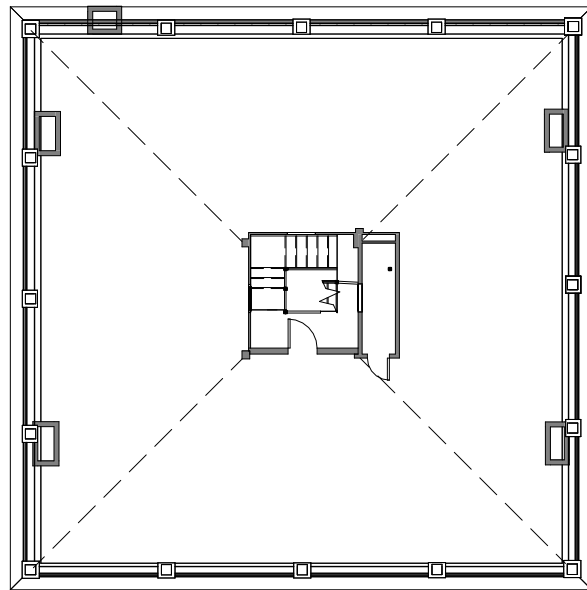


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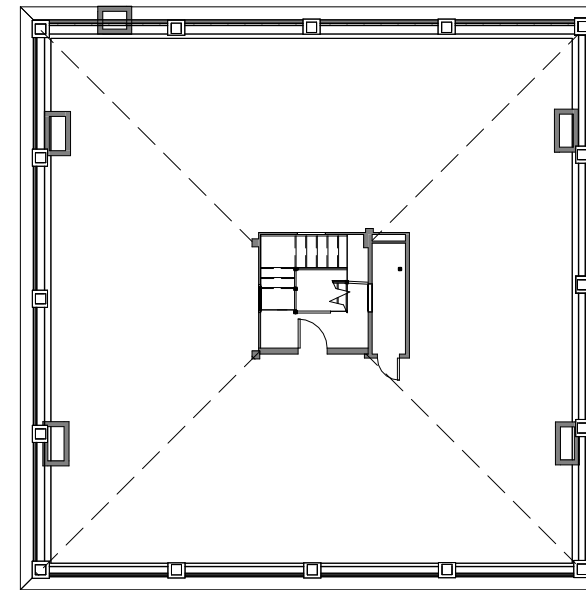


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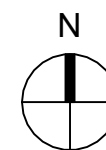


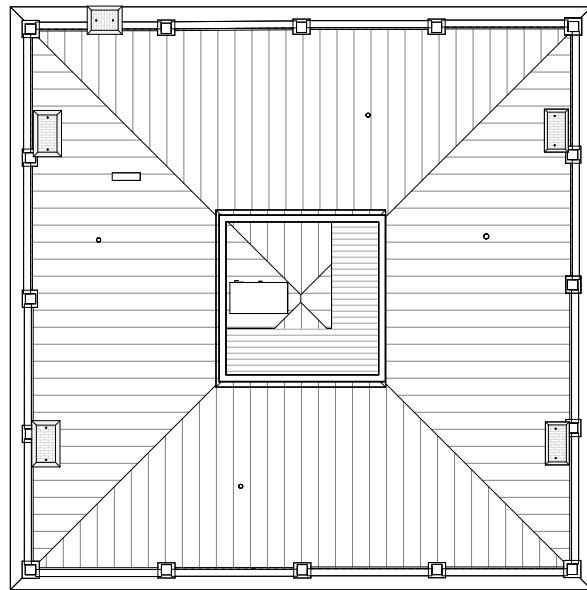


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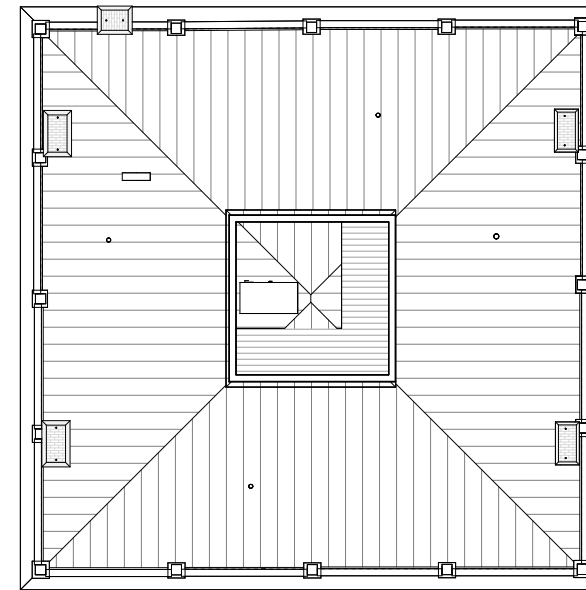


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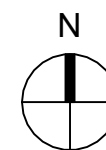


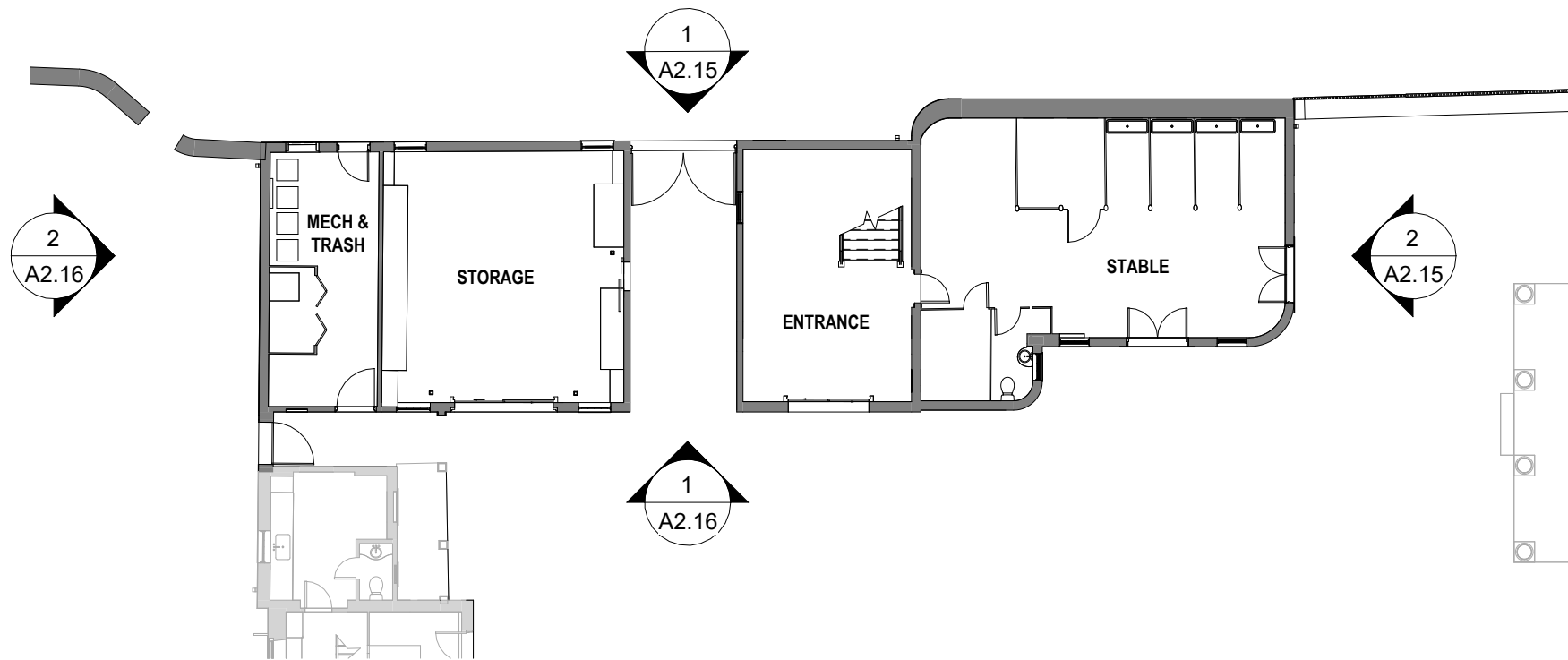


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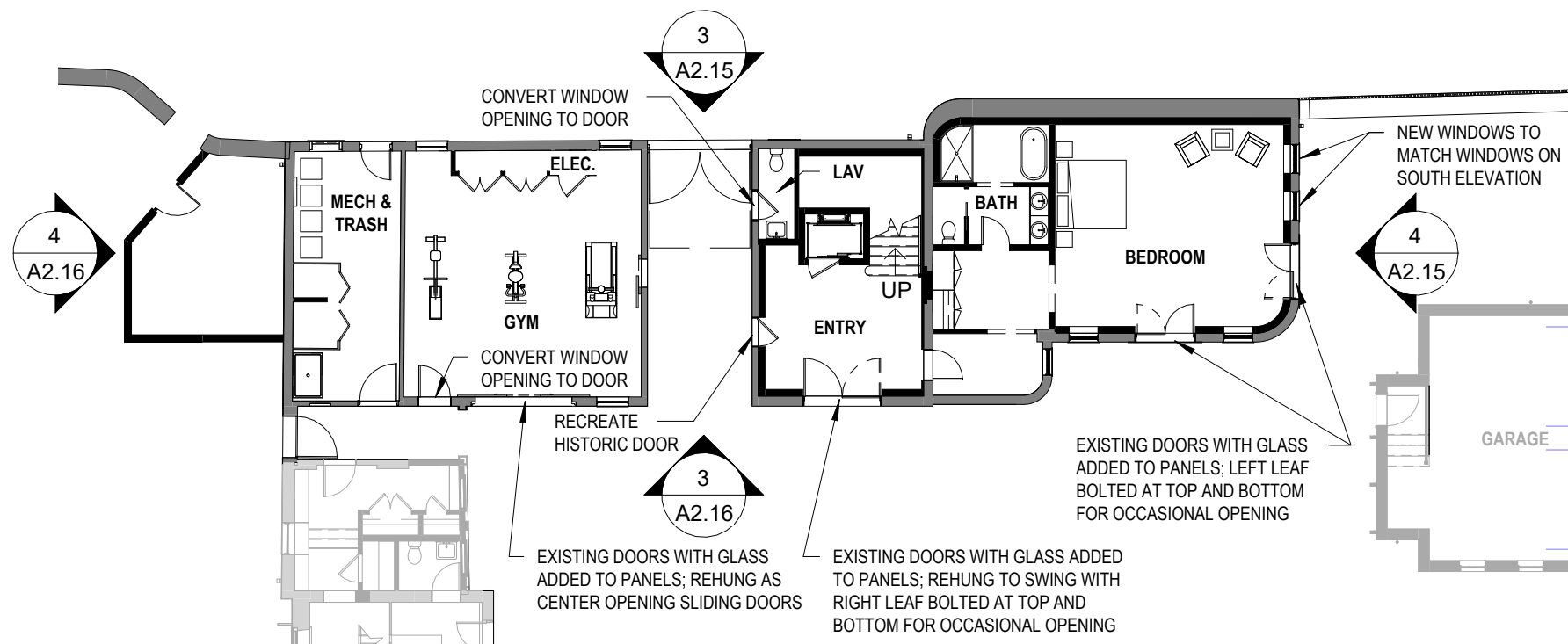


