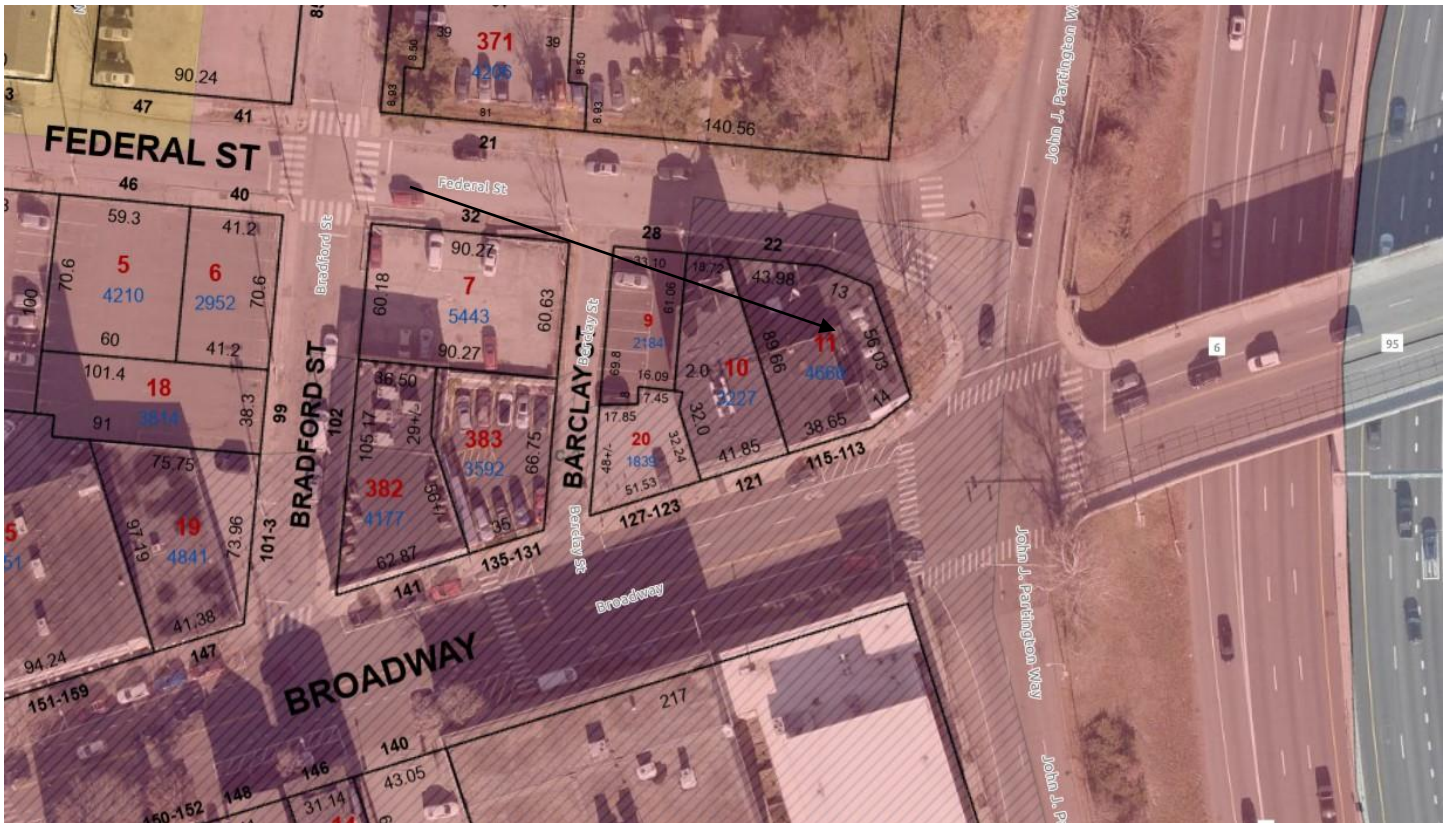


2. CASE 26.105, 113 BROADWAY, Commercial Building, pre1875, 1921, 1956 (BROADWAY)
NON-CONTRIBUTING



Arrow indicates 113 Broadway.



Arrow indicates project location, looking north.

Applicant/Architect: Elivate Design Inc. / Pedro Borda, 60 Harris Ave, Unit 301, Providence, RI 02909

Owner: Broadway Providence LLC, 1374 Smith St, North Providence, RI 02911

Proposal: The scope of work proposed consists of Demolition and includes:

- demolition of the existing building, a non-contributing structure.

Issues: The following issues are relevant to this application:

Significance

The building proposed for demolition is a non-contributing structure with minimal architectural or historical merit. The existing building is not within the Armory/Broadway National Register Historic District. This National Register district was expanded in 2008, specifically looking at the properties east of Dean Street and this property was not included, being deemed ineligible. Research within the included structural report and of Sanborn maps show the original wood-frame building was constructed before 1875 and was primarily a residence with some commercial use below. Post 1962 the building was modified to its current configuration which included CMU additions and a brick façade applied to the front elevation (1922). As detailed in the structural report the structure has significant structural deterioration and is a potential hazard to the public. The owner's intent is to build a commercial/hotel property on this location. The removal of the building will not irreparably diminish the architectural or historical character of the property or district as a whole.

Demolition Alternatives

Staff is satisfied that given the minimal architectural and historical significance, there are no alternatives to demolition because no reasonable expectation exists that the structure can be sold for preservation either on or off site. It is staff's recommendation that the documentation requirements relative to demolition alternatives and financial information for the garage be waived as it pertains to a non-contributing structure.

Demolition Criteria

Staff has determined that the building slated for demolition is a non-contributing structure and would use the PHDC's secondary criteria for approving demolition. This proposal meets these criteria, in that it will have little effect on surrounding buildings or on the district as a whole, having been modified in a way that has caused its structural integrity to be impacted, creating a public hazard that cannot be remedied at a reasonable cost to the owners.

