PROJECT REVIEW

1. **CASE 25.128, 361 WEST FOUNTAIN STREET, United Transportation Company, 1910 (PLD-ICBD)**
   CONTRIBUTING

Arrow indicates 361 West Fountain Street.

Arrow indicates project location, looking north.

Applicant: Scott Aceto and Raymond Keough, 374 Smith St. North Providence, RI 02911
Owner: Smith and Oak Development Co. & MK Builders LLC, 374 Smith St. North Providence, RI 02911
Architect: Jack Ryan Architect, LLC, 400 Washington St. Suite 2NB, Providence, RI 02903

Proposal: The scope of work proposed consists of Major Alterations and includes:

- the addition of three additional stories to the existing building (see attached architect's narrative).

Issues: The following issues are relevant to this application:

- This is a conceptual review;
- The applicants have had a structural report done. The report states that there are severe structural issues to the front building of the complex and recommends demolition. The applicants believe they may be able to salvage the building and are asking for conceptual approval for the addition of a three-story mass above the existing two-stories. This will allow them to move forward in studying the feasibility of executing this design. If the design is feasible, they will return with further details for final approval. If the design is not feasible, they will return to the Commission for permission to demolish the existing structures;
- The modifications will be visible from the public right-of-way; and,
- An architect's narrative, engineer's report, drawings and photos have been submitted.

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

a) 361 West Fountain Street is a structure of historical and architectural significance that contributes to the significance of the Providence Landmarks District - Industrial & Commercial Buildings District local historic district, having been recognized as a potential contributing structure to an Industrial Buildings Multiple Property Listing National Register Historic District;
b) The application for Major Alterations is considered complete for conceptual review; and,
c) The work as proposed is in accord with PHDC Standard 8 as follows: the proposed alterations are appropriate having determined that the proposed construction 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 361 West Fountain Street, a contributing resource of the Providence Landmarks District - Industrial & Commercial Buildings District local historic district, having been recognized as a potential contributing structure to an Industrial Buildings Multiple Property Listing National Register Historic District is considered complete for conceptual review. The Commission cites Standard 8 in granting Final Approval of the application for major alterations, having determined that the alterations are appropriate, having a size, scale and form that will not create an adverse effect to the property or district, citing and agreeing to the recommendations in the staff report, with staff to review any additional details.

361 West Fountain Street, Providence

Jack Ryan Architect

July 14, 2025

Scope of Work

The existing building located at 361 West Fountain Street has been deemed structurally unstable after review of Commonwealth Engineers. See attached Structural Engineering Report. The building is composed of two adjoined buildings. The front building from 1910 – a two-story brick building with clear span wood beams with metal tension rods. The rear building – a two-story brick building with clear span steel beams and existing vehicular ramp connecting street level with the upper story.

After years of neglect from the previous owner, the rear portion of the front building's roof collapsed when excessive water ponded on the flat roof. The collapsing of the roof has left a large hole in the center of the building open to the sky.

The structural engineer has suggested the building be demolished. The proposed plan will attempt to salvage the masonry perimeter walls of the building. A new steel and wood structure is to be built within the exterior masonry walls and will both support the existing masonry shell and support the proposed added upper stories.

The first floor of the building will be a commercial space that is approximately 4,025 sq.ft.. This space could potentially be subdivided into two tenant spaces. The existing garage door facing West Fountain Street will be replace with café doors. The existing yellow veneer brick will be removed and the masonry will be repaired to the rest of the front building. All window and doors will be replaced.

A new interior stair will be created at the location of the current collapsed roof (at the demising wall between the front and rear building) A second residential only stair will be created at the rear portion of the building facing Cargill Street, and the garage door will be replaced with entry storefront.

The second floor will have 4 apartments and will utilize existing window openings. (One 2-Bedroom apartment, two 1-bedroom apartments, and one studio apartment.

The third floor will have 4 apartments. (One 2-Bedroom apartment, two 1-bedroom apartments, and one studio apartment. The perimeter walls are held inboard of the exterior masonry walls by approximately 1’-6”.

The fourth floor will have 4 apartments. (One 3-Bedroom apartment, two 2-bedroom apartments, and one 1-bedroom apartment. The perimeter walls are held inboard of the exterior masonry walls by approximately 1’-6”. These units will townhouse to the floor above (fifth level) with access to a roof deck for each apartment. A portion of double height space in each apartment connects the levels.

In total 4,025 sq.ft. of ground floor commercial space and 12 apartments are proposed.


AUTOMOTIVE TRAINING


1910
AUTOMOTIVE TRAINING
361


AUTOMOTIVE TRAINING
NO PARKING TOW ZONE


AUTOMOTIVE


AUTOMOTIVE TRA NG
NO PARKING


EST FOUNTAIN ST
AUTOMOTIVE


ALPINE AUTO BODY
MOTUL
MOTUL

COMMONWEALTH
ENGINEERS & CONSULTANTS, INC.

May 20, 2025

To whom it may concern:

RE: STRUCTURAL ASSESMENT
361 WEST FOUNTAIN STREET
PROVIDENCE, RI 02903
CE&C PROJECT NO. 25037.00

At the request of the current property owner, Commonwealth Engineers & Consultants, Inc. (CE&C) has performed a structural assessment of the existing building located at the above noted address to evaluate its condition and determine the extent and magnitude of deterioration. It is our understanding that at some time between 2022-2023 a portion of the roof collapsed, seemingly due to ponding caused by clogged roof drains, which subsequently collapsed a portion of the second story floor structure and severely damaged other structural elements (see photos 1-3 for an aerial image timeline). The building was condemned by the City Building Official, but this condemnation was subsequently withdrawn due to the building owners (at that time) installation of temporary wall and floor bracing. The building has stood vacant since that time with no improvements or means of weatherproofing.

The existing 40'x125'± two-story building is located at the northeast corner of West Fountain and Cargill Streets. For the purposes of this report West Fountain runs in an east-west direction and the front of the building faces south. The building is composed of unreinforced four wythe brick masonry walls with wood and metal floor and roof framing components and appears to have been constructed at two different times: the front 75' long portion in 1910, as per the date plaque located on the front (south) façade; and the rear 50' long portion at an unknown later date as evidenced by changes in architectural style and composition which also match the detailing of the neighboring 357 West Fountain Street (photos 4-7).