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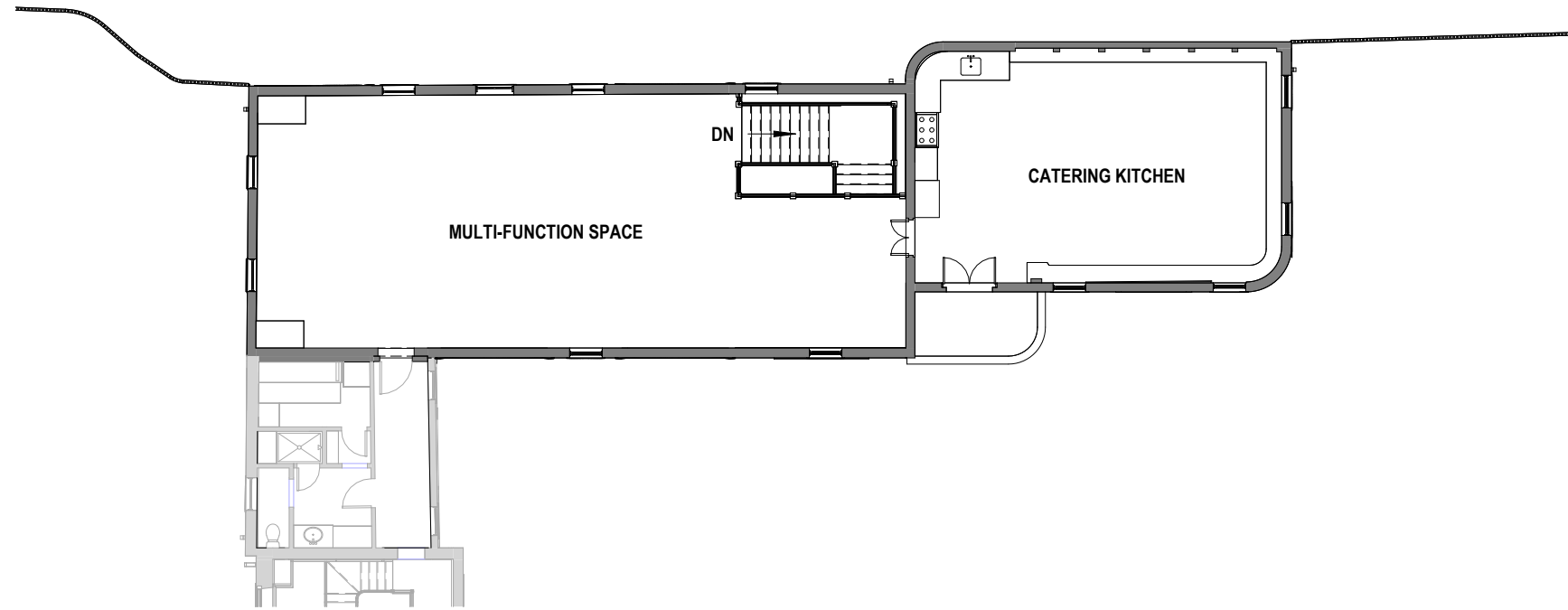




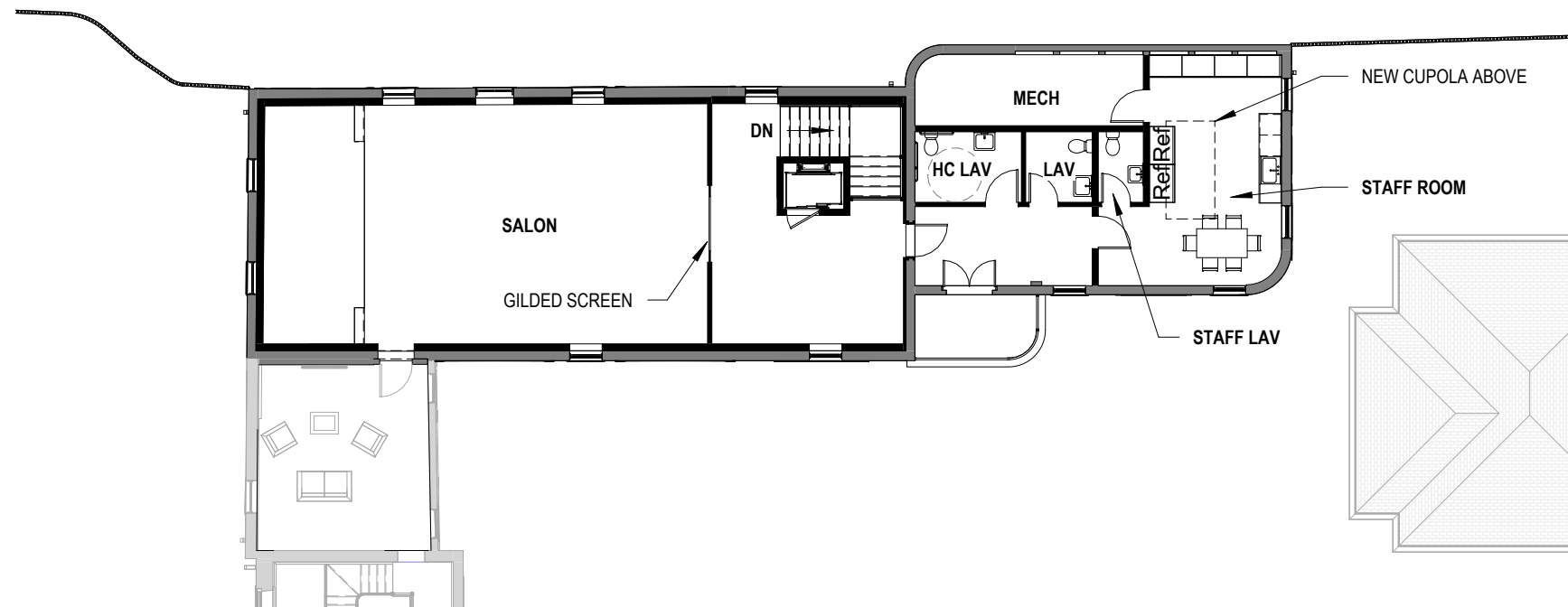
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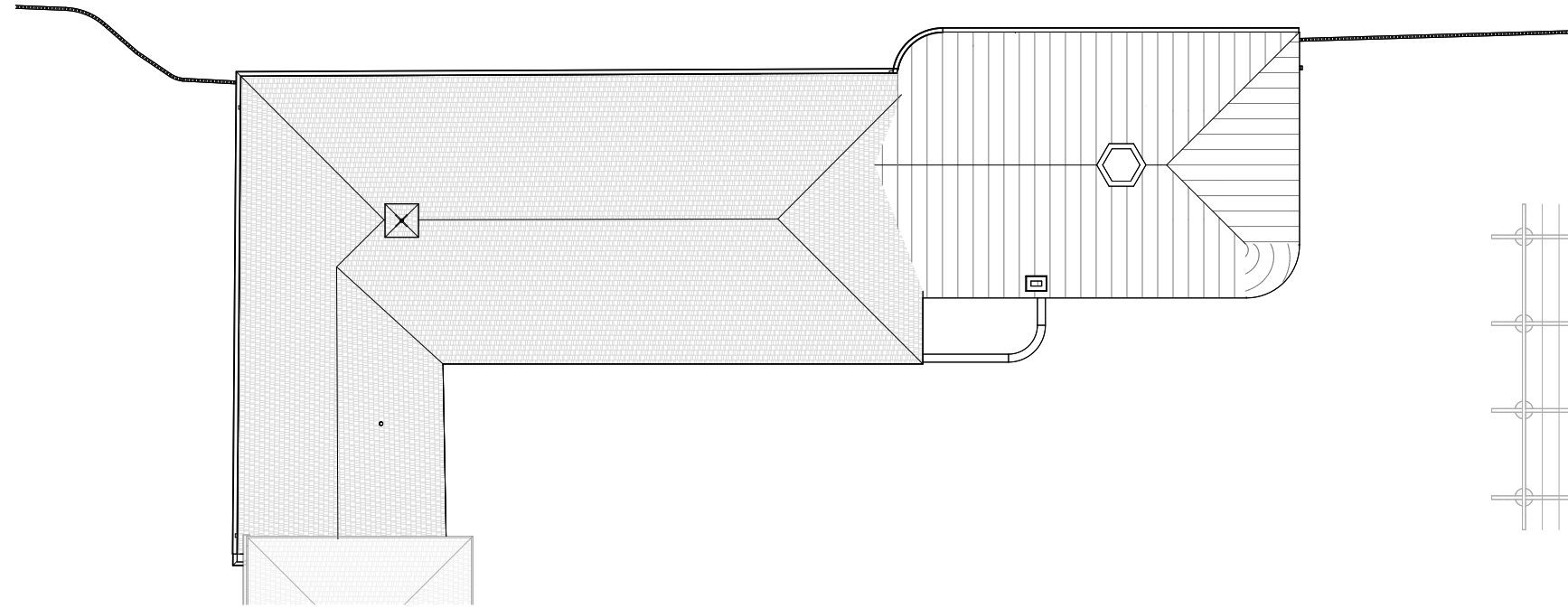
2 PROPOSED FIRST FLOOR PLAN - CARRIAGE HOUSE
1/16" = 1'-0"