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

- a) The building at 113 Broadway is a non-contributing structure and has minimal to no historical and architectural significance, both on its own merit and in relation to the surrounding Broadway local historic district, having been evaluated for inclusion into the Broadway/Armory National Register Historic District and found to be ineligible. The removal of the building is consistent with the non-contributing criteria of the PHDC demolition guidelines, in that it would have little impact on the property and the district as a whole, having been modified in a way that has caused its structural integrity to be impacted, creating a public hazard that cannot be remedied at a reasonable cost to the owners;
- b) The application for demolition is complete. The PHDC waives the requirement for documenting financial information relative to the demolition, because the building slated for demolition is a non-contributing structure;
- c) The PHDC is satisfied that there are no alternatives to demolition because no reasonable expectation exists that the non-contributing structure can be sold for preservation either on or off site;
- d) The review of the proposed demolition is hereby completed in one meeting, as allowed for non-contributing structures under the PHDC demolition guidelines; and,
- e) The work as proposed is in accord with PHDC Standard 8 in the following way: the work will be done so that it does not destroy the historic character of the property or the district, having been modified in a way that has caused its structural integrity to be impacted, creating a public hazard that cannot be remedied at a reasonable cost to the owners.

Staff recommends a motion be made stating: 113 Broadway is a non-contributing structure and has minimal to no historical and architectural significance, both on its own merit and in relation to the surrounding Broadway local historic district, having been deemed ineligible for inclusion in the Broadway/Armory National Register Historic District. The application for demolition is complete. The Commission waives the requirement for documenting financial information relative to the demolition, because the building slated for demolition is a non-contributing structure. The Commission is satisfied that there are no alternatives to demolition because no reasonable expectation exists that the secondary structure can be sold for preservation either on or off site. The review of the proposed demolition is hereby completed in one meeting, as allowed for secondary and non-contributing structures under the Commission's demolition guidelines. The Commission grants Final Approval of the application as submitted, citing Standard 8, as its removal would have little impact on the property and the district as a whole, being a non-contributing structure that has been deemed ineligible for inclusion in the Broadway/Armory National Register Historic District, citing and agreeing with the recommendations in the staff report, with staff to review any additional required details





December 10, 2025

To whom it may concern:

RE: STRUCTURAL ASSESSMENT
113 BROADWAY
PROVIDENCE, RI 02903
CE&C PROJECT NO. 25087.00

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 the building was last occupied in 2022 and for several decades had been utilized as an automotive repair/tire shop.

General Building Description

The existing polygonal shaped building is composed of three distinct parts: the Southern (front) 3-story portion which fronts on Broadway; the Northern (rear) one-story portion which fronts on Federal Street, and the Eastern (right side) one-story portion which is located on a peninsula of land between Broadway, Federal Street, and Service Road 1 (see Photo 1 for a aerial image overview).

Southern Portion:

The Southern three story portion of the building is the original structure. Constructed at an unknown date, it is depicted in the 1889 and 1920 Sanborn maps in its original 38'x30' form, as a wood-framed three story "dwelling" with a single story rectangular shape hollowed out of the southeast corner (possibly an open porch, similar to other residences in the area), (see Sanborn images Photos 2 & 3). The 1921 Sanborn map (updated in 1951 and again in 1956) depicts the present geometry of the building, with the single story southeast "porch" replaced by a three story addition which protrudes 8' to the east, lengthening the south wall to 38' (see Sanborn Image Photo 4). This reworking of the buildings geometry could explain the asymmetrical second and third story window placement along the south façade (Photo 5). This map also depicts the exterior surfaces now clad in masonry, and its updated usage as "S" (Store) and "Tire Service".

The flat-roofed building displays a wide corniced overhang supported with decorative wood brackets reminiscent of the Italianate style. This detail wraps the majority of the building, but is excluded on the east face of the southeastern protrusion. The south façade is clad in tan brick with red brick detailing around the windows and first story pilasters, similar to the treatment once visible on the first story of the neighboring 117 Broadway which has since been renovated (Photos 5 & 6). The east wall of the southeast protrusion is composed of CMU blocks with a decorative raised panel surface finish (Photo 7). This CMU is also present



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along the entirety of the first story east wall, as viewed from within the eastern portion of the building (photos 25 & 26). The remainder of the second and third stories of the east façade and north facade are clad in what appears to be asbestos siding (Photos 8 & 10). The second and third stories of the west façade, immediately adjacent to 117 Broadway, retains the original wood clapboard and decorative diamond pattern frieze detailing (photo 6, note this is difficult to see in the photo due to shadowing).

The first story provides mostly-open store space, with a trabeated support system consisting of metal (steel or iron) columns which support large ceiling beams which are concealed from view by a decorative tin ceiling finish, but are presumably composed of steel given their long span lengths (Photos 12 & 13). Wood floor joists rest on top of these beams and provide support for the second story. The metal pipe columns penetrate through the first story wood floor framing and are supported upon unreinforced CMU piers located in the basement, the blocks of which are identical to those utilized on the east façade which suggests that the conversion of the first story to open store space and masonry cladding coincides with the ~1921 construction of the southeastern protrusion (Photos 14 & 15).

A full depth basement exists beneath the original extents of the building. The perimeter foundation walls are composed of mortared rubble stone. Interior CMU partition walls divide the space into multiple rooms. The previously noted CMU piers exist both internally to the space, and are also integrated into the original stone walls, and support the metal columns which exist on the first story and provide support for the upper stories (Photo 14). It is unknown if a footing exists beneath any of the walls or piers. A thin concrete slab is present for the entirety of the basement. The first story floor framing consists of rough-sawn lumber floor joists and beams which support wood plank subflooring (Photo 15).

The second and third stories each contain multiple rooms accessed by a center hallway. There is a decorative curved staircase between the second and third stories which appears to be original to the building; a remnant of its former residential occupancy (Photo 21). Many of the rooms contain sinks and built-in mirrors which could suggest that these floors were once utilized as a rooming house. The structure is of traditional wood light-framed construction with load bearing walls supporting wood floor joists, wood roof rafters, plank sheathing and membrane roofing.

Northern Portion:

The Northern portion is a single-story flat-roofed trapezoidal-shaped structure measuring approximately 45'± long (avg.) x 27'± wide. The walls are largely composed of the same raised panel CMU block seen elsewhere in the building, with the exception of the north wall



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which is composed of two-wythe brick (Photos 9-11). The walls support a roof structure consisting of 8x12 timber beams spaced at 6' on center which span the full width of the building (Photo 23). The timbers support wood plank roof sheathing and membrane roofing (Photo 24). The CMU wall block is visually identical to that used in the east side wall of the south portion of the building which indicates that its construction likely coincides with the conversion of the Southern portion from residential to commercial use. The foundation sizes and composition are unknown. There are two garage doors along the north wall and the floor is covered by a thick concrete slab which is capable of supporting vehicular loading.

