

TERMINAL BUILDING
184 Kinsley Avenue and 11-25 Terminal Way
Providence
Providence County
Rhode Island

HAER No. RI-412

HABS
RI
4-PROV,
202-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
Northeast Region
Philadelphia Support Office
U.S. Custom House
200 Chestnut Street
Philadelphia, P.A. 19106

HISTORIC AMERICAN BUILDINGS SURVEY

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Location: 184 Kinsley Avenue and 11-25 Terminal Way, Providence, Providence County, Rhode Island

USGS Providence, Rhode Island Quadrangle, Universal Transverse Mercator Coordinates:
19.298760.4633380

Present Owner(s): Kinsley Avenue Associates and M&A Associates

Present Occupant(s): multiple

Present Use: Commerce, cold and dry storage, studios, vacant

Significance: The Terminal Building is significant for its associations with the development of the Provisions Warehouse District of Providence. It was constructed in 1917 by the Merchants' Cold Storage & Warehouse Company to supplement the dry storage capacity of its neighboring cold storage facility. The building is also significant as an example of work by noted local engineers Jenks & Ballou, and builders Willmarth-MacKillop, Inc.

[Note: Text adapted from the Public Archaeology Laboratory, Inc. Provisions Warehouse Historic District National Register of Historic Places Evaluation (Prepared for Vanasse Hangen Brustlin, Inc. and the Rhode Island Department of Transportation, December 1994).]

PART I. HISTORICAL INFORMATION

The Terminal Building was constructed by the Merchants' Cold Storage Warehouse Company in 1917 in response to a growing demand by Providence provisions companies for storage and distribution space for both their cold and dry goods. Established in 1893, the Merchants' Cold Storage Warehouse (MCSW), located at 160 Kinsley Avenue in the Provisions Warehouse Historic District, soon became Providence's most important cold storage facility, providing refrigerated storage space for many of the city's meat, poultry, and dairy vendors. Located, for the most part, in shops along Canal Street in downtown Providence, those vendors who depended on the MCSW for their cold storage needs often found the distance between the facility and their shops inconvenient and inefficient in terms of their supply and distribution needs. In 1917, the company constructed the Terminal Building for the purpose of adding wholesale distribution store rooms for vendors who desired close proximity to their products stored in the MCSW and those who had outgrown their Canal Street locations (PJ 4-27-17:9).

In 1917, Merchant's Cold Storage & Warehouse Company employed Jenks & Ballou, engineers to design the Terminal Building. When it was completed, the structure provided ten large store rooms. Each of the storerooms had access to large freight elevators and a tunnel system that connected the Terminal Building with the neighboring MCSW. Goods were received and shipped from loading platforms for rail cars and trucks located on the west and east sides of the building, respectively. The store rooms were rented out to various businesses. Among the first tenants were the Atlantic & Pacific Grocers; the Heinz Company, which used their space for pickle storage; Roberts & Oake Company, a pork storage company; and the Providence Journal Company, which used its spaces for newspaper storage and distribution.

In the mid 1980s the north, three-story section of the building underwent extensive remodeling. Many of the original windows were replaced, the east freight elevator was removed and a circular staircase erected in its place, and the interior spaces were partitioned to provide office space. The south, two-story section of the building remains relatively intact, although a few of the store rooms have been subdivided with modern partition walls. Currently, the north section of the building, with nearly all of its units occupied, is in excellent condition. Much of the south section is vacant and in poor condition.

PART II. DESCRIPTIVE INFORMATION

The Terminal Building is located in the northern corner of the Provisions Warehouse Historic District. It is bounded by Kinsley Avenue to the north, Terminal Way to the east, the M.T. Marcello Company Building (HABS No. RI-410) to the south, and a rail spur of the New York, New Haven & Hartford Railroad to the west. The building consists of two major sections both of which are composed of red brick, with concrete foundations, and terra cotta blocks on the partition and end walls. The larger of the two sections is 184 Kinsley Avenue, which is three stories high, and four bays wide on Kinsley Avenue and ten bays on Terminal Way. The facade (north) on Kinsley Avenue has four flat-top loading bays recessed behind the wall plane on the first floor. The end loading bays are also accessed on the east and west elevations by tall round-arch

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openings with keystones. Upper stories have four ribbons of five windows with modern 2/2 aluminum sash, while smaller sets of windows are employed on the third story. A band of cast-concrete serves as the sills and lintels for each group of windows. Reminiscent of the Mission style, the central two bays of the facade are capped by a raised parapet with a round medallion. Coping edges the roof line parapet.

The Terminal Way (east) and rail spur (west) elevations have round-arch openings into loading bays at the north end bay. The west elevation is partially obscured by overgrown vegetation. On the east elevation facing Terminal Way, the second story has segmental-arch, 2/2 sash, and, on the third story, single and paired sets of narrow 2/2 modern sash. The roof line includes a concrete band and coping. The Terminal Way elevation has an off-center, unadorned entrance. This elevation's ten bays are symmetrically organized with the ends serving as corner bays with slightly raised parapets. The parapets are defined as towers by the use of single sets of windows in contrast to the center eight bays which all have paired sets of windows.

The smaller section of the Terminal Building at 11-25 Terminal Way continues to serve provisions companies and other local businesses. This section is two stories high and stretches eight bays along Terminal Way. The first story has sheltered platforms on both the rail (west) and truck (east) elevations. Loading doors and pedestrian entrances on the east elevation lead to small offices and distribution areas. The first story has ribbons of five bays of 2/2 wood sash windows. The second story windows appear to have been ribbons of five 2/2 wood sash, some of which are still exposed, while others have been covered. The roof line continues the cornice band of the larger section with concrete coping and parapet and a round medallion at the corner and at alternating bays.

The front and rear portions of the Terminal Building retain different amounts of historic fabric from the time of its construction. Although the 184 Kinsley Avenue section of the building retains its structural form, a recent renovation has stripped the building of many of the features that are important to the overall character of provisions buildings. For example, all windows have been replaced with modern metal 2/2 sash and the loading docks on Kinsley Avenue have been stripped of their shelters (although it appears that the framework survives). The interior underwent major alterations to the original design when it was converted into office spaces in the mid-1980s, including the removal of interior walls and the addition of new wall partitions. The most significant interior change was the removal of the hydraulic elevator on the east side of the building, which has been converted into a stairwell. The elevator on