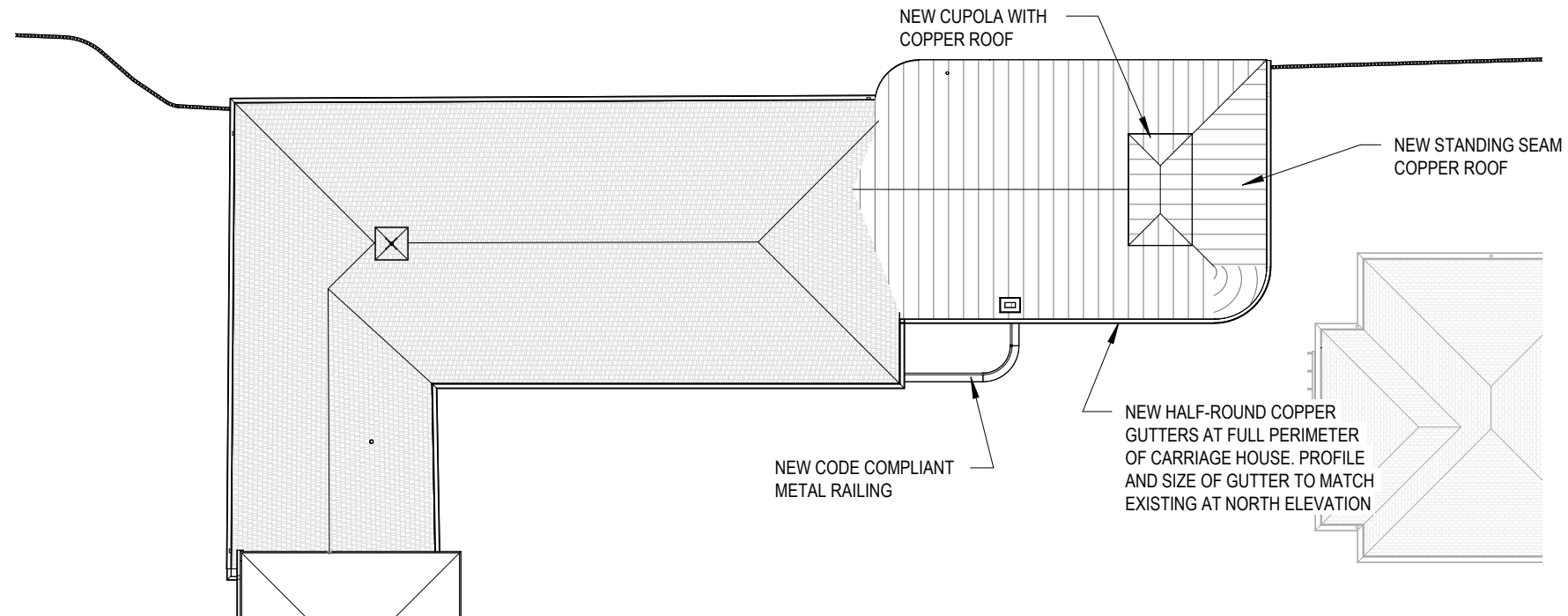
1 EXISTING SECOND FLOOR PLAN - CARRIAGE HOUSE
1/16" = 1'-0"



2 PROPOSED SECOND FLOOR PLAN - CARRIAGE HOUSE
1/16" = 1'-0"



1 EXISTING ROOF PLAN - CARRIAGE HOUSE
1/16" = 1'-0"





2 PROPOSED ROOF PLAN - CARRIAGE HOUSE
1/16" = 1'-0"



1 EXISTING SOUTH ELEVATION
1/16" = 1'-0"

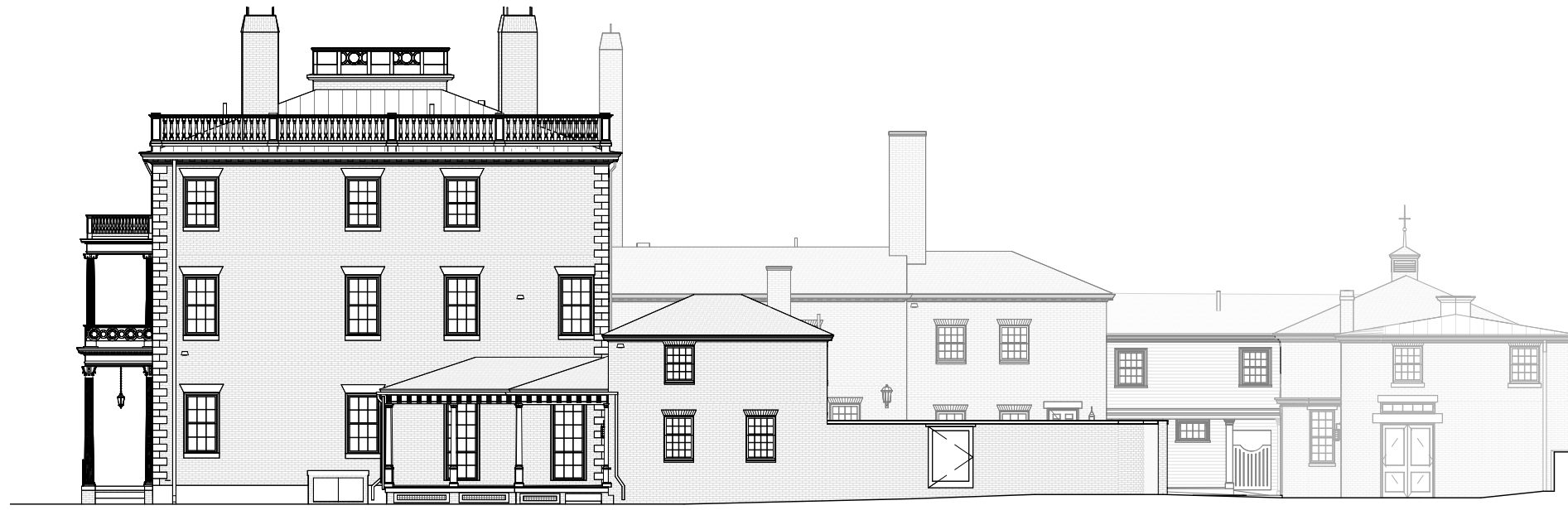
EXTERIOR LEGEND AND NOTES

-  100% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED
-  50% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED



RESTORE ALL EXISTING WOOD WINDOWS AT CARRIAGE HOUSE AND MAIN HOUSE.



2 PROPOSED SOUTH ELEVATION
1/16" = 1'-0"



EXTERIOR LEGEND AND NOTES

-  100% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED
-  50% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED

RESTORE ALL EXISTING WOOD WINDOWS AT CARRIAGE HOUSE AND MAIN HOUSE.

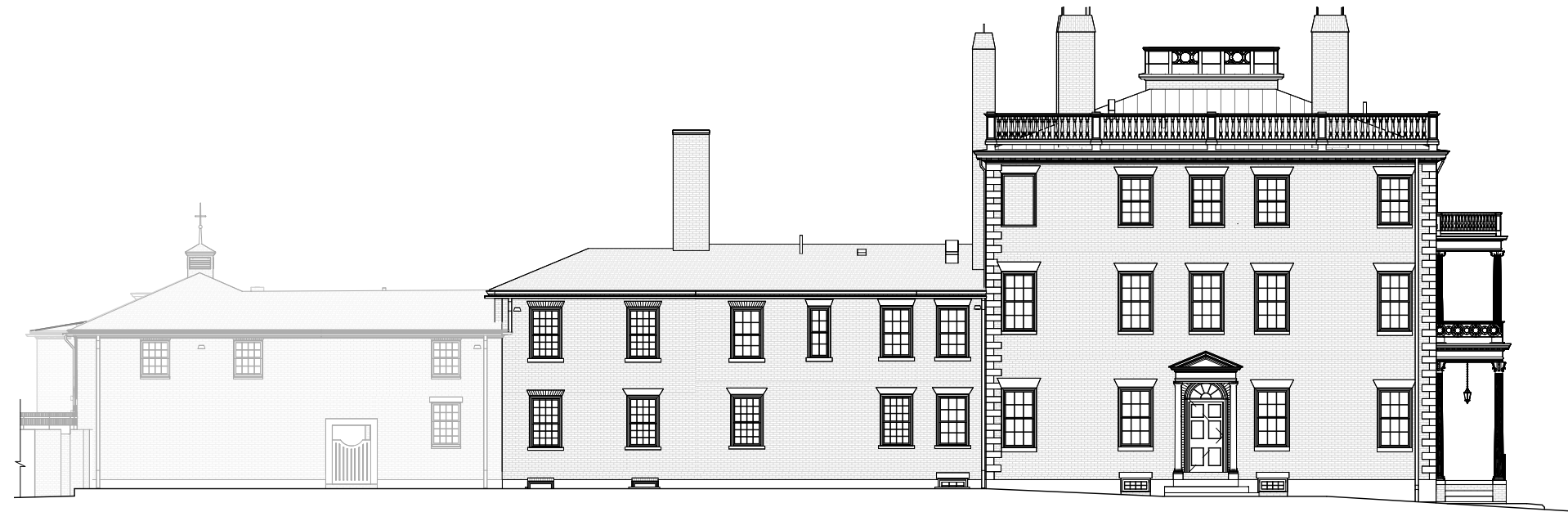
1 EXISTING EAST ELEVATION

1/16" = 1'-0"



2 PROPOSED EAST ELEVATION

1/16" = 1'-0"



100% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED

50% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED

RESTORE ALL EXISTING WOOD WINDOWS AT CARRIAGE HOUSE AND MAIN HOUSE.