Eastern Portion:

The eastern portion is a single-story flat-roofed polygonal-shaped structure measuring approximately 65'± long x 30'± wide (overall dimensions). This portion was built sometime after the ~1962 construction of I-95 and the resulting reconfiguration of the Broadway/Federal Street intersection. The walls are composed of stack-bonded traditional 8x16 CMU block with a decorative 8x8 block exterior finish (Photos 5, 8, 9). The walls are approximately 4' higher than the walls of the adjacent Northern portion of the building. The roof structure is composed of open web steel joists spaced at 4' on center which support corrugated metal roof panels and membrane roofing (Photos 27 & 28). The joists are oriented in the east-west direction and are supported at the east end on the CMU exterior wall and at the west end on a steel header beam supported on steel columns which is completely independent from the adjacent Southern portion of the building (Photos 25 & 26). The foundation sizes and composition are unknown. There is a single large overhead garage door along the north wall and the floor is covered by a thick concrete slab which is capable of supporting vehicular loading.

Existing Conditions Observations and Assessment:

A visual inspection was performed on October 16, 2025 to observe the current conditions of each of the three portions of the building.

With the exception of a few noteworthy issues which will be expanded upon below, the Northern and Eastern portions of the building appeared to be in overall satisfactory condition. Water puddling on the floor of the Northern portion indicates active infiltration through the roof, with some resulting damage to the wood sheathing and beams noted (Photo 24). The northwest corner of the Northern portion displays significant vehicular or machinery impact damage which has cracked and dislodged multiples wythes of brick and caused step cracking of the adjacent CMU block courses (Photos 10, 11, 23). As this damage is generally confined to the non-load bearing north wall, it is not of significant structural



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concern. The corrugated metal roof sheathing of the Eastern portion of the building is severely corroded with multiple through-holes (Photo 28). A secondary layer of sheathing of unknown composition has been added on top and, given the lack of observable leakage in this area, appears to be functioning satisfactorily.

The above defects, while not insignificant, are relatively benign maintenance items, comparable to conditions noted in many older buildings. The remainder of this report will therefore focus on the Southern (front) portion of the building which encompasses the majority of volume and displayed more significant deficiencies.

Although occupied as recently as 2022, the Southern portion of the building is in a severe state of disrepair. It has clearly not been maintained for many decades, with several broken or missing windows (many of which have been covered over with interior doors nailed to the walls), holes in the plaster walls and ceilings (from water infiltration and vandalism/neglect), and active roof leakage which has caused significant damage to the load carrying members. The once elegant second to third story curved staircase has been vandalized, and its questionable support structure, undoubtedly weakened by water intrusion, leaves users with a sense of unease (Photo 21).

The two worst areas of roof leakage were noted in the vicinity of the "southeast protrusion", and along the western half of the south façade. Impounded water on the roof, likely caused by blocked roof drains and deflected/damaged roof rafters, has existed for several years per review of aerial mapping from 2014 to present (roof ponding is visible in Photo 1). Failure of the membrane roofing and subsequent water leakage has caused extensive damage to the roof and floor structures of the second and third stories. A dramatically sloped floor exists in the southeastern rooms (Photos 16, 17, 22); support for these areas is provided a large beam located at the ceiling of the first story. The west end of this beam is supported on one of the previously noted metal columns and unreinforced CMU basement piers (Photos 12, 14, 15). The sloped floors are the direct result of structural distress of the underlying supporting elements; either a weakened beam, through water infiltration or insufficient design, or settlement of the column/CMU pier.

Water infiltration, caused by a flashing / membrane failure at the south parapet/roof plane interface, has eroded much of interior wall finishes in the southwestern chambers and adjacent stair hall (Photo 18). On the second story, a gap over 1¾" wide exists between the south wall and floor planes (Photos 18-20). The second story floor joist ends at this location are visible through the gap and displayed rotting. The structural beam located directly beneath this area (above the western storefront window) exhibited over 1" of deflection,



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(Photo 13), (the beam at the eastern storefront window displayed similar a deflection), (Photo 6). The combination of beam deflection and floor joist deterioration caused by water infiltration has resulted in the noted deficiencies. The separation of the south load bearing wall from the floor structure is clearly discernible from the exterior as an out of plumb wall (Photo 6). The brick veneer is similarly pulling away from the underlying wood substrate, as evidenced by an undulated surface and nearly 1" wide gap behind the veneer when viewed from the east, which indicates deterioration of the brick ties or rotting of the underlying wood framing which they are anchored to (Photo 7).

The severing of the connection between the south exterior load bearing wall and the second story floor plane, and the separation of the brick veneer from the underlying wood substrate are most concerning, especially given the buildings direct frontage on Broadway. Collapse of the beam/wall, or release of the brick veneer onto the public right of way below could cause significant damage or injury.

Statement of Structural Adequacy:

The building has been neglected for several years and is in a state of severe disrepair. Structural damage to major load carrying members due to water infiltration, and settlement of associated supporting elements has rendered the building in an unstable condition. The brick veneer on the south façade is pulling away from the wood substrate with a clearly defined line of separation visible at the east end.

Repair or replacement of the structural components is possible, but determining if this is even feasible would require the complete removal of all interior surface finishes to evaluate the as-built members. The capacity of the mortared stone foundation and unreinforced CMU piers is questionable, and possible settlement of these elements in the form of severely sloped floors and step-cracked mortar joints, underscore potential subsurface issues. Vertical expansion of the building is not recommended due to the unknown presence of proper footings (rubble stone foundation walls are notoriously difficult and costly to retrofit, if even possible).

It is our opinion that the building has decayed beyond the point of reasonable corrective action, and given that it immediately abuts a major City thoroughfare presents a serious safety and health hazard to the public. It is recommended that, at a minimum, the Southern portion of the building be dismantled in a careful and controlled manner so as to prevent inadvertent collapse of the structure onto the public right-of-way. The Northern and Eastern portions of the building could theoretically be retained, but their usefulness for repurpose is



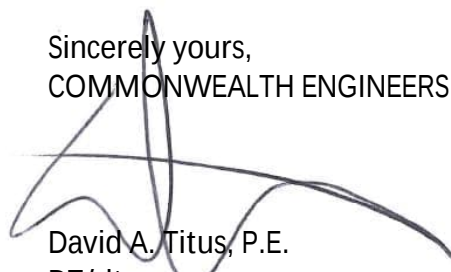
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ENGINEERS & CONSULTANTS, INC.