The 75'± length of the front (circa 1910) portion of the building is divided into nine equally-sized bays (except for the southernmost bay which is trapezoidal in shape to follow the slight obtuse roadway intersection angle), oriented in the east-west direction and are generally centered on the west elevation windows. Each bay denotes the location of a floor & roof support beam which span the full 40' building width, the ends of which are let-in to pockets in the brick walls which are one wythe deep. These beams are composed of 12x12 timbers supplemented with two 1" diameter steel* rods with turnbuckles which emanate from steel* backing plates located behind the top ends of the beam and extend to the bottom third-points ±, forming a pseudo inverted queen post truss (photos 11 & 12). This system functions as such: loads from the floor and roof induce bending in the timber beams which cannot fully deflect because they are restrained by the steel rods; this restraint results in the development of tensile forces within the rods; this tension is transferred to the wood beam in the form of compression via the steel backing plates which are positioned behind the ends of the beams; the resulting force matrix creates an upward thrust which provides additional

capacity to the wood beam, allowing it to span a greater distance. The second story flooring consists of 3x T&G boards which are directly lain upon and span between adjacent floor beams. The roof beams support five 4x6 purlins which in turn support 2x8 rafters, 1x plank sheathing, and membrane roofing. The purlins are step-blocked to create a pitch from the outside edges downward toward the middle of the roof where scuppers collect rain water which is transported through drain piping within the building.
**It is assumed that these components are steel and not wrought iron, given the 1910 construction date, though either is possible.*

The 50' long rear portion of the building appears to be an independent structure from the front portion, with the north, east, and west walls similarly composed of four wythe thick brick masonry walls. The original north wall of the front structure is still extant and comprises the "4th wall". There are three large openings on the first story, and one smaller opening on the second story which provide access between the two structures. Three 24" deep steel girders span the 40' width of the building from the east wall to the west wall and support 8x12 wood floor beams which rest on steel clip angles that are riveted to the girder webs. The wood floor beams support a timber plank second story floor structure (photos 20-23). Note that access to the second story could not be obtained at the time of our visit so the roof composition is unknown (but is assumed to be similar).

Alterations have been made to the front façade and southwest corner of the building, presumably in the mid-20th century based on the use of 1½"x12" buff colored brick (photos 4 & 5). It is unknown how these façades were originally detailed or what means of support exist for the altered window and door openings due to the presence of interior surface finishes in these areas.

Existing Conditions Observations and Assessment:

A structural inspection was performed which included visual observations of deficiencies, the most obvious ones being related to the roof and floor collapse and the subsequent damage caused by prolonged exposure to weather.

Generally speaking the rear portion of the building appeared to be in overall satisfactory condition, with some evidence of water infiltration and resulting damage, likely attributed to the lack of an adjoining roof, though the aerial images do indicate ponding from clogged roof drains is also present here. The wood beams displayed water staining and horizontal cracks and splits, some of which emanate from notches in the beam ends that were necessitated to achieve the proper installation height (photos 21 & 22). The steel girders

themselves appeared to be in reasonably good condition, with the only noteworthy related deficiencies being step cracking of the brick walls beneath the girder bearing points, possibly indicating an overstress of the supporting walls (photo 24). Although they visually appeared to be in good order, the rivets which join the clip angles to the steel girders can be a problematic structural detail as they are subject to fatigue-related failure when exposed to prolonged cyclical loading (this portion of the building was once a parking garage, photo 23).

The above defects are relatively benign, and comparable to conditions noted in many older buildings. The remainder of this report will therefore focus on the front portion of the building which displayed more significant deficiencies.

As previously stated, part of the roof and second story of the front portion of the building, which comprises the northernmost two bays, collapsed sometime between March 2022 and March 2023 (per review of aerial images from this timeframe). Review of aerial images from years preceding the collapse clearly show ponding of water on the roof, presumably due to blocked drainage scuppers, existed for many years.

The cause of the collapse is clear; impounded water on the roof exceeded the design capacity of the structure. Per observations made during our visit the likely failure mechanism is as follows: forces from the impounded water exceeded the elastic limit of the steel backing plates, deforming them past their yield capacity and resulting in their sudden failure. Without the assistance of the steel components, the upward thrust effects were eliminated and the wood roof beam, which is much too small for the 40' span length, correspondingly failed. The 12' plummet of the collapsed roof structure onto the second floor caused the sudden failure of the underlying floor beam through the exact same means. The shock induced by this successive collapse caused a sudden momentary overstresses in at least four of the adjacent floor beams (the remainder were not visible due to ceiling finishes), similarly deforming their steel backing plates beyond the elastic limit, but apparently not quite to the yield point, resulting in the visible damage (pulling-away) of the surrounding interior brick courses (photos 14-16).

The extent of damage and the resulting reduction in the capacity of the remaining beams is unknown, but generally speaking any slackening of the steel rods caused by deformation of the steel backing plates reduces the upward thrust component, thereby reducing the beam capacity and leading to visual signs of overstress such as cracking and splitting of the wood (photo 19). It is absolutely imperative to not re-tension the steel rods as the backing plates are visibly compromised and their reserve capacity, and the presence of cracks and other

defects, is unknown. The deformed backing plates represent a structural failure. "Failure", in structural terms does not necessarily mean a catastrophic collapse, but is defined as the point at which a structural component no longer functions as it was originally intended to. A plate which has deflected outside of the elastic range and into that of permanent plastic deformation has failed.

Since the ends of the steel rods do not penetrate deeply into the brick masonry, they were able to pull free during the collapse. A slight outward bulging of the west brick masonry wall was noted in this vicinity, due to the sudden elimination of lateral support provided by the floor and roof beams which no longer exist (photo 8). While lateral movement of the wall appears to have been fairly minimal, visually estimated at approximately one inch, the extents of resulting damage to internal coursing and mortar joints is unknown. Although perhaps to a lesser extent than the beams, the masonry walls have also been structurally compromised by the collapse.

The previous owners installed temporary vertical shoring beneath the floor and roof beams immediately adjacent to the collapsed portions, and lateral bracing at the east and west walls at the locations of outward bulging (photos 9-13). By doing so the Building Department withdrew the condemnation order. However these shoring devices, the lateral ones in particular, appear to have been hastily installed, utilizing 2x wood blocks and plywood shims haphazardly stacked and fastened into the brick walls with masonry screws. The subsequent years of weathering has caused decay in the wood blocks & shims. Given the poor condition and inadequate method of attachment to the walls the devices appear to provide very little lateral resistance and should not be relied upon.

The exposed components of the roof and floor systems exhibit areas severe of decay which suggests this damage was many years in the making and has not necessarily occurred during the past 2+ years of full exposure to weather. The floor planks in the bay immediately adjacent to the collapse are water saturated and visibly decayed (photo 18). The two adjacent floor beams exhibit similar deficiencies, with longitudinal splits and water leakage actively removing the paint. The condition of the beam ends which are let into the masonry walls could not be assessed, but given the general dampness of the walls it is assumed that some degree of wood decay is present. This is particularly disturbing as the steel backing plates rely on the compressive resistance of the wood in these areas to properly transfer the tensile forces from the steel rods. Crushing of the wood fibers in the beam ends, further exacerbated by decay, could result in a sudden loss of capacity. This condition appears to be occurring at floor beam #5 (photo 17).

COMMONWEALTH
ENGINEERS & CONSULTANTS, INC.

STRUCTURAL ASSESMENT
361 WEST FOUNTAIN STREET
PROVIDENCE, RI 02903
CE&C PROJECT NO. 25037.00

Statement of Structural Adequacy:

The combination of effects resulting from the sudden collapse of a portion of the roof and second story floor and the general neglect over many years have left the building in a state of severe disrepair. The structural capacities of the major load carrying members, the roof and floor beams, have been compromised, with clear visual evidence of component failures. The brick masonry walls display a visibly discernable outward bulging at the locations of collapse, and coursing failures at the remaining beam attachment points indicating the presence of internal structural damage. The temporary support devices intended to brace these walls are decayed and seemingly offer little capacity. More substantial shoring of the building is possible, but any permanent solutions would require deep excavations for the installation of new footings which could cause the damaged structure to become unstable. It is our opinion that the building has decayed beyond the point of reasonable corrective action, and given it is immediately adjacent to two City rights-of-way and a neighboring single story building it presents a serious safety and health hazard to the public. It is recommended that the building be dismantled, preferably prior to winter snow loading, in a careful and controlled manner so as to prevent inadvertent collapse of the damaged structure onto the pubic rights-of-way. The rear portion of the building could theoretically be retained, at the discretion of the owner, but more in depth structural analysis should be initiated to determine the load carrying capacity of the major structural components as defects were observed and to verify that this structure truly is independent of the front portion.