1

EXISTING WEST ELEVATION

1/16" = 1'-0"

2

PROPOSED WEST ELEVATION

1/16" = 1'-0"

Carrington House

66 Williams Street, Providence, RI 02906

MAIN HOUSE - EXTERIOR ELEVATIONS

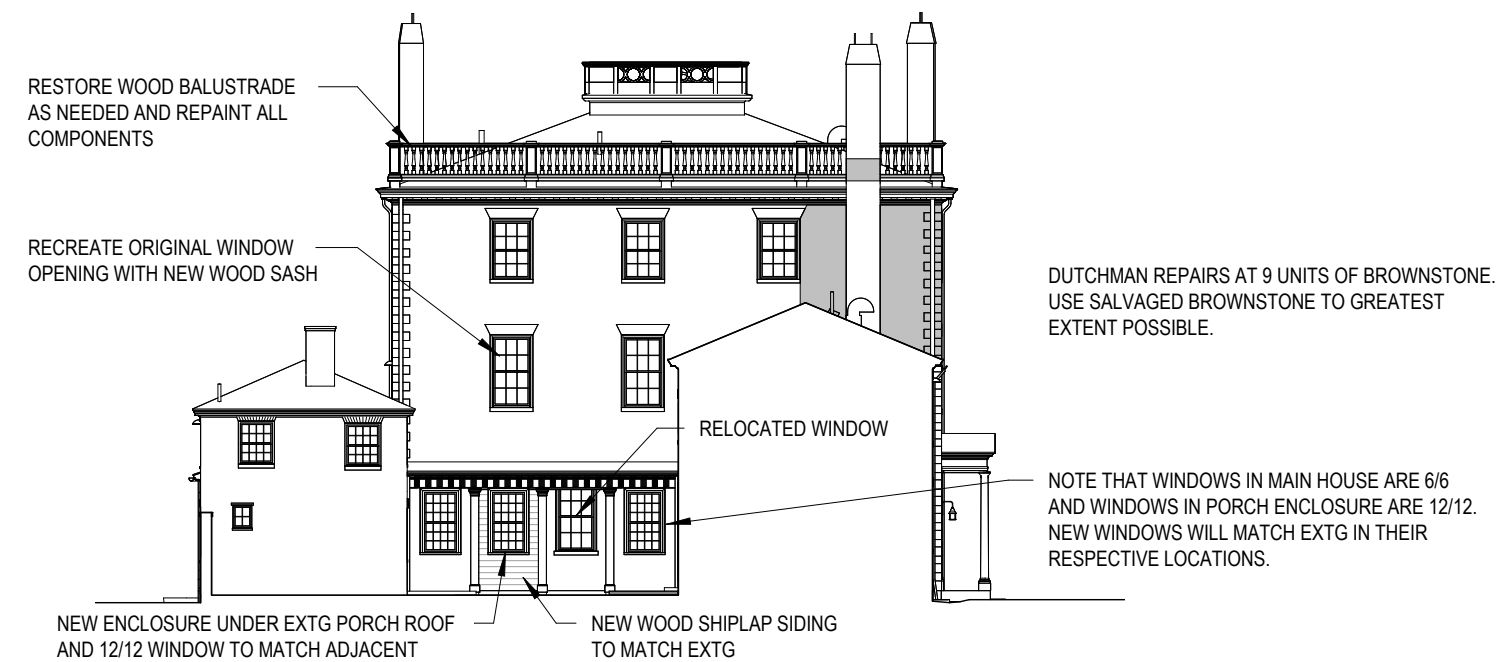
DBVW

ARCHITECTS

A2.11



1 EXISTING NORTH COURTYARD ELEVATION
1/16" = 1'-0"

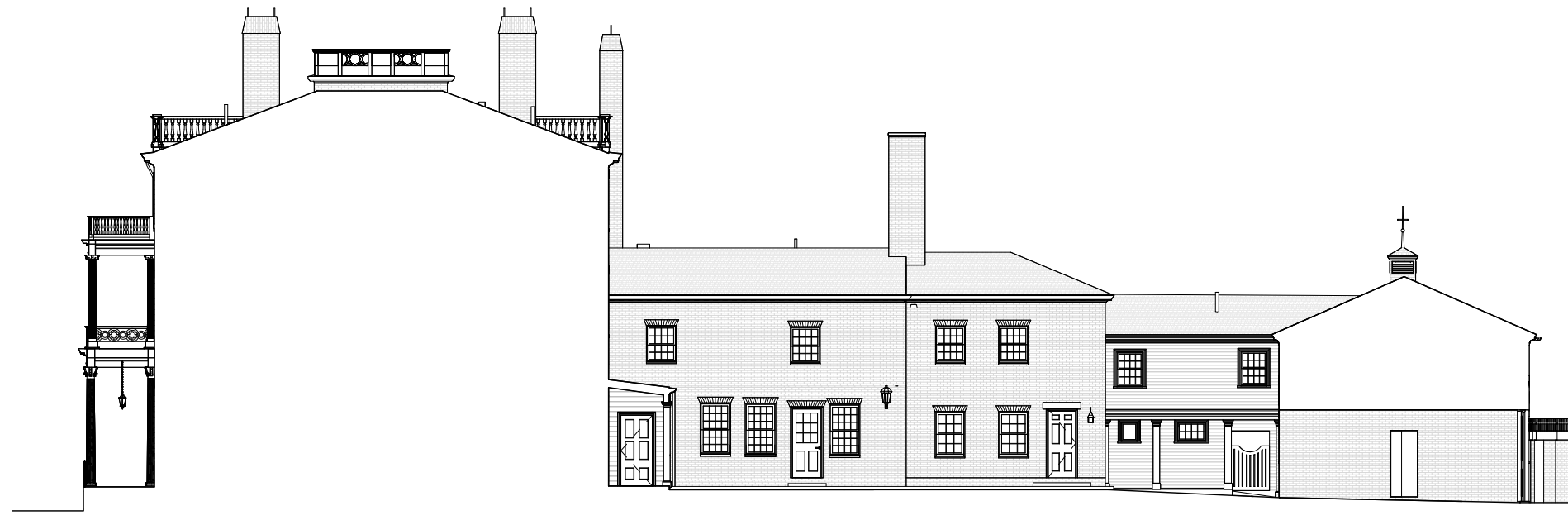


2 PROPOSED NORTH COURTYARD ELEVATION
1/16" = 1'-0"

EXTERIOR LEGEND AND NOTES

- 100% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED
- 50% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED

RESTORE ALL EXISTING WOOD WINDOWS AT CARRIAGE HOUSE AND MAIN HOUSE.



EXTERIOR LEGEND AND NOTES

100% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED

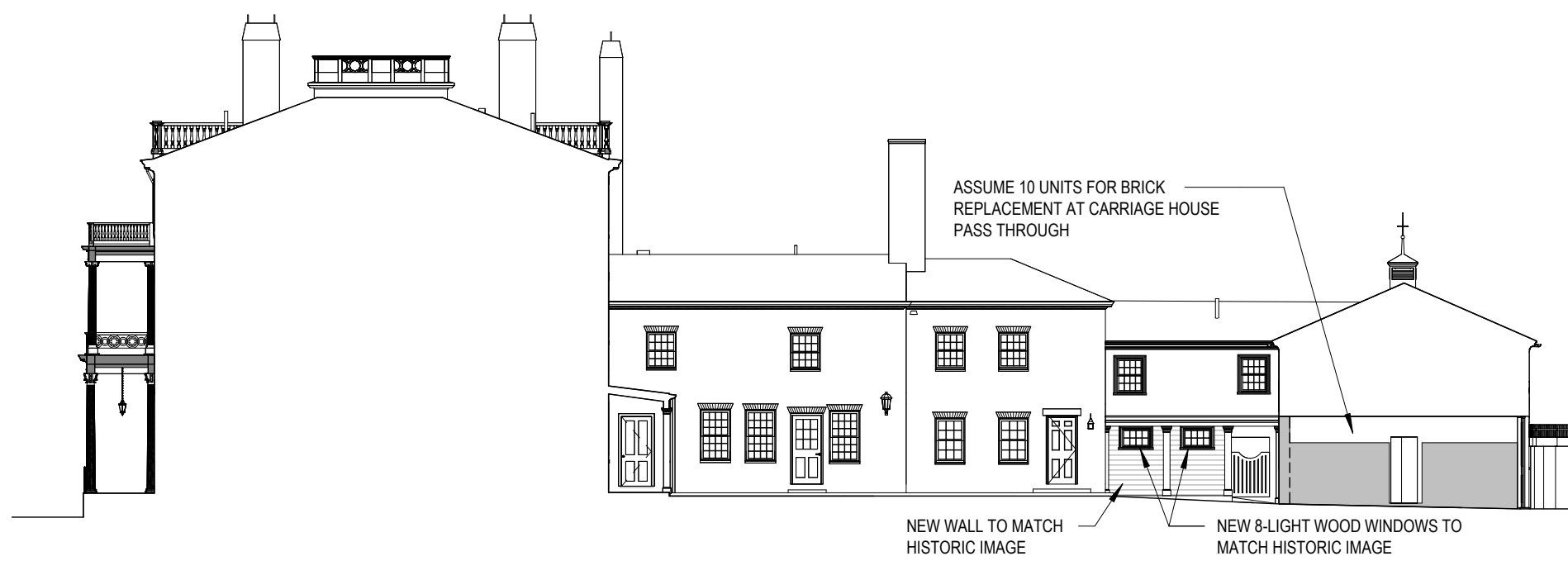
50% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED

RESTORE ALL EXISTING WOOD WINDOWS AT CARRIAGE HOUSE AND MAIN HOUSE.