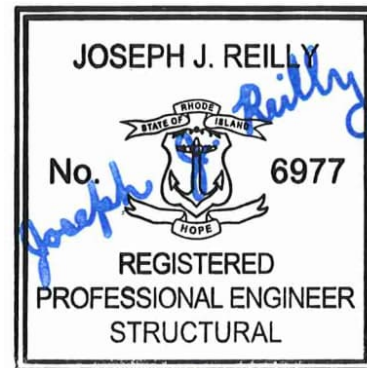
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questionable given their limited volume, and the unknown foundation conditions may not be suitable for vertical expansion.

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



Approved By: _____

Joseph J. Reilly, P.E.



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Photo 1: 113 Broadway Building Overview. Red = Southern Portion, Green = Northern Portion, Cyan = Eastern Portion. Note large puddle on roof of Southern Portion. This is the location of the “southeastern protrusion” noted in the report.



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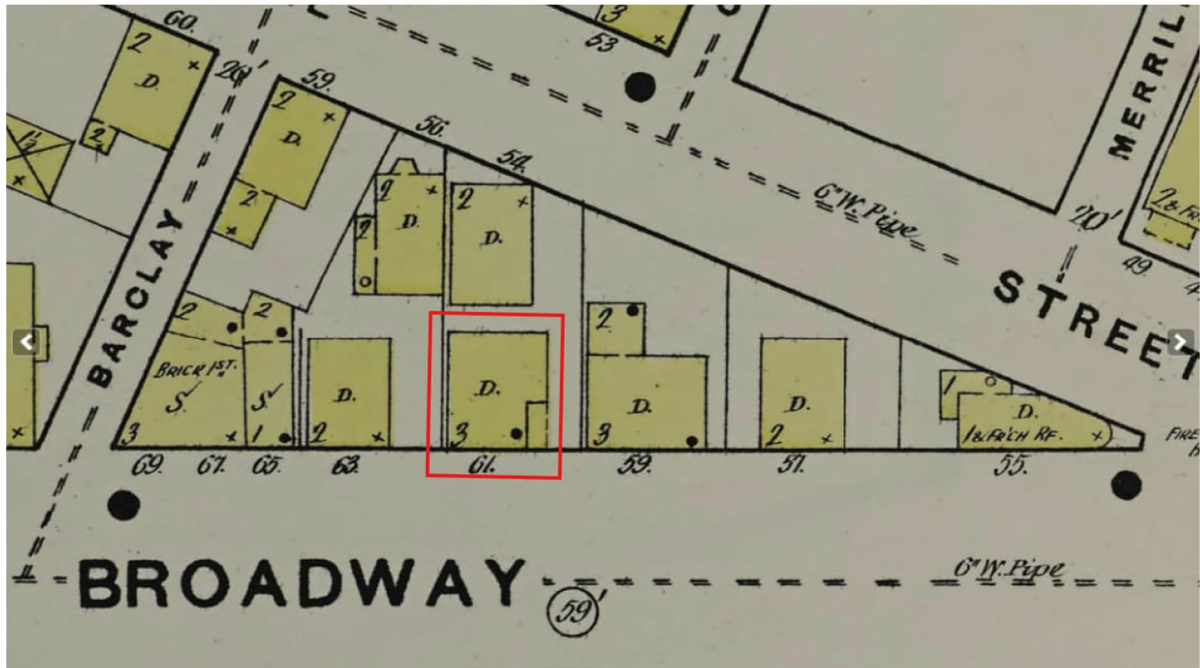


Photo 2: Clip of 1889 Sanborn Map showing the Southern Portion of the building in its original 30'x38' form as a 3 story "D" dwelling. Per Library of Congress online Sanborn Map collection.

[illegible]

Photo 3: Clip of 1920 Sanborn Map showing the Southern Portion of the building still in its original 30'x38' form as a 3 story "D" dwelling with a 1 story area in the southeast corner (perhaps a porch?). Note that the present adjacent 117 Broadway (shown on this map as 117, 119, 121) has been constructed. Per Library of Congress online Sanborn Map collection.



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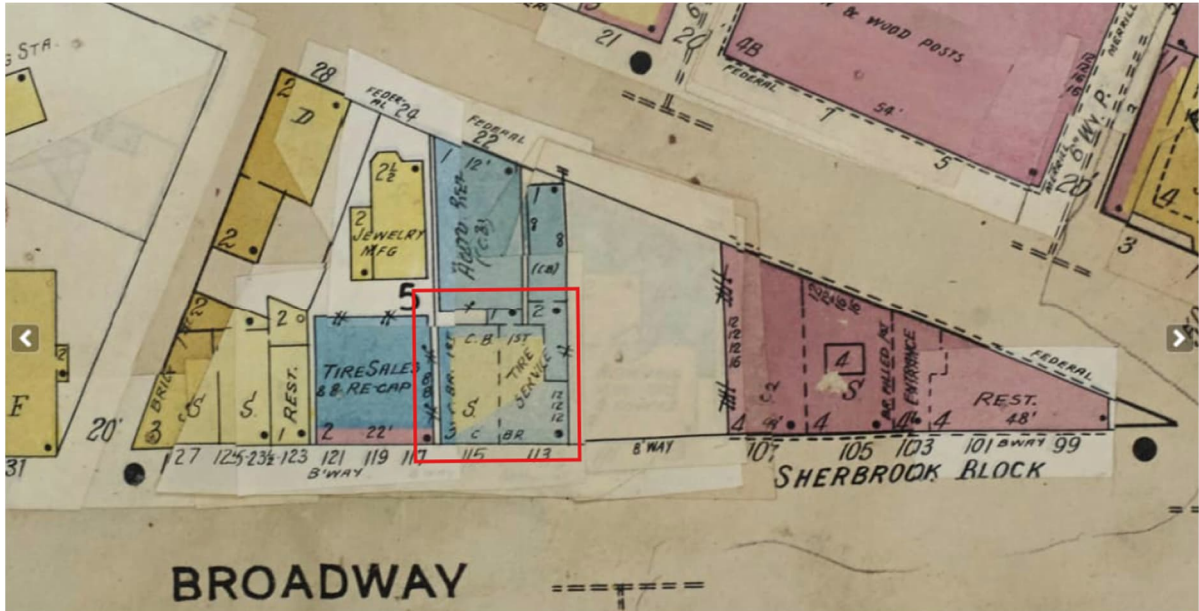


Photo 4: Clip of 1921 Sanborn Map showing the Southern Portion of the building is now clad in a masonry exterior and the southeastern protrusion has been constructed. The new usage is "S" store, and "Tire Service". Also note the Northern Portion of the present building has been constructed and is utilized as "Auto Service". Per Library of Congress Sanborn Map online collection.