Our scope of services is limited to those components noted above as observed during the time of our visit. Should you have any questions, or need additional information, please do not hesitate to call.

Sincerely yours,
COMMONWEALTH ENGINEERS & CONSULTANTS, INC.

David A. Titus, P.E.
DT/dt

JOSEPH J. REILLY
No. 6977
REGISTERED
PROFESSIONAL ENGINEER
STRUCTURAL
5-20-25

Approved By: _____
Joseph J. Reilly, P.E.

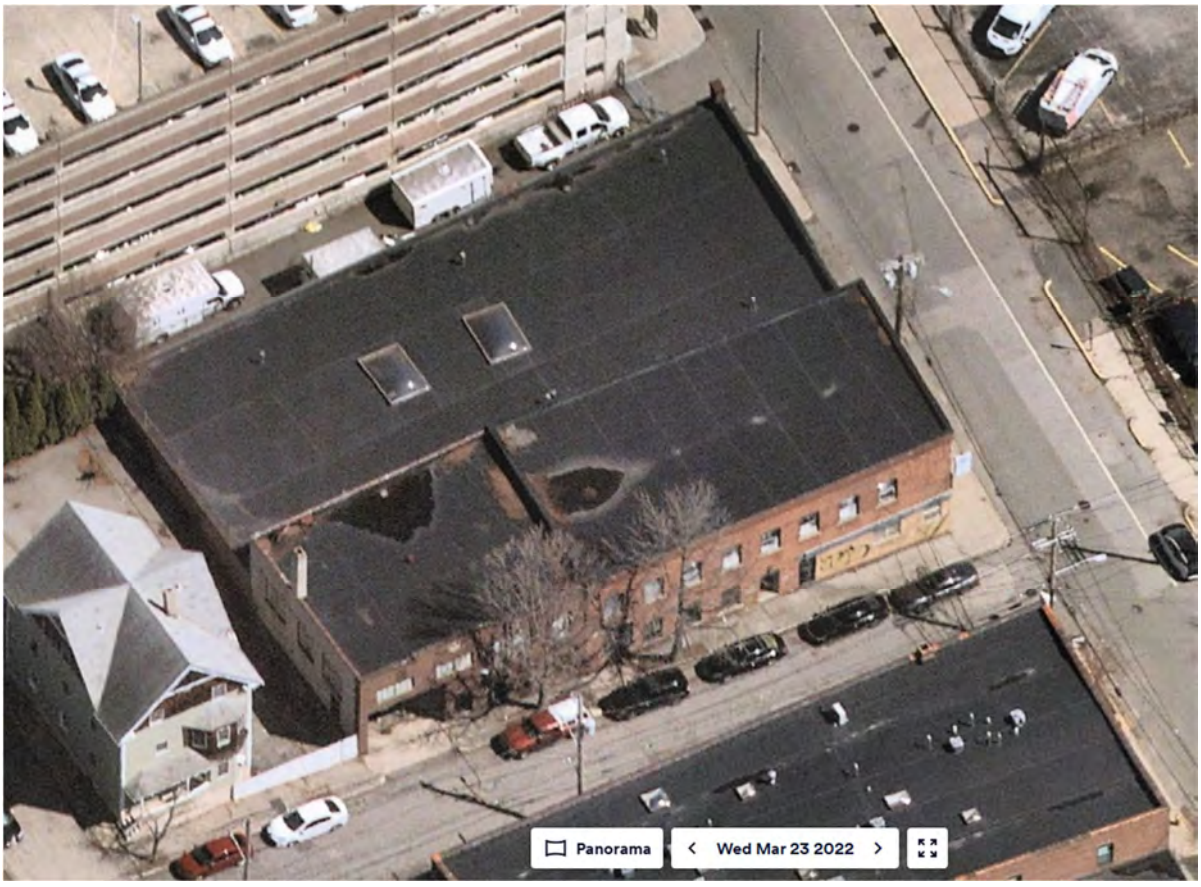

Photo 1 - 361 West Fountain Street aerial view from the west in March 2022 prior to collapse. The "front" portion is on the right and the "rear" portion is on the left. The adjacent 357 West Fountain Street is in the background (the roof with two large skylights). Note roof ponding due to clogged drainage scuppers in the area of collapse (rightmost large puddle). Also note ponding in the "rear" portion of the building (leftmost large puddle).

Photo 2 - 361 West Fountain Street aerial view from the west in March 2023 after collapse but before removal of debris. Note membrane roofing is still extant and is suspended from the side walls. Also note ponding in the "rear" portion of the building is still present.

Photo 3 - 361 West Fountain Street aerial view from the west in March 2024 after collapse and removal of debris. This represents the present condition.

Photo 4 - 361 West Fountain Street view looking northeast. West Fountain Street is on the right and Cargill Street is on the left. This is the "front" portion of the building.

Photo 5 - 361 West Fountain Street (2-story building on the left) view looking northwest. The one story building in the foreground is the adjacent 357 West Fountain Street.

Photo 6 - 361 West Fountain Street view looking southeast along Cargill Street. The foreground is the "rear" portion of the building. Note that the detailing is different than the "front" portion of the building and matches that of the adjacent 357 West Fountain Street (the roof coping and 36" tall Star of David)

Photo 7 - 361 West Fountain Street view looking east at the “rear” portion of the building. Note that the detailing is different than the “front” portion of the building and matches that of the adjacent 357 West Fountain Street (the roof coping and 36” tall Star of David)

Photo 8 - 361 West Fountain Street view looking south along Cargill Street. Note the apparent bulge to the wall just past the interface of "rear" and "front" portions (this is admittedly difficult to discern at photo-scale).

Photo 9 – Interior view "front" portion looking west in area of collapse (formerly bays 8 & 9). The wall on the right is the interface between the "front" and "rear" portions and is the original north wall of the "front" portion. Note the twin lateral bracing towers and the two square pockets which once housed the west ends of roof and floor beams #8. The top end of the lateral bracing is fastened into multiple layers of 2x blocks and plywood shims with masonry screws.

Photo 10 – Interior view “front” portion looking southwest in area of collapse (formerly bays 8 & 9). Note the twin lateral bracing towers and two shoring columns (painted red) supporting the damaged roof and floor beams.

Photo 11 – Interior view “front” portion looking southwest. The steel tension rods with turnbuckles which add capacity to wood roof and floor beams #7 are visible. Note the two shoring columns (painted red) supporting the damaged roof and floor beams, the two broken roof purlins, and broken roof rafters in the remaining portion.

Photo 12 – Interior view “front” portion looking southeast. The steel tension rods with turnbuckles which add capacity to wood roof and floor beams #7 are visible. Note the two shoring columns (painted red) supporting the damaged roof and floor beams. The dividing walls on the second story are non-load bearing partitions.