1

EXISTING EAST COURTYARD ELEVATION

1/16" = 1'-0"





2

PROPOSED EAST COURTYARD ELEVATION

1/16" = 1'-0"

EXTERIOR LEGEND AND NOTES

-  100% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED
-  50% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED

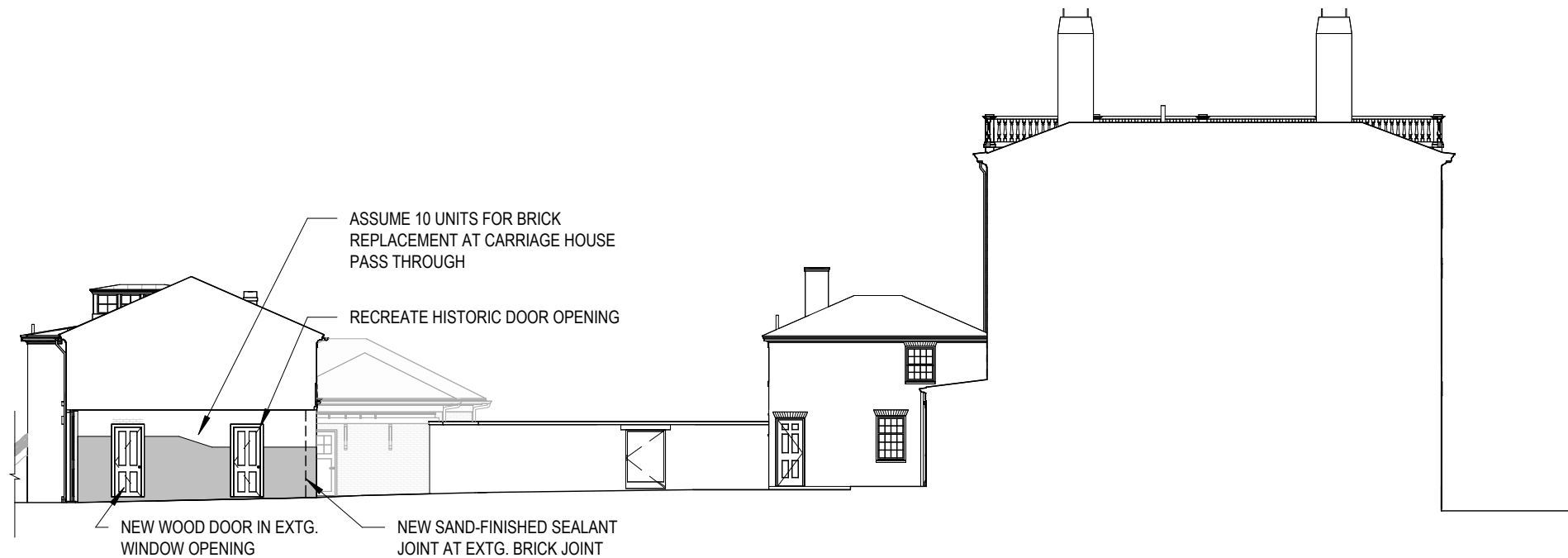
RESTORE ALL EXISTING WOOD WINDOWS AT CARRIAGE HOUSE AND MAIN HOUSE.



1

EXISTING WEST COURTYARD ELEVATION

1/16" = 1'-0"



2

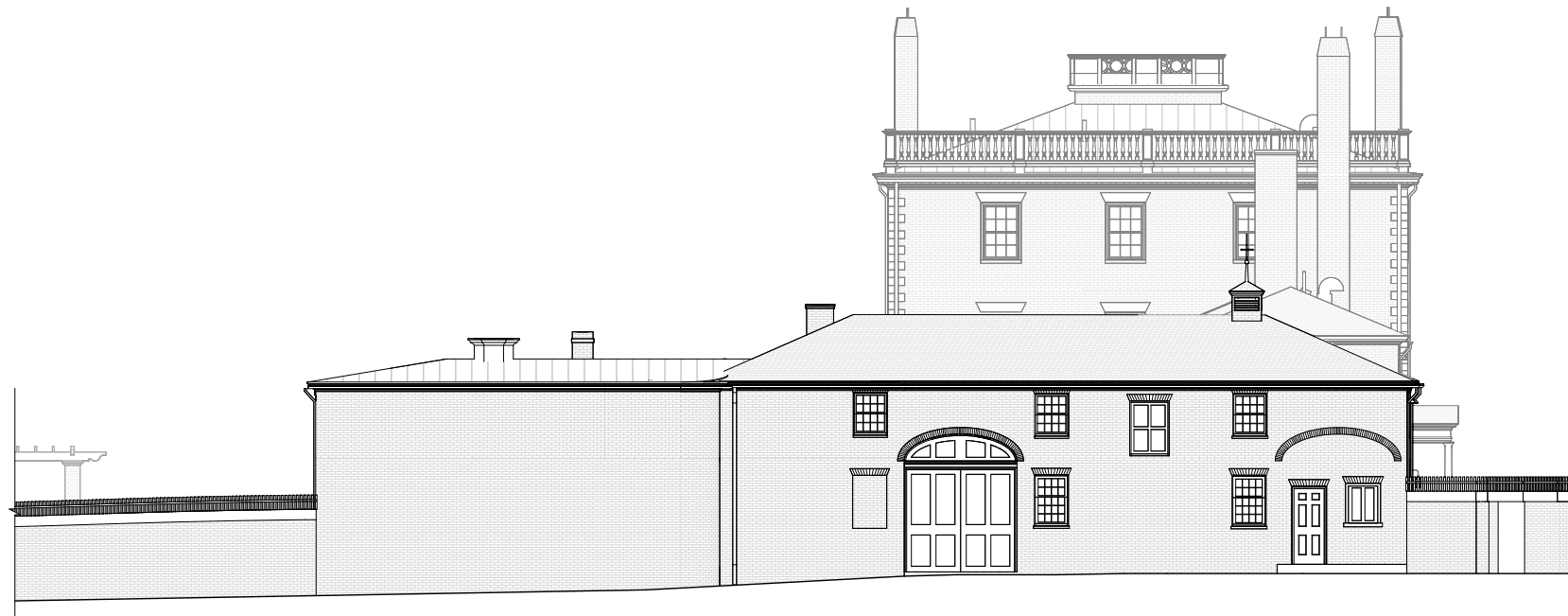
PROPOSED WEST COURTYARD ELEVATION

1/16" = 1'-0"

EXTERIOR LEGEND AND NOTES

- 100% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED
- 50% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED

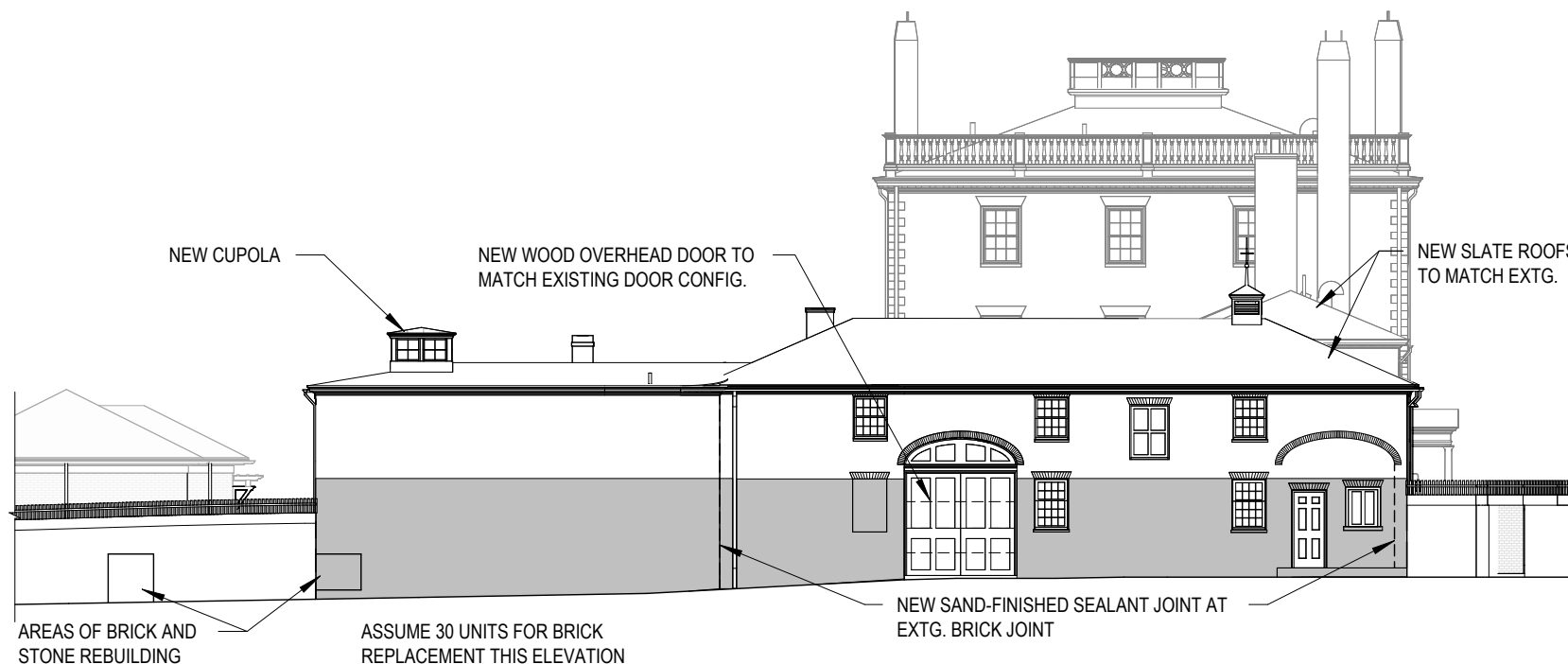
RESTORE ALL EXISTING WOOD WINDOWS AT CARRIAGE HOUSE AND MAIN HOUSE.