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Photo 5 – 113 Broadway South Elevation looking North. The Southern Portion of the building is center, the Eastern Portion of the building is to the right, and 117 Broadway is to the left.



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Photo 6 – 113 Broadway South Elevation looking Northeast. Note undulations of building façade caused by a combination of structurally inadequate framing and the separation of the brick veneer from the wood substrate.



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Photo 7 – 113 Broadway Southeast corner of building looking West. Note the separation of the brick veneer from the wood substrate is clearly visible in the form of a 1"± wide crack over the entire building height. Also note the lack of a decorative soffit overhang at the East wall of the "southeast protrusion".



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Photo 8 - 113 Broadway looking Southwest. The Eastern Portion of the building is in the foreground constructed of white CMU block, the Northern Portion is to the right (with the BTS sign), and the Southern portion is in the background. 117 Broadway is the green building with multiple wood decks in the background.



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Photo 9 - 113 Broadway looking Southwest. Interface of the Eastern Portion of the building (left) and Northern Portion (right). 117 Broadway is the green building with multiple wood decks in the background.



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Photo 10 - 113 Broadway, Northern portion looking Southeast. Note extensive vehicular impact damage to the northwest corner of the building.



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Photo 11 - 113 Broadway, Northern portion looking East. Note extensive vehicular impact damage to the northwest corner of the building. While visually impressive, the lesser damaged western CMU wall is load bearing, not the heavily damaged northern brick wall.



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Photo 12 – Southern Portion, first story eastern half looking southwest. View of the typical structural beams and columns which support the wood framing of the second and third stories. This view is from above the existing drop ceiling. The column located in the center left provides support for the southeastern chambers above. Note the second story wood floor joists are visible through the deteriorated tin ceiling finish. Also note the deflection in the header beam above the eastern storefront window (background left – not easily discernable at this scale).



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Photo 13 – Southern Portion, first story western half looking southeast. View from above the existing drop ceiling. Note the deflection in the header beam above the western storefront window. The observed second story floor/wall separation is directly above this location.



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Photo 14 – Southern Portion, basement looking southeast. Typical CMU pier which supports a first story metal column. Note the CMU block is the same as those utilized for the eastern exterior wall and the Northern Portion exterior walls, which suggests they were constructed at the same time. The original rubble stone foundation wall is visible in the background as well as a CMU pier that has been integrated into the stone wall which supports one of the south façade storefront metal columns.



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Photo 15 – Southern Portion, basement looking east. Photos shows the top of the CMU pier in the previous photo. The first story metal column is visible in the upper center-right of the photo (black/rust colored). The CMU pier also supports a large wooden beam (on the bottom left). The first story wood floor joists are visible on the left and right edges. The wood in the foreground adjacent to / in front of the metal column appears to be subfloor blocking.



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Photo 16 – Southern Portion, second story looking south. The stairway in the foreground leads down to the first story, between the two store spaces. The curved stairway in the background leads to the third story. The wall on the left side of the hallway is the location of the most significant floor deflections ($\sim 2'' \pm$). The metal column & CMU pier shown in the previous photos are located directly beneath this point. The southeast chamber is through the doorway on the left.



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Photo 17 – Southern Portion, second story southeast chamber looking south. This is the “southeast protrusion”. Note the crooked radiator which indicates the out of level floor. Also note the wall, ceiling, and floor damages due to active water infiltration through the failed roof membrane.



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Photo 18 – Southern Portion, second story southwest chamber looking south. Note the wall, ceiling, and floor damages due to active water infiltration through the failed roof membrane. The wall is separated from the floor framing by ~1¾" (note measuring ruler on the floor).



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Photo 19 – Southern Portion, second story southwest chamber looking south/down. Detail of ~1¾" separation of floor and wall planes. Rotten floor joists were visible through this gap.



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Photo 20 – Southern Portion, second story southwest chamber looking east. Note the ~1¾" separation of the floor and wall planes extends upward through the intersecting wall. The wall gap is wider at the base than at the top, indicating an outward movement caused by rotting floor framing and deflection of the underlying storefront window header beam.



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Photo 21 – Southern Portion, second story looking north. The once elegant curved staircase leads to the third story. Note damages due to neglect, vandalism, and active water infiltration from the failed roof membrane. The staircase sags discernably to the inside of the curve.



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Photo 22 – Southern Portion, third story southeast chamber looking west. This is the “southeast protrusion”. Note the severely sloped floor as indicated by the crooked doorway trim and diagonal shear cracking on the walls. Also note the ceiling damages due to active water infiltration through the failed roof membrane.



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Photo 23 – Northern Portion, typical interior view looking north. The vehicle-damaged wall is located in the background left corner. Note the typical construction – CMU block walls with heavy wood timber rafters.



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Photo 24 – Northern Portion, typical interior view looking east. Note the typical construction – CMU block walls with heavy wood timber rafters. Some water damage and active infiltration was noted but overall the roof structure appeared to be intact.



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Photo 25 – Eastern Portion, typical interior view looking south. Note the typical construction – CMU block walls with open web steel joists spaced at 4' on center which support corrugated metal roof panels and membrane roofing. The CMU wall on the right side was constructed as part of the "southeast protrusion" - note the open web joists are supported on a steel header beam and steel columns which are completely independent of this older CMU wall.



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Photo 26 – Eastern Portion, typical interior view looking west. View of the steel header beam and steel columns which support the west ends of the open web steel joists. Note the step cracking in the “southeast protrusion” CMU wall, indicating foundation distress.