Photo 13 – Interior view “front” portion looking northeast in area of collapse (formerly bays 9 & 8). The wall on the left is the interface between the “front” and “rear” portions and is the original north wall of the “front” portion. Note the lateral bracing tower and the two square pockets which once housed the east ends of roof and floor beams #8. The top end of the lateral bracing is fastened into multiple layers of 2x blocks and plywood shims with masonry screws.

Photo 14 – Interior view “front” portion looking southwest at the west end of floor beam #7. The steel tension rod backing plate, which was once embedded within the brick wall, is visible.

Photo 15 – Interior view “front” portion looking west at the west end of floor beam #7. Note the damage to the brick coursing due to deformation of the embedded steel tension rod backing plate.

Photo 16 – Interior view “front” portion looking southwest at the west end of floor beam #6. Note the damage to the brick coursing due to deformation of the embedded steel tension rod backing plate.

Photo 17 – Interior view “front” portion looking southwest at the west end of floor beam #5. At this location the steel tension rod backing plate appears to be withdrawing upward and over the back of the wood beam due to crushing of the wood fibers, possibly exacerbated by wood decay.

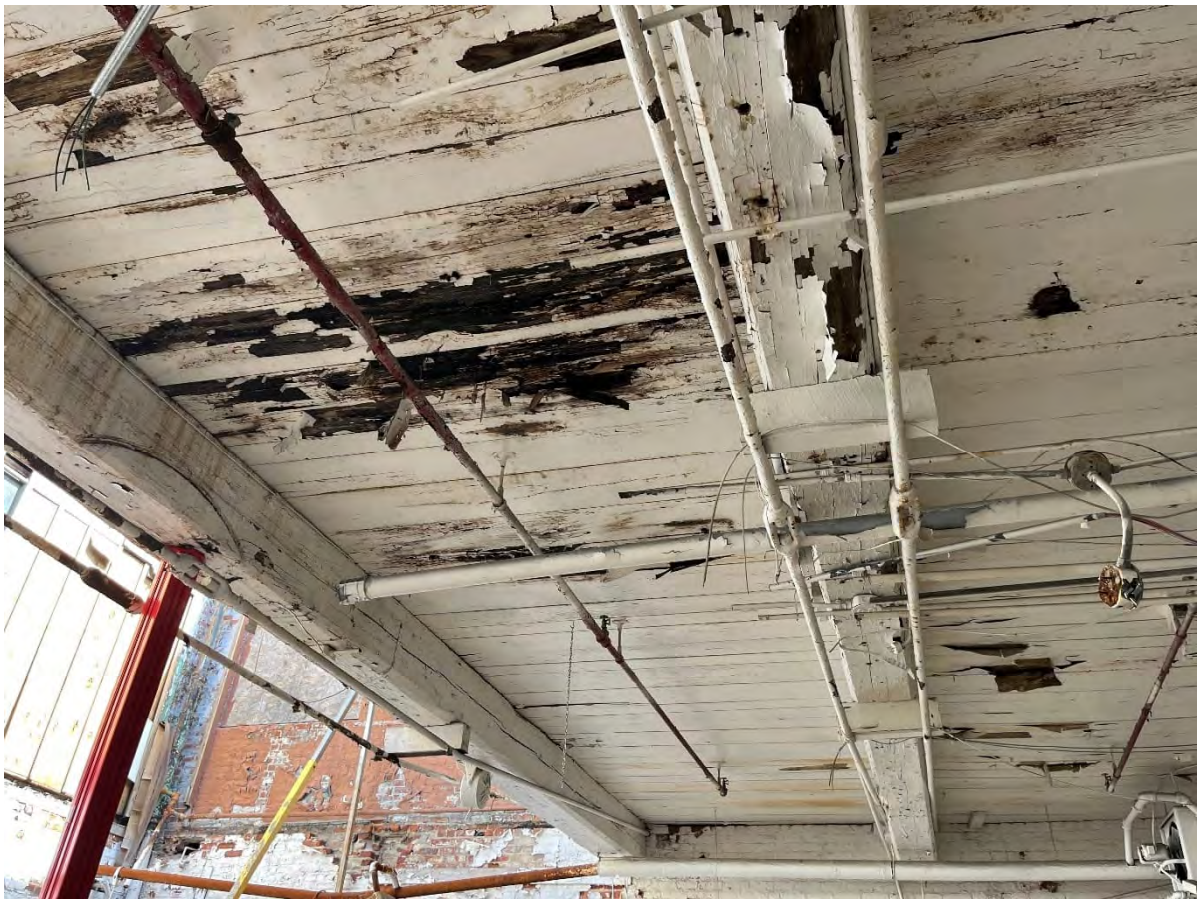

Photo 18 – Interior view “front” portion looking northeast at floor beams #7 and #6. Note severe decay of the wood plank flooring and water damage and longitudinal splitting of wood beams.

Photo 19 – Interior view "front" portion looking southwest at floor beams #4-1. Note longitudinal and diagonal splitting of wood beams.

Photo 20 – Interior view “rear” portion looking south toward two of the three large openings into the “front” portion. Note the means of construction, which includes 24” deep steel girders supporting 8x12 wood floor beams that rest on steel clip angles that are riveted into the girder web. The wood floor beams support wood plank flooring.