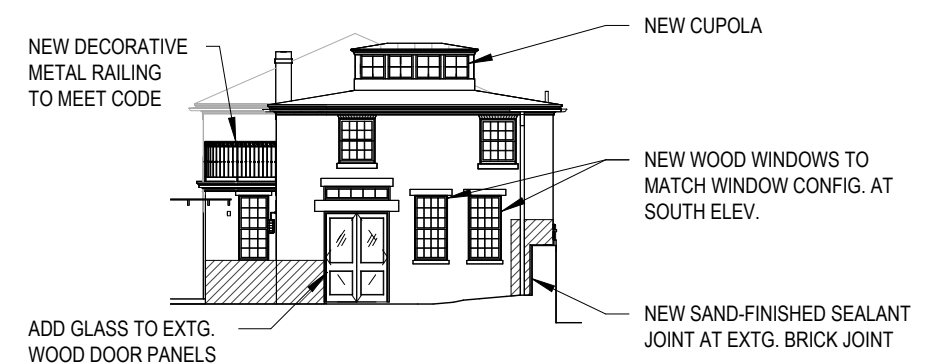
1 EXISTING NORTH CARRIAGE HOUSE ELEVATION (POWER STREET ELEVATION)
1/16" = 1'-0"



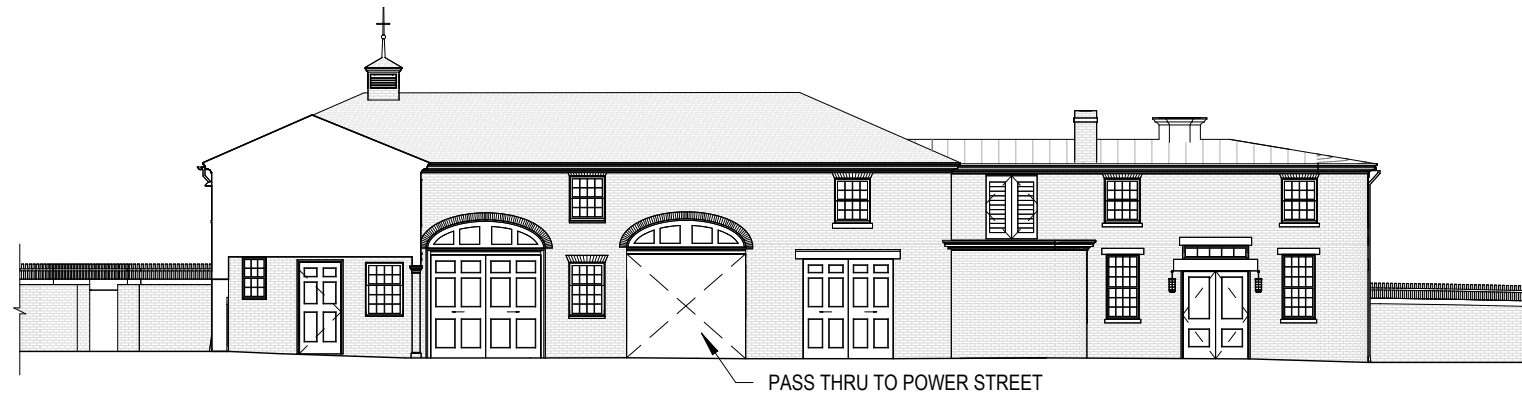
2 EXISTING CARRIAGE HOUSE EAST ELEVATION
1/16" = 1'-0"



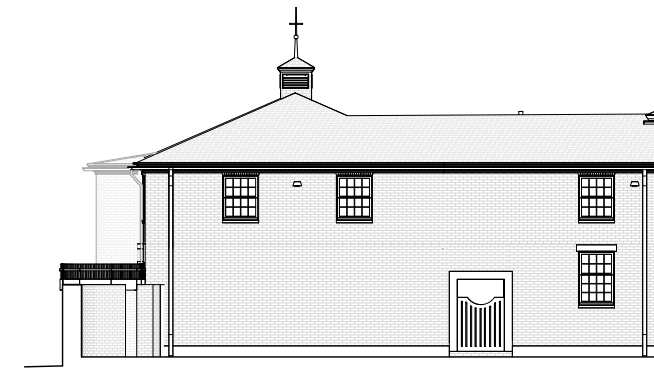
3 PROPOSED NORTH CARRIAGE HOUSE ELEVATION (POWER STREET ELEVATION)
1/16" = 1'-0"



4 PROPOSED CARRIAGE HOUSE EAST ELEVATION
1/16" = 1'-0"



1 EXISTING SOUTH CARRIAGE HOUSE ELEVATION
1/16" = 1'-0"



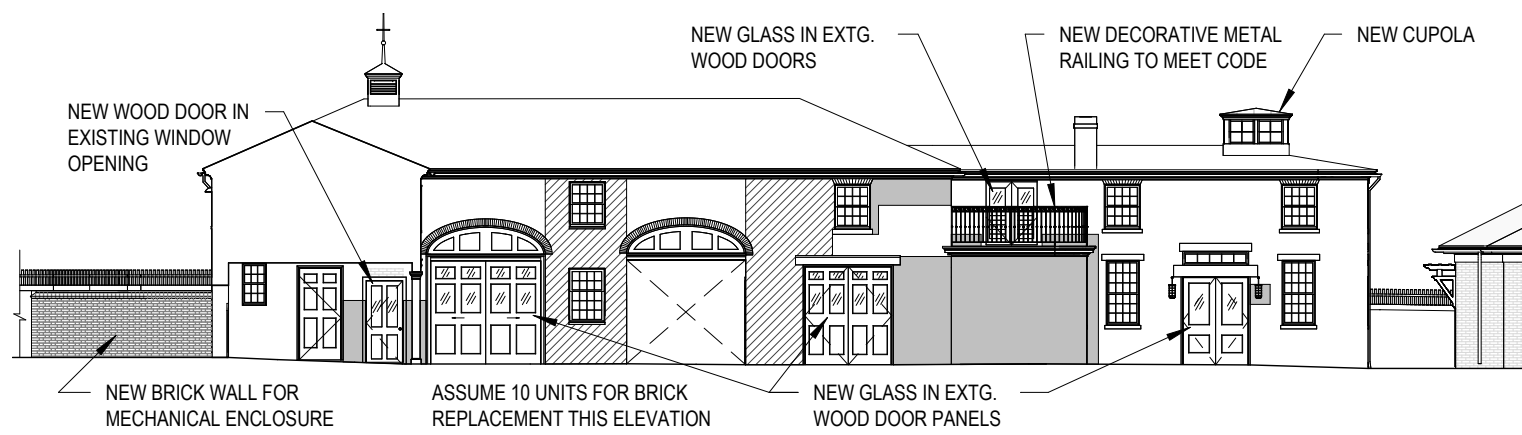
2 EXISTING CARRIAGE HOUSE WEST ELEVATION
1/16" = 1'-0"

EXTERIOR LEGEND AND NOTES

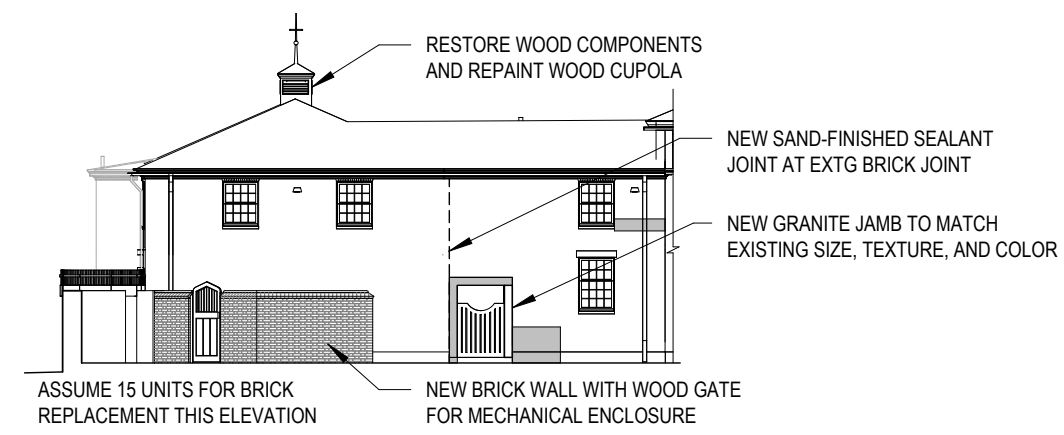
100% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED

50% REPOINTING OF BRICK OR BROWNSTONE MORTAR JOINTS IN AREA INDICATED

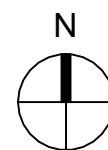
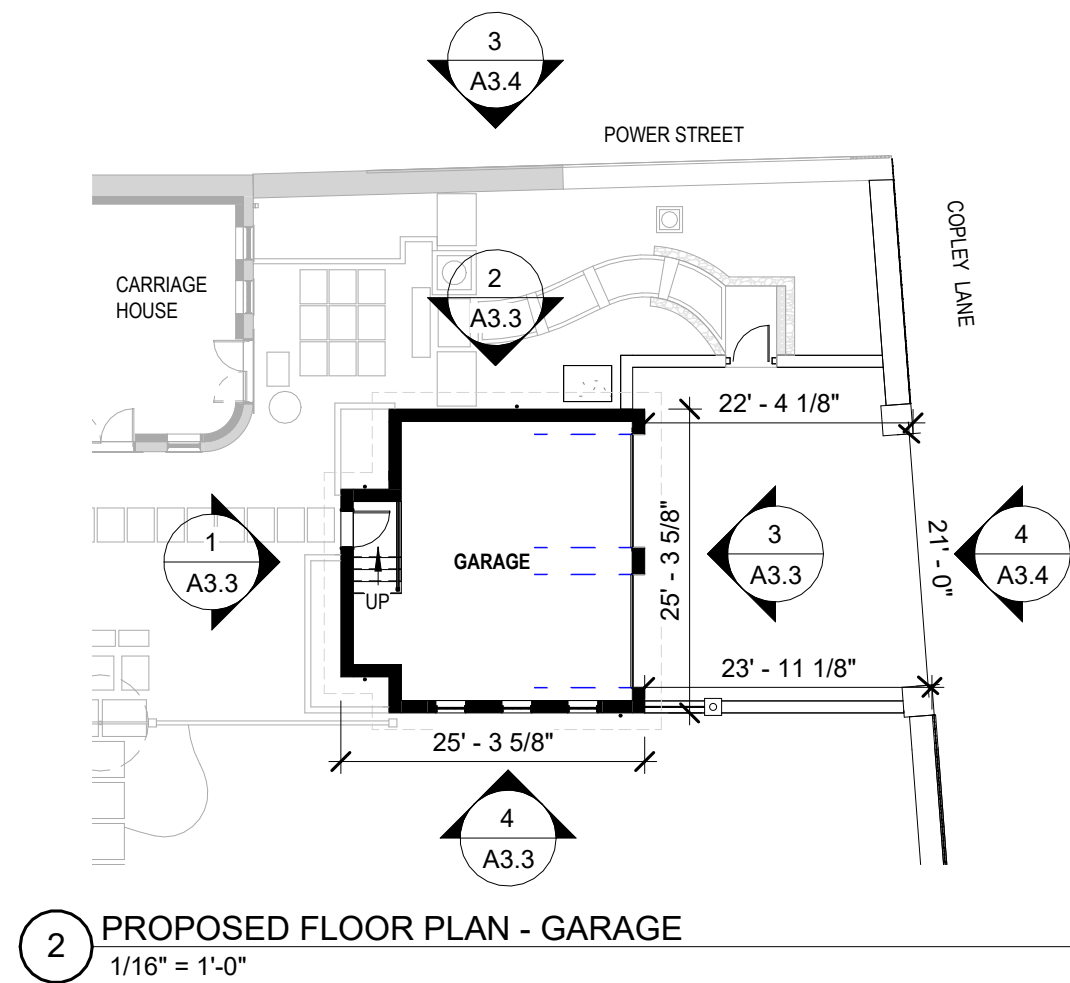
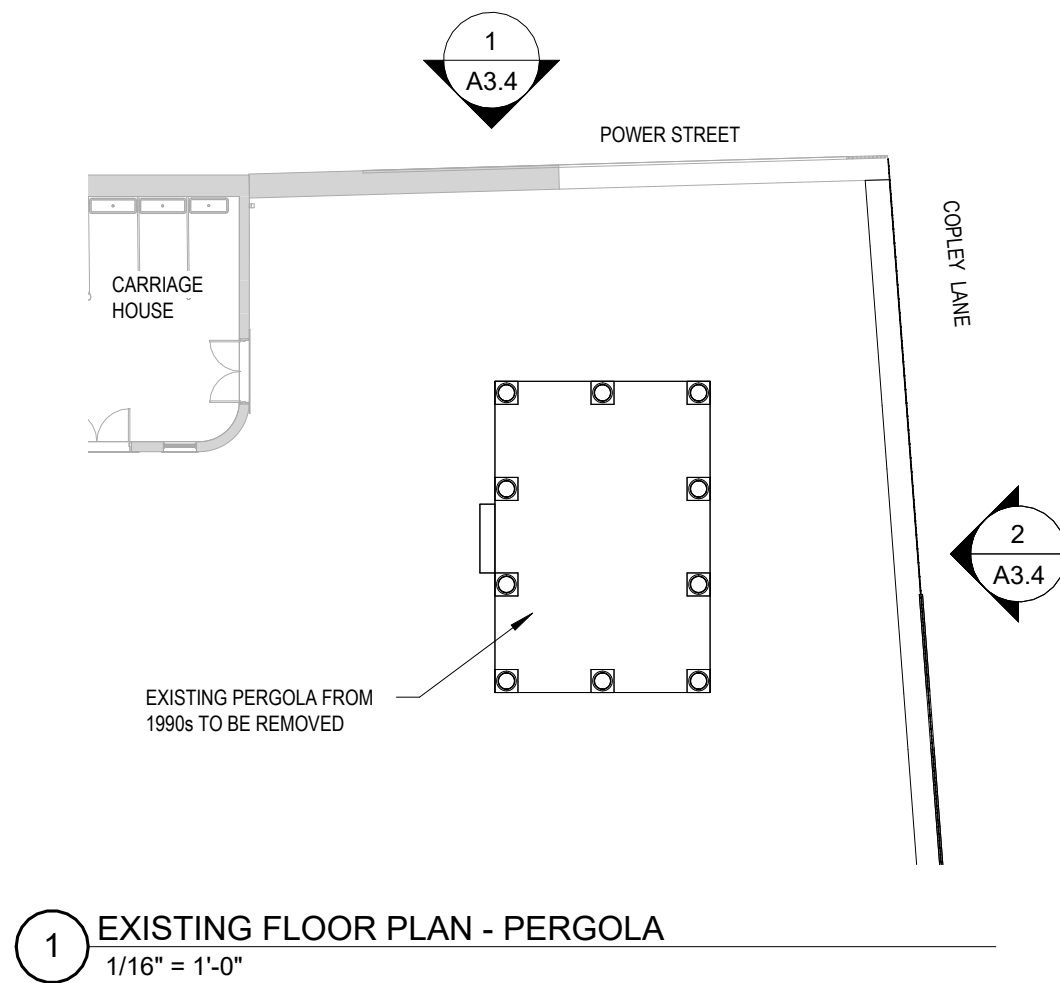
RESTORE ALL EXISTING WOOD WINDOWS AT CARRIAGE HOUSE AND MAIN HOUSE.

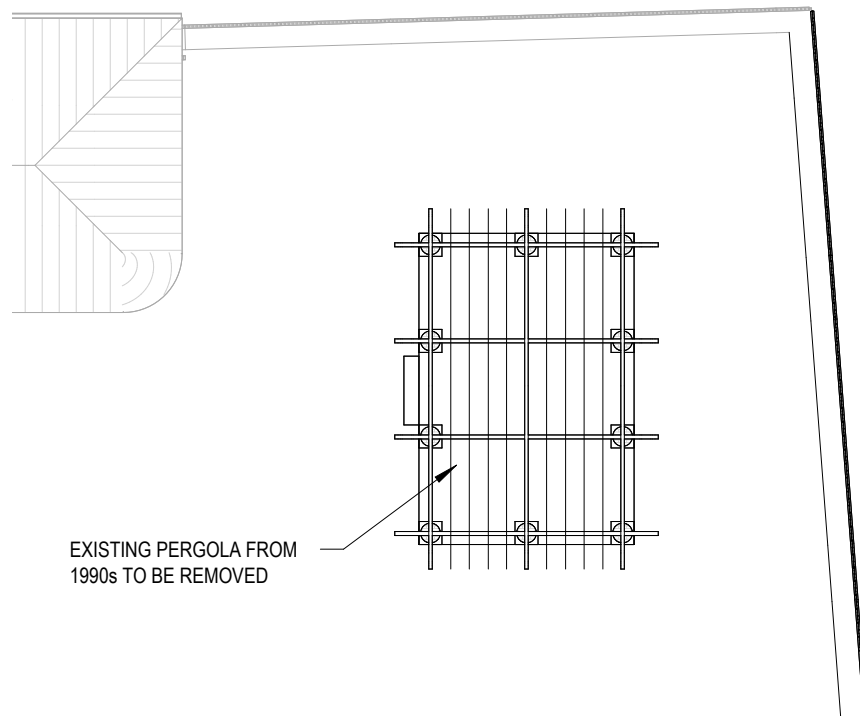


3 PROPOSED SOUTH CARRIAGE HOUSE ELEVATION
1/16" = 1'-0"

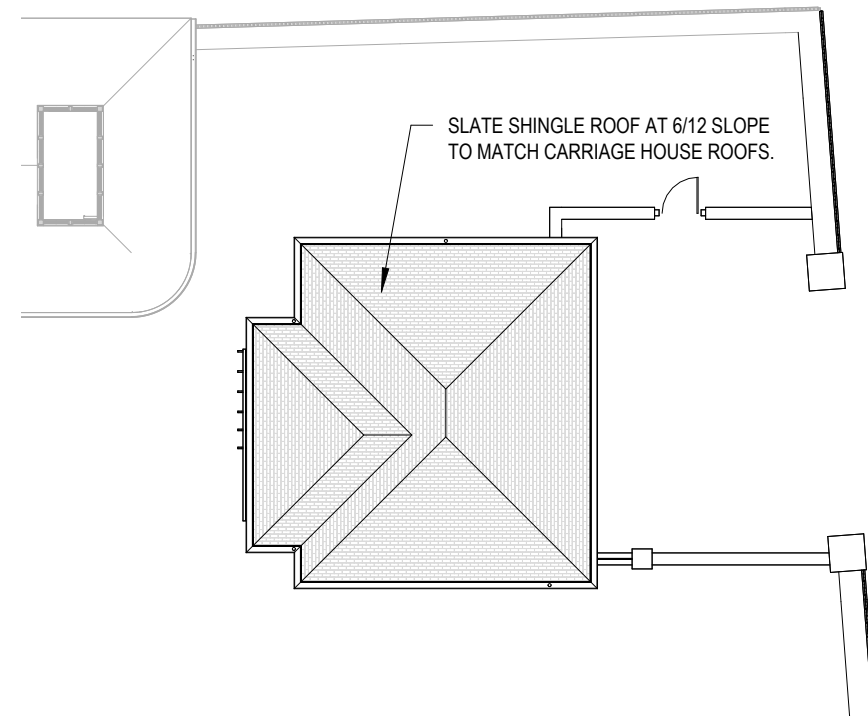


4 PROPOSED CARRIAGE HOUSE WEST ELEVATION
1/16" = 1'-0"

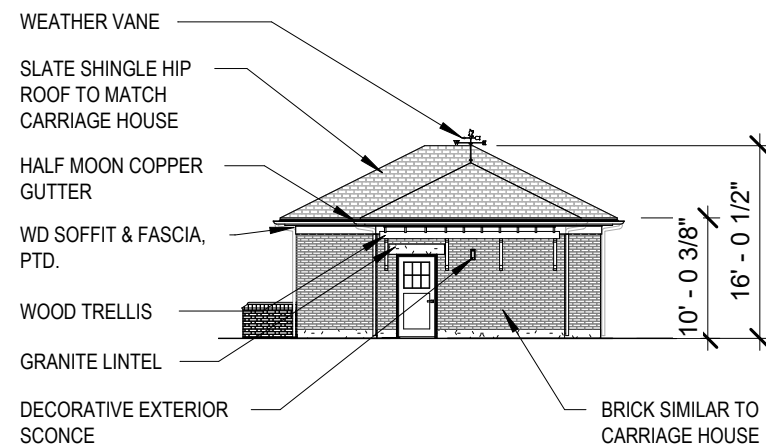




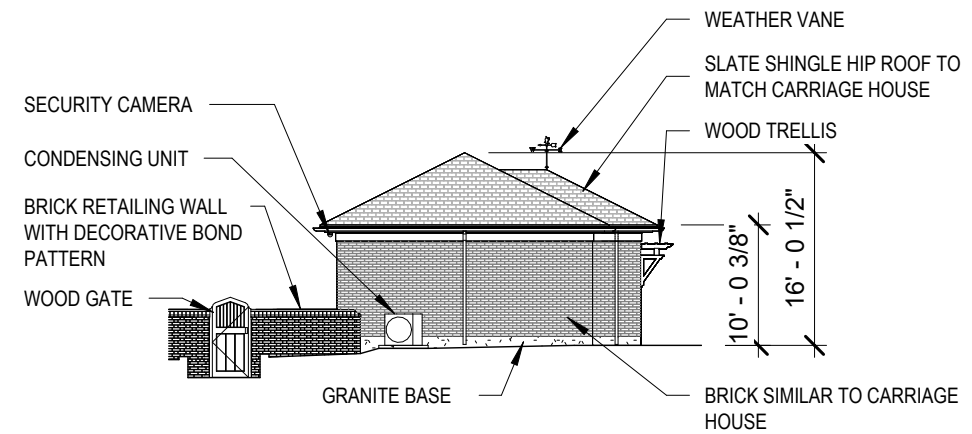
1 EXISTING ROOF PLAN - PERGOLA
1/16" = 1'-0"