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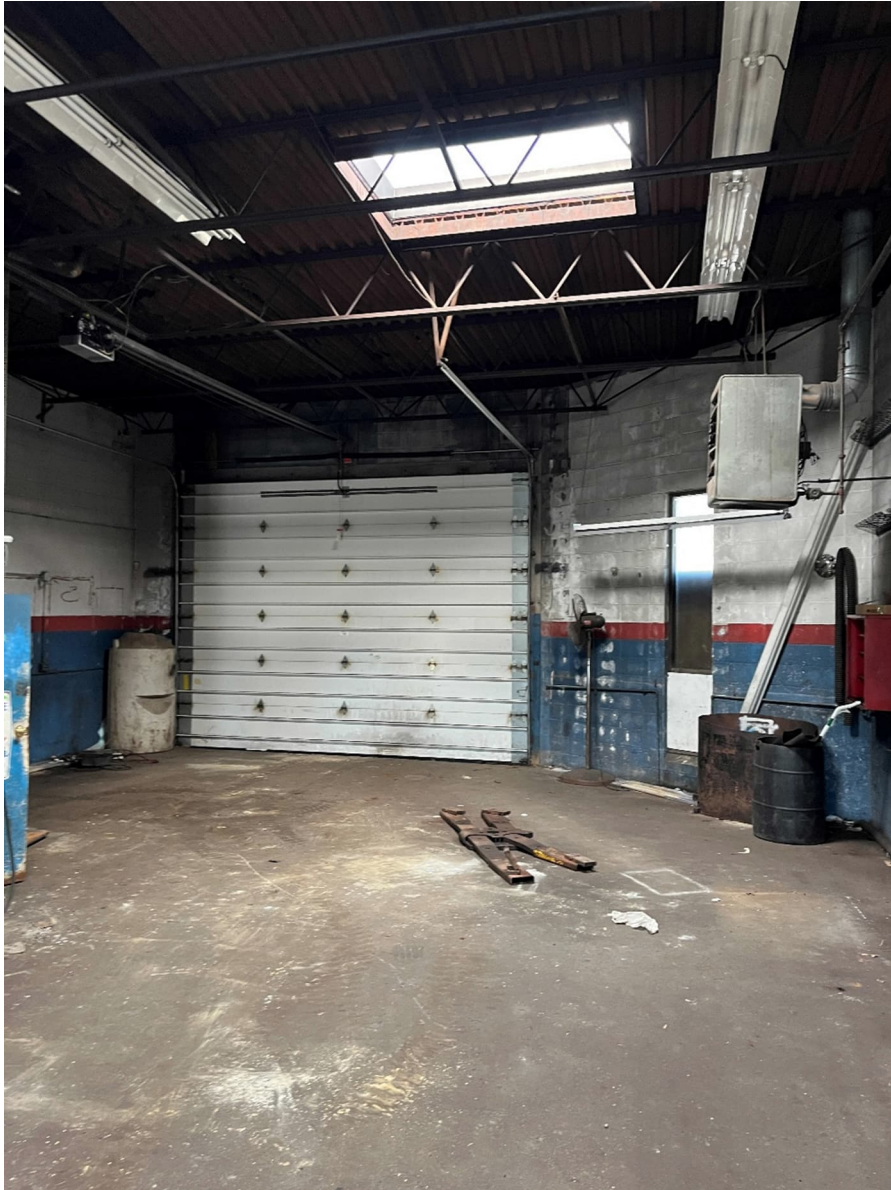


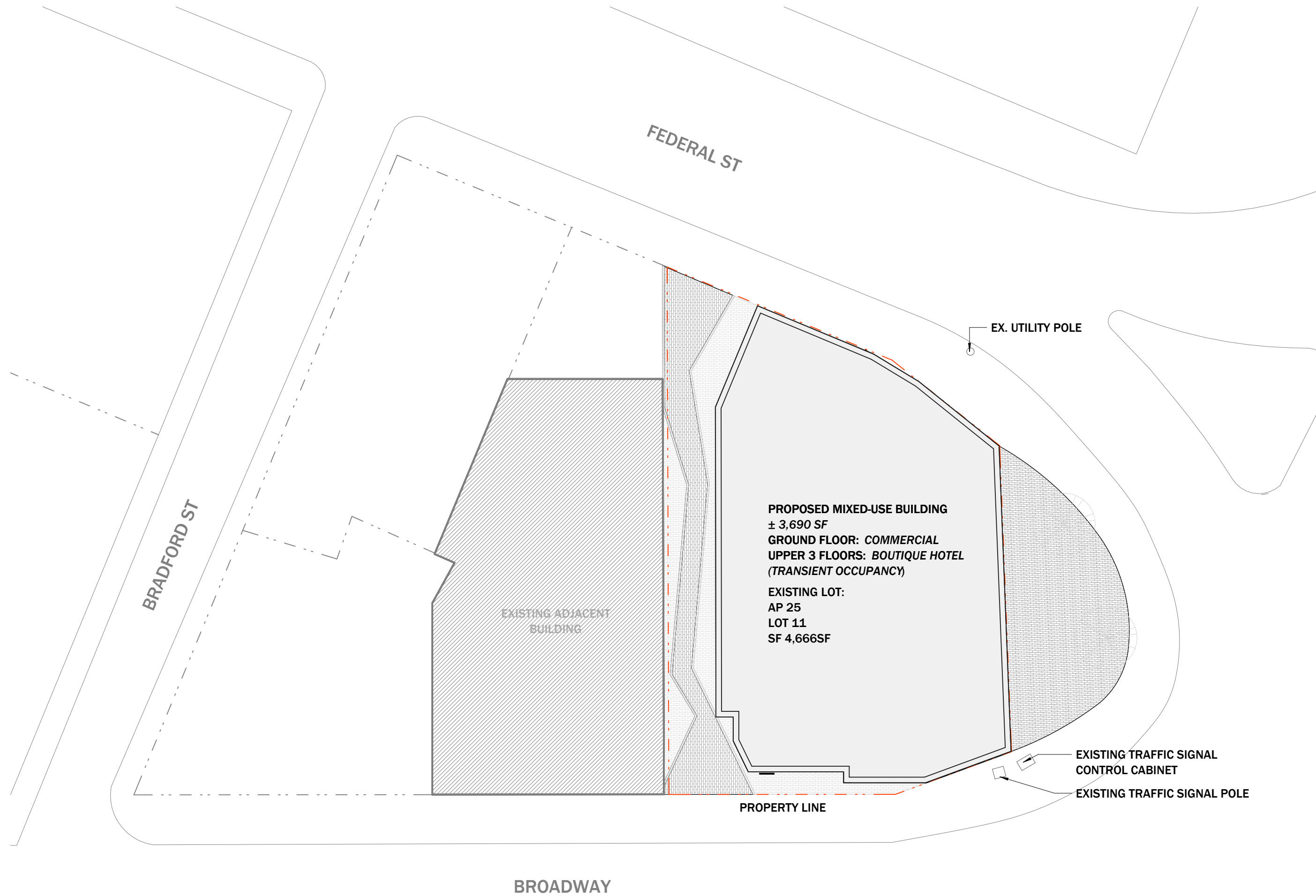
Photo 27 – Eastern Portion, typical interior view looking north toward the large garage door. Note the typical construction – CMU block walls with open web steel joists spaced at 4' on center which support corrugated metal roof panels and membrane roofing. The corrugated metal roof panels displayed severe water damage, but have apparently been repaired by installing another layer of roofing material above.