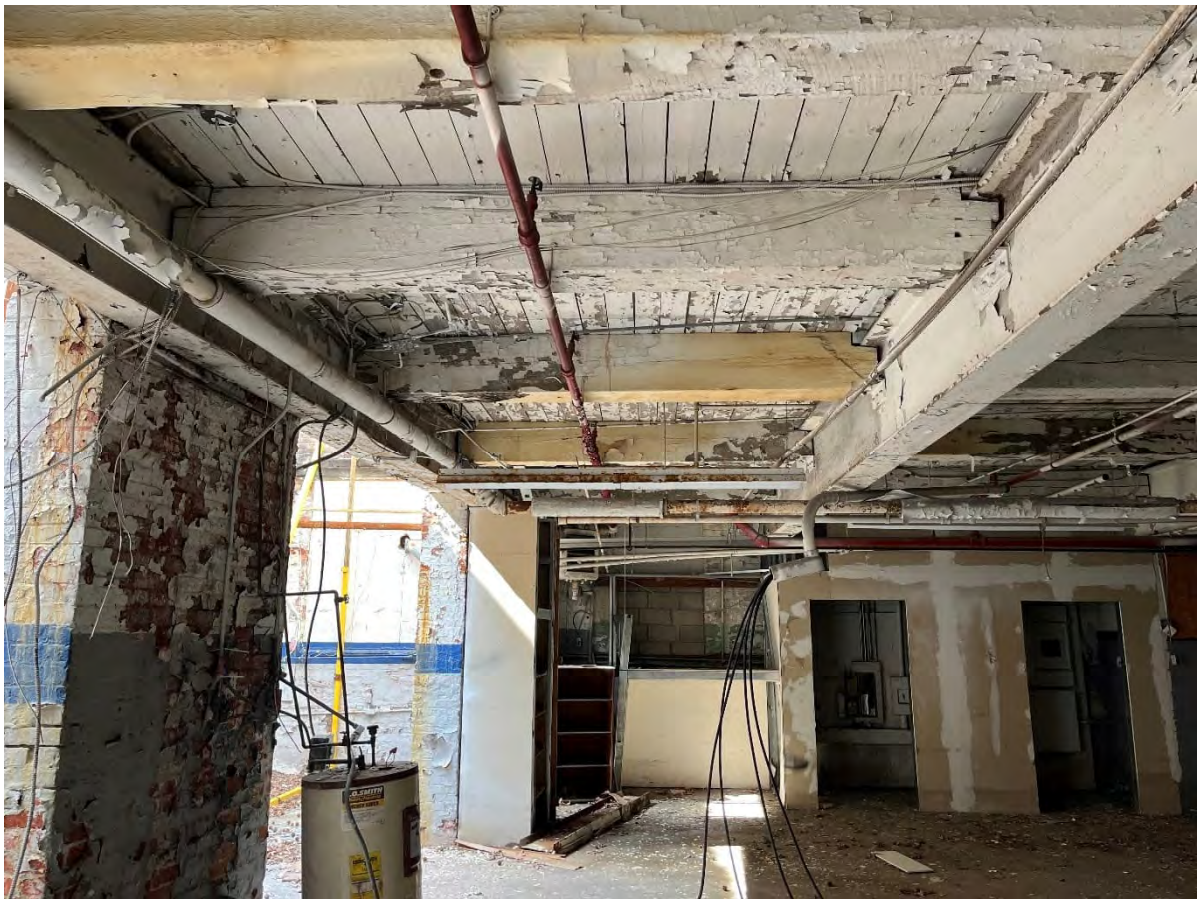

Photo 21 – Interior view “rear” portion looking west adjacent to the dividing wall between the “rear” and “front” portions. Note water staining (yellowing) and damage to the wood floor beams. Also note the notching of the top and bottom surfaces of the wood floor beam ends and the resulting longitudinal splitting which emanates from these notches.

Photo 22 – Interior view “rear” portion looking east adjacent to the dividing wall between the “rear” and “front” portions. Note water staining (yellowing) and damage to the wood floor beams. Also note the notching of the top and bottom surfaces of the wood floor beam ends and longitudinal splitting.

Photo 23 – Interior view “rear” portion looking northeast. Detail of the riveted clip angles which support the wood floor beams. Riveted connections are a fatigue-prone detail.

Photo 24 – Interior view “rear” portion looking northeast. Note step cracking in brick masonry wall mortar joints beneath the east end of the 24” deep steel girder.

DEAN ST

CARGILL ST

BELKNAP ST

PENELOPE PL

SAWINS LANE

WEST ST

CANONICUS SQUARE

NORTH

ISSUE:
ASSESSOR MAP - SITE PLAN

DWG. NO. : 1

DWN BY: RYAN

CKD BY : RYAN

DATE : 07-14-2025

SCALE : 3/32" = 1'-0"

PROJECT :
MIXED-USE DEVELOPMENT
361 WEST FOUNTAIN STREET
PROVIDENCE, RHODE ISLAND 02903

ARCHITECT :
JACK RYAN ARCHITECT
400 WASHINGTON STREET 2NB
PROVIDENCE, RI 02903
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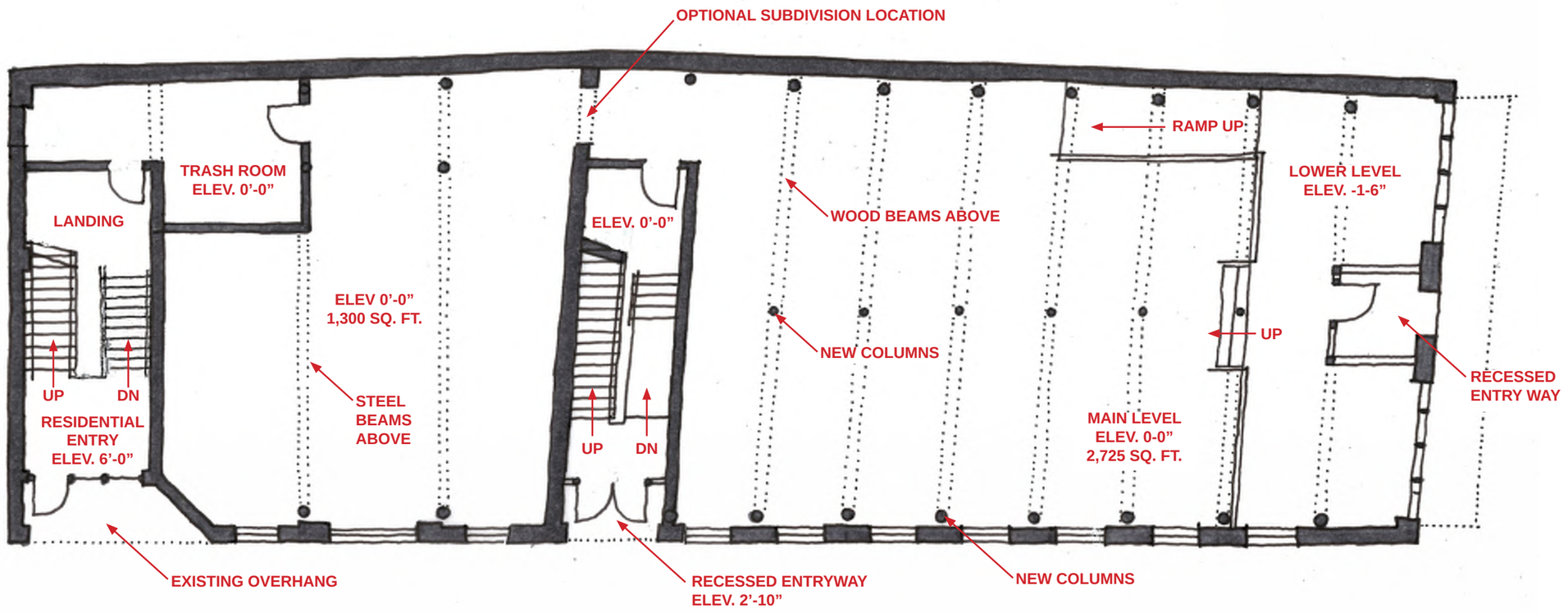
WWW.JACKRYANARCHITECT.COM



DWG. NO. : 2

DWN BY: RYAN | CK'D BY : RYAN | DATE : 07-14-2025 | SCALE : 3/32" = 1'-0"