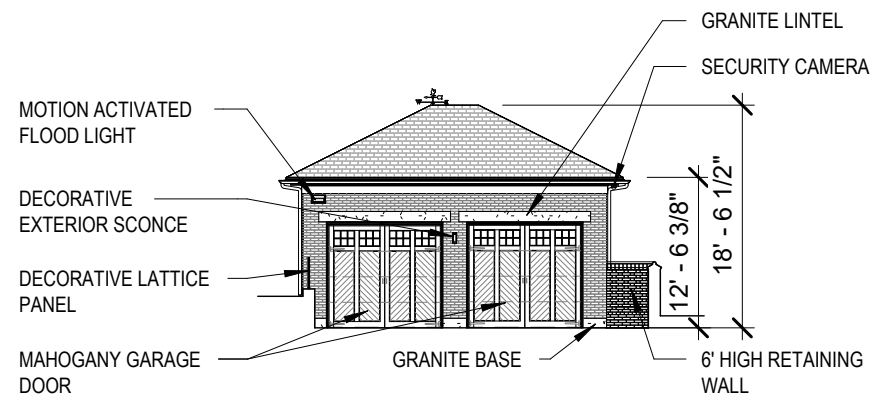
2 PROPOSED ROOF PLAN - GARAGE
1/16" = 1'-0"



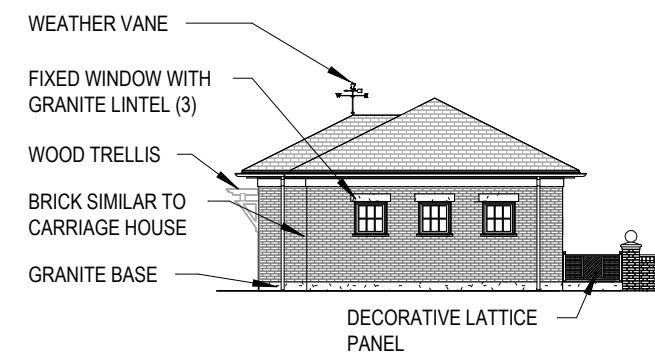
1 PROPOSED GARAGE WEST ELEVATION
1/16" = 1'-0"



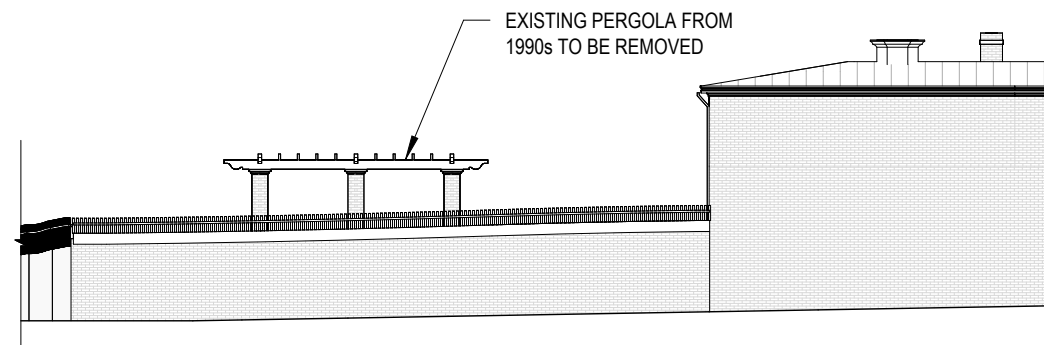
2 PROPOSED GARAGE NORTH ELEVATION
1/16" = 1'-0"



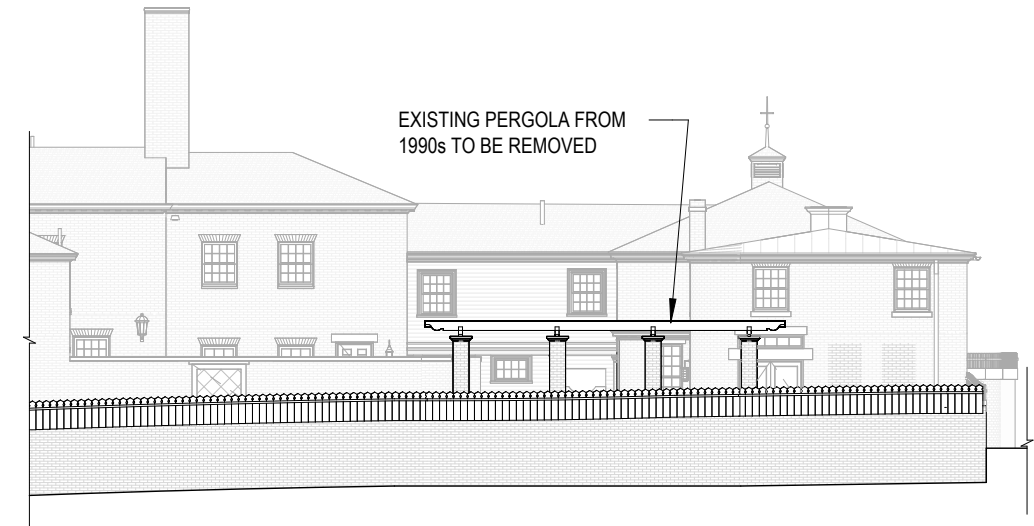
3 PROPOSED GARAGE EAST ELEVATION
1/16" = 1'-0"



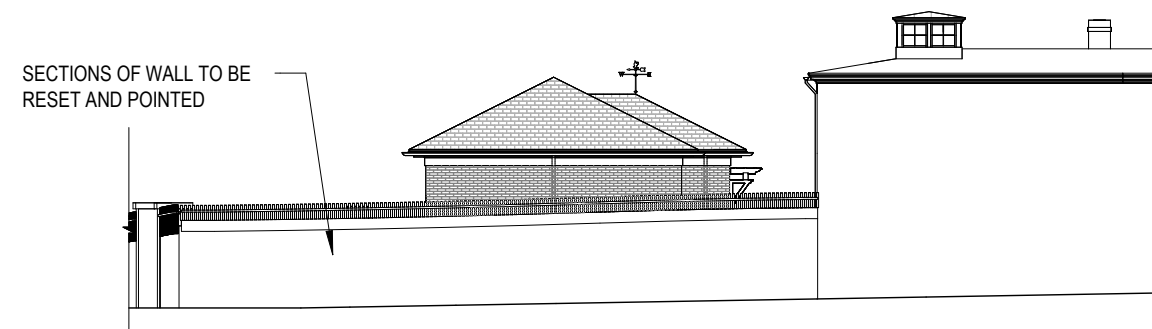
4 PROPOSED GARAGE SOUTH ELEVATION
1/16" = 1'-0"



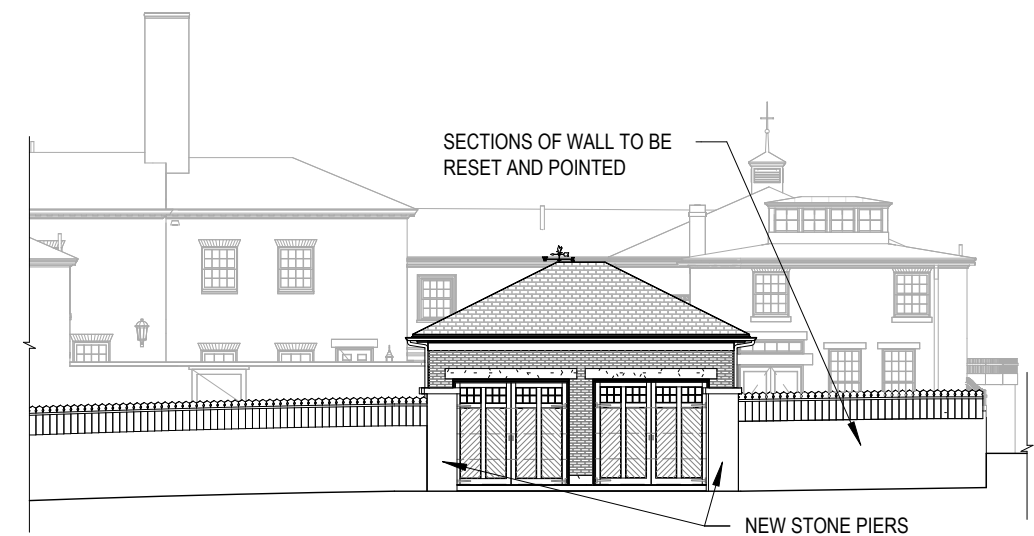
1 EXISTING NORTH ELEVATION FROM POWER STREET
1/16" = 1'-0"



2 EXISTING EAST ELEVATION FROM PUBLIC ALLEYWAY
1/16" = 1'-0"



3 PROPOSED GARAGE NORTH ELEVATION FROM POWER STREET
1/16" = 1'-0"



4 PROPOSED GARAGE EAST ELEVATION FROM PUBLIC ALLEYWAY
1/16" = 1'-0"