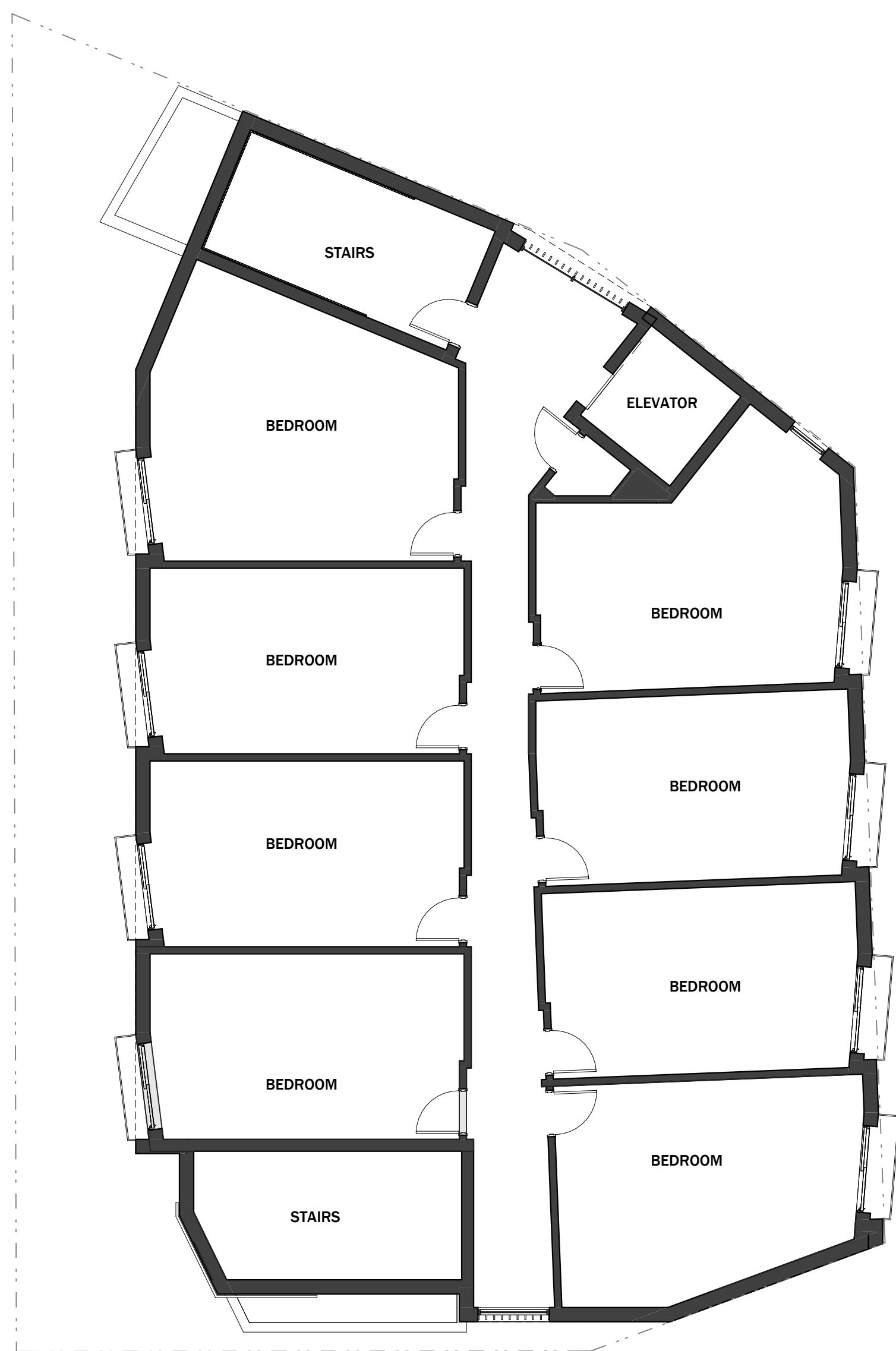
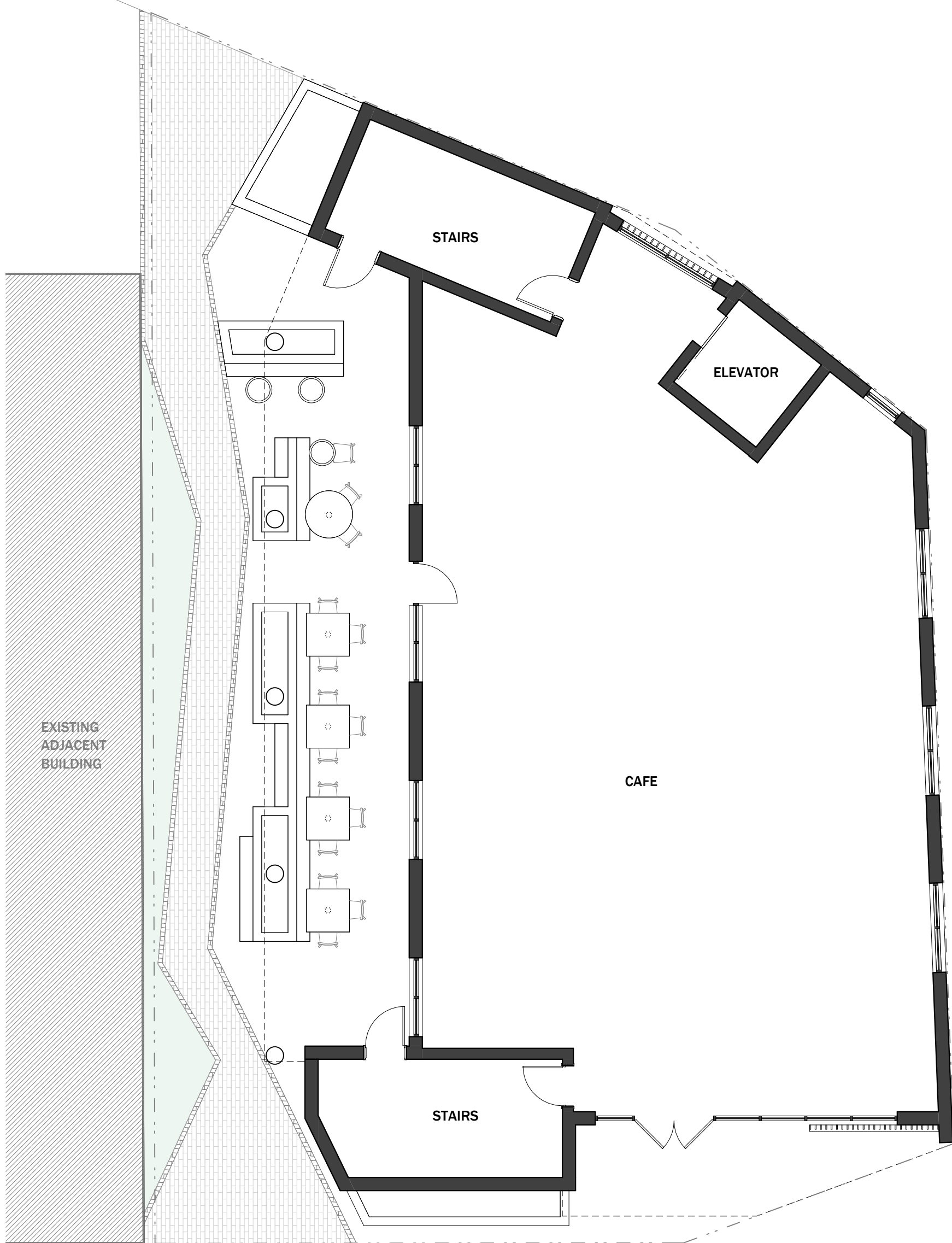