ISSUE: PLAN - GROUND FLOOR

PROJECT :
MIXED-USE DEVELOPMENT
361 WEST FOUNTAIN STREET
PROVIDENCE, RHODE ISLAND 02903

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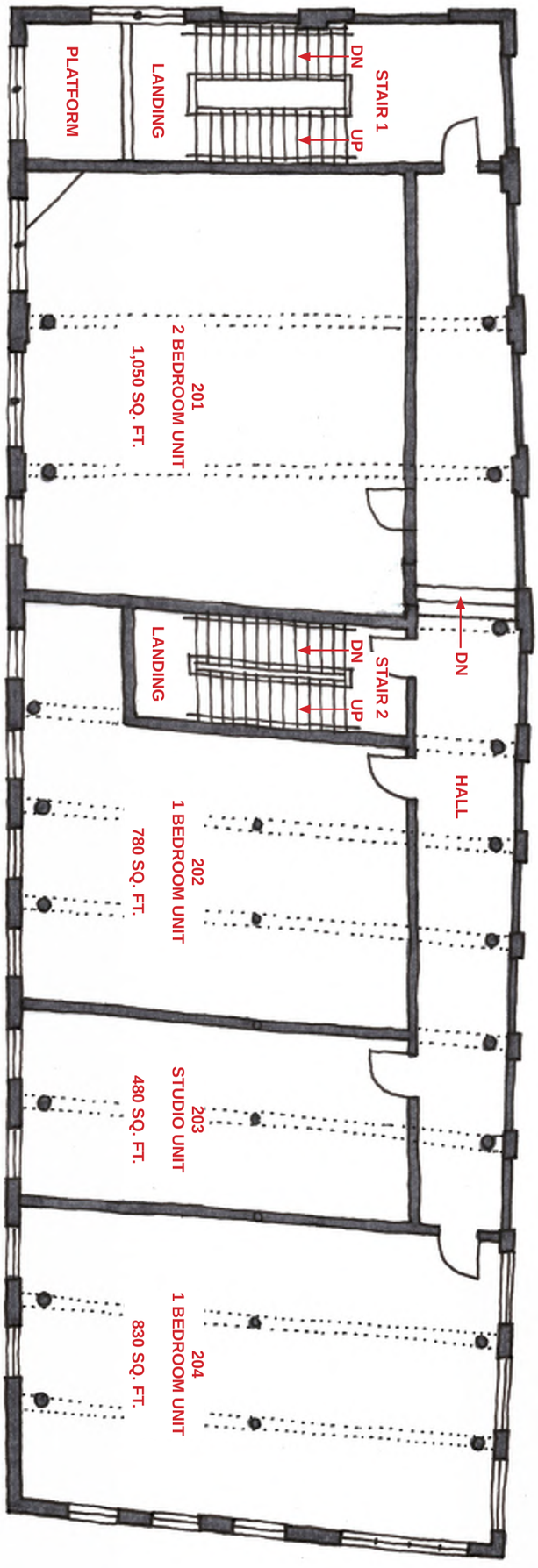
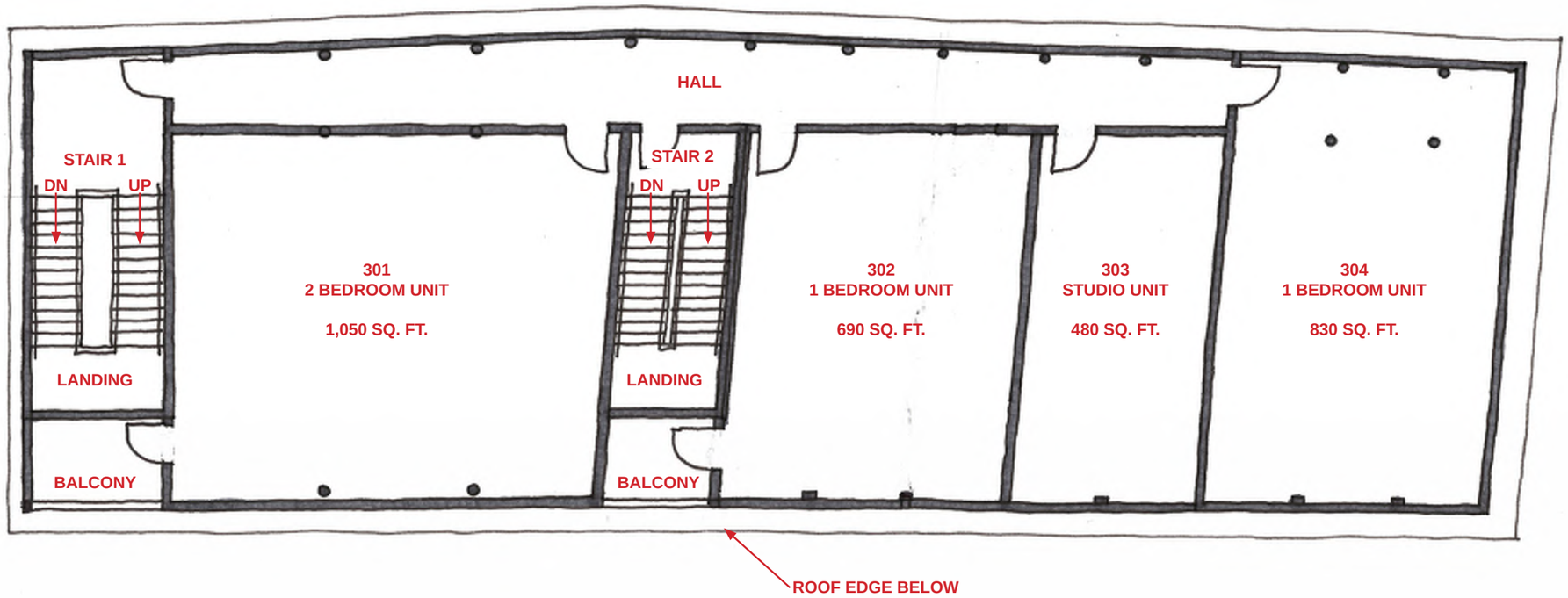


NORTH

ARCHITECT : **JACK RYAN ARCHITECT** 400 WASHINGTON STREET 2NB PROVIDENCE, RI 02903 401 749 1797 WWW.JACKRYANARCHITECT.COM	PROJECT : **MIXED-USE DEVELOPMENT** 361 WEST FOUNTAIN STREET PROVIDENCE, RHODE ISLAND 02903	ISSUE: **PLAN - FLOOR 2**	DWN BY: RYAN CKD BY : RYAN DATE : 07-14-2025 SCALE : 3/32" = 1'-0"	DWG. NO. : **3**

NORTH



DWG. NO. : 4

DWN BY: RYAN | CK'D BY : RYAN | DATE : 07-14-2025 | SCALE : 3/32" = 1'-0"

ISSUE:
PLAN - FLOOR 3 AND FLOOR 4

PROJECT :
MIXED-USE DEVELOPMENT
361 WEST FOUNTAIN STREET
PROVIDENCE, RHODE ISLAND 02903

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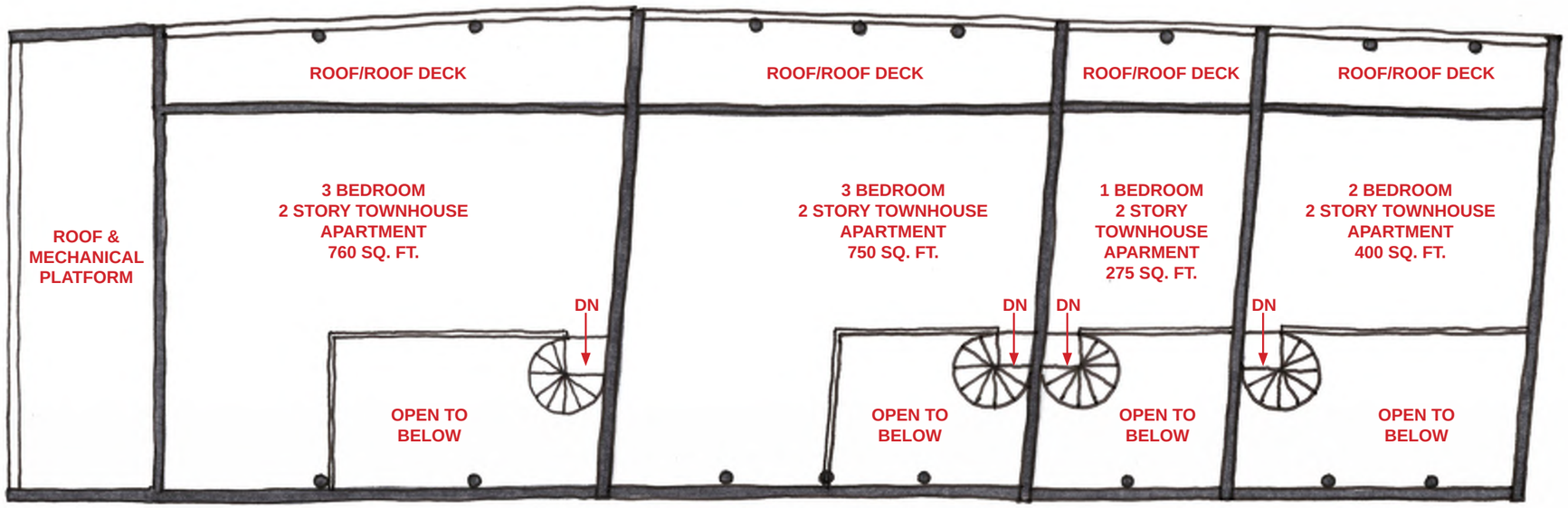
NORTH



DWG. NO. : 5

DWN BY: RYAN | CK'D BY : RYAN | DATE : 07-14-2025 | SCALE : 3/32" = 1'-0"

ISSUE:
PLAN - FLOOR 5 -
UPPER LEVEL TOWNHOUSES

PROJECT :
MIXED-USE DEVELOPMENT
361 WEST FOUNTAIN STREET
PROVIDENCE, RHODE ISLAND 02903

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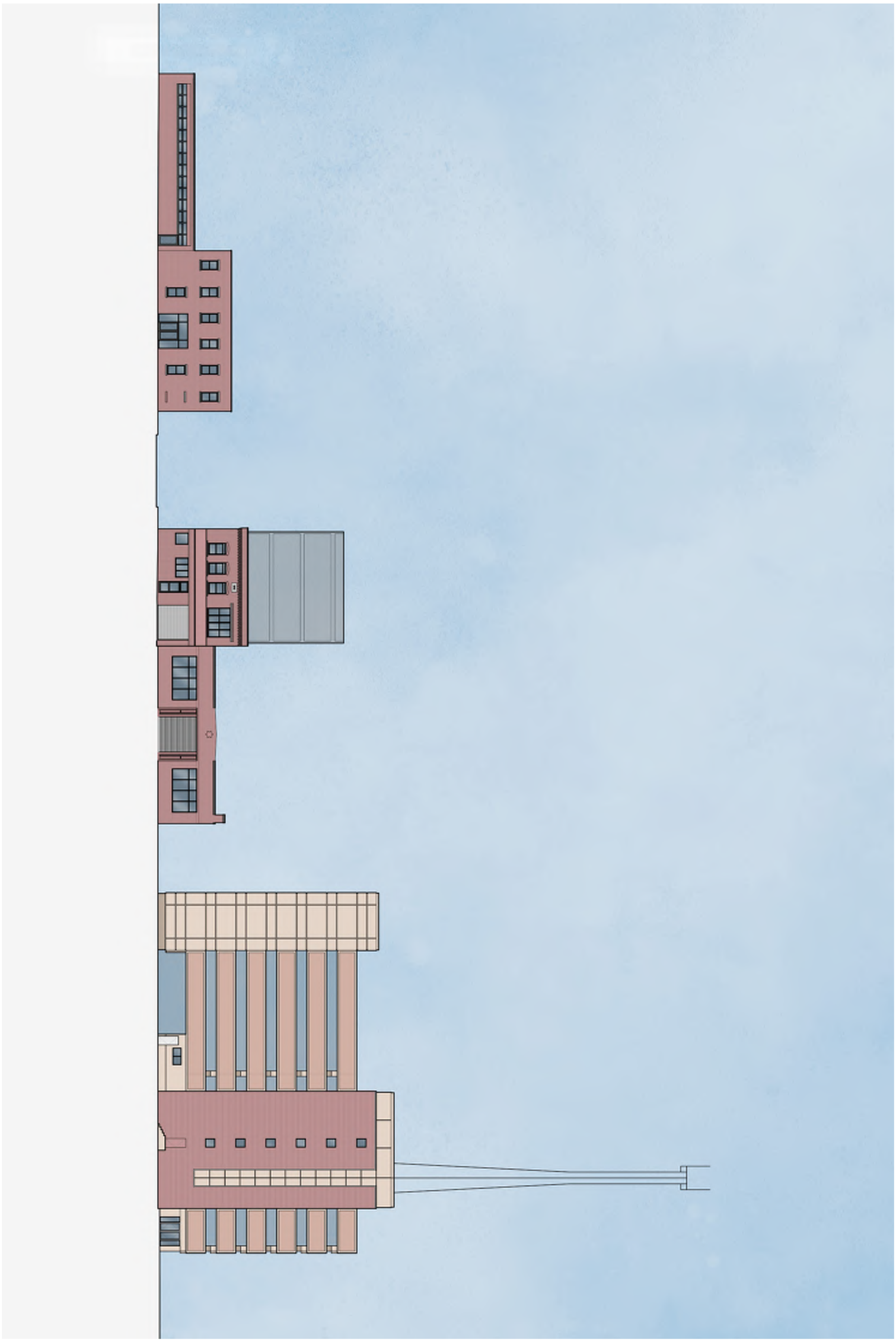
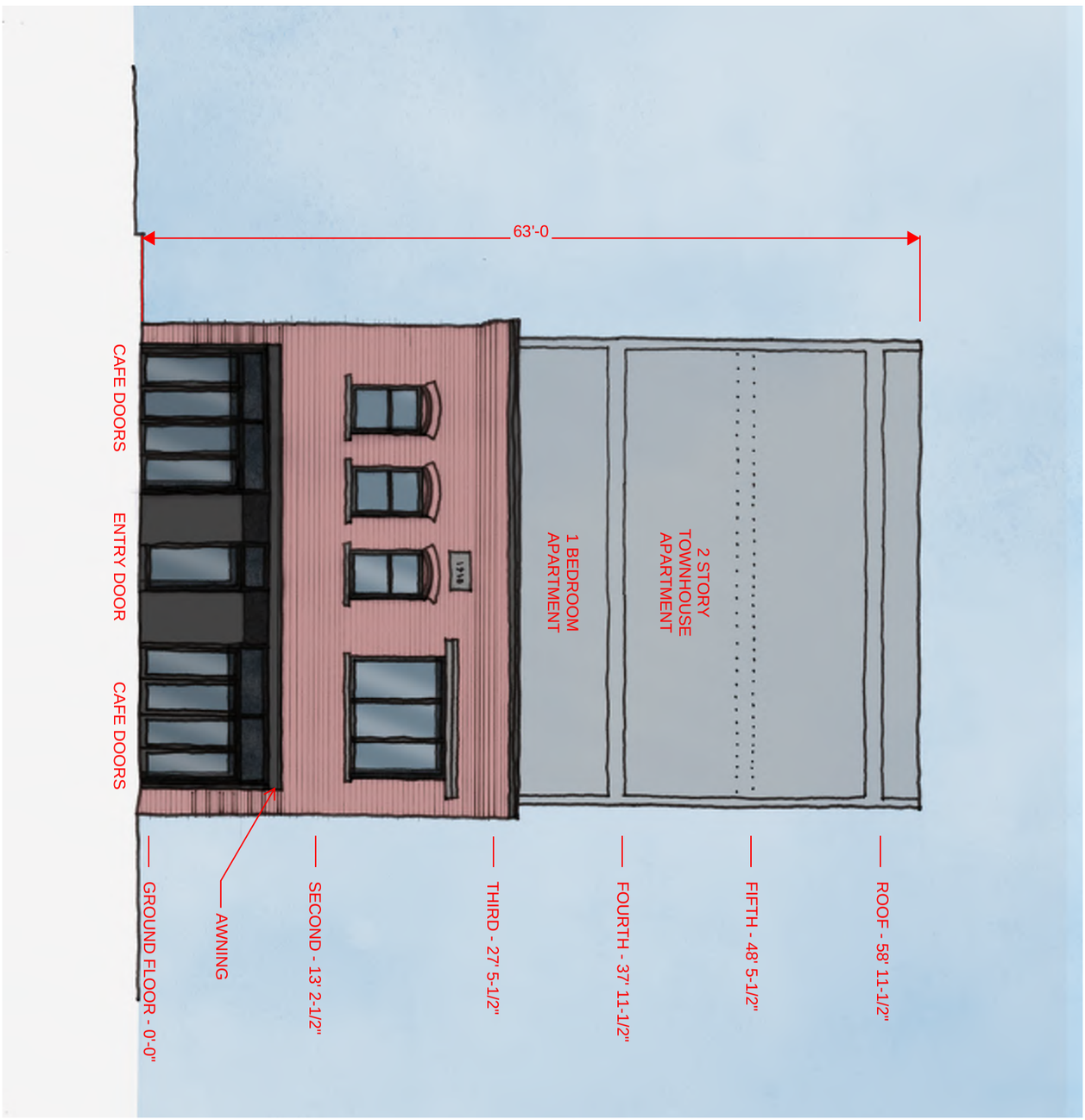
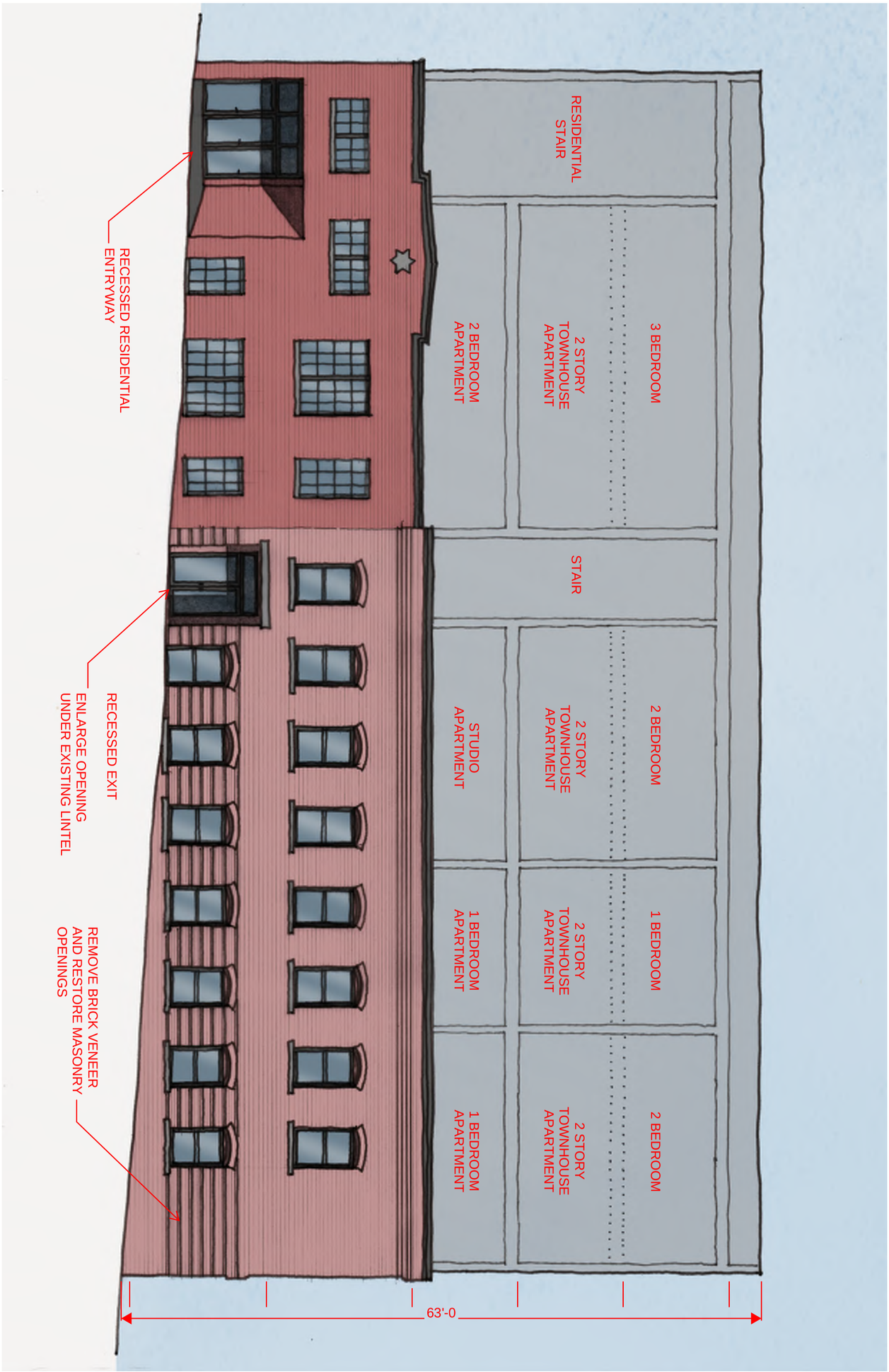


ARCHITECT :	PROJECT :	ISSUE:		
JACK RYAN ARCHITECT 400 WASHINGTON STREET 2NB PROVIDENCE, RI 02903 401 749 1797 WWW.JACKRYANARCHITECT.COM	**MIXED-USE DEVELOPMENT** 361 WEST FOUNTAIN STREET PROVIDENCE, RHODE ISLAND 02903	**WEST FOUNTAIN STREET ELEVATION**	DWN BY: RYAN CKD BY : RYAN DATE : 07-14-2025 SCALE : N.T.S.	DWG. NO. : **6**



ARCHITECT : **JACK RYAN ARCHITECT** 400 WASHINGTON STREET 2NB PROVIDENCE, RI 02903 401 749 1797 WWW.JACKRYANARCHITECT.COM	PROJECT : **MIXED-USE DEVELOPMENT** 361 WEST FOUNTAIN STREET PROVIDENCE, RHODE ISLAND 02903	ISSUE: **SOUTH ELEVATION** **WEST FOUNTAIN STREET**	DWN BY: RYAN CKD BY : RYAN DATE : 07-14-2025 SCALE : 3/32" = 1'-0"	DWG. NO. : **7**



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PROJECT :
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PROJECT :
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