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Photo 28 – Eastern Portion, looking west/up. Detail of severely water damaged corrugated metal roof panels. Active water infiltration through the roof was not noted at the time of our inspection, presumably due to the installation of another layer of roofing material above.





1 **GROUND FLOOR**
SCALE: 1/8" = 1'-0"

2 **UPPER FLOOR PLAN**
SCALE: 1/8" = 1'-0"

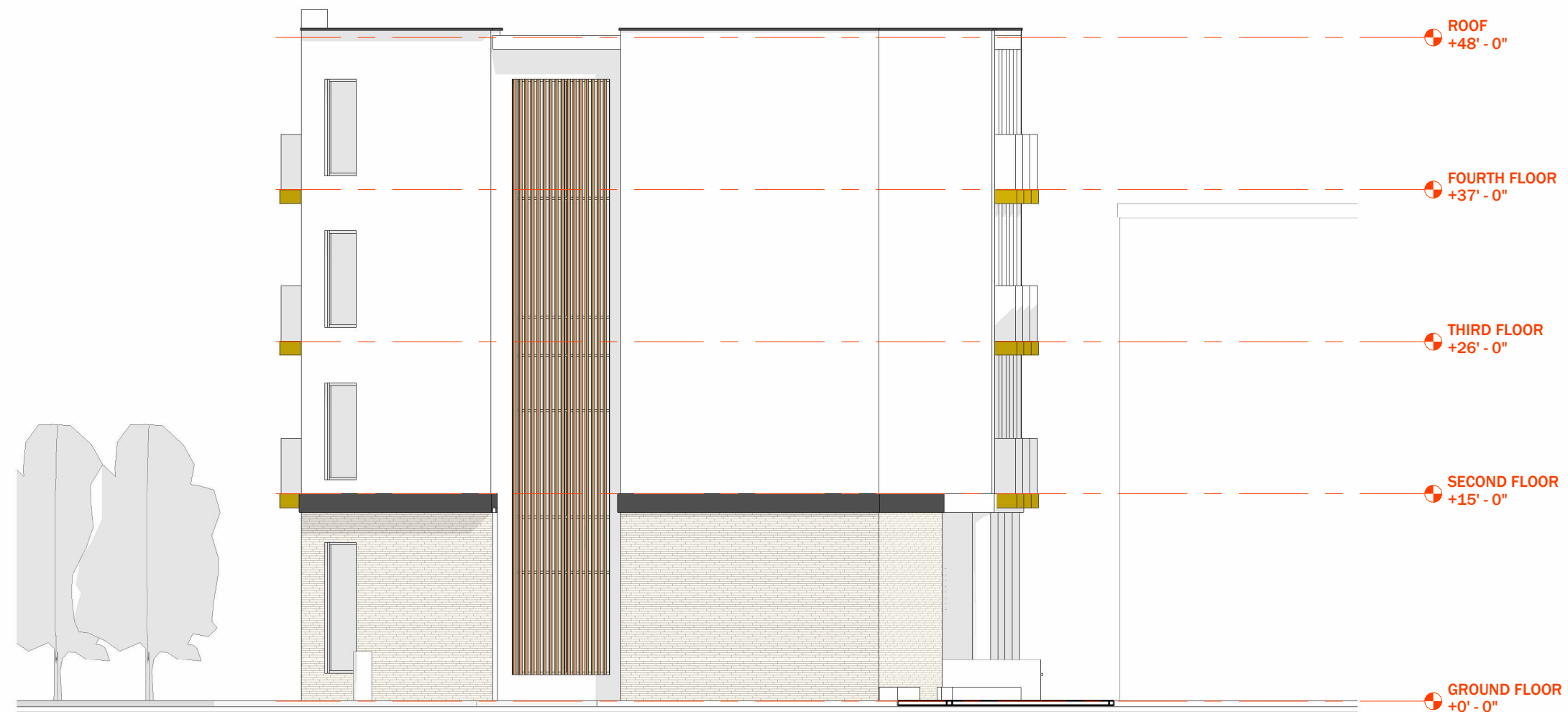




1

FRONT ELEVATION

SCALE: 1" = 10'-0"



2

REAR ELEVATION

SCALE: 1" = 10'-0"



1

SIDE ELEVATION 1

SCALE: 1" = 10'-0"



2

SIDE ELEVATION 2

SCALE: 1" = 10'-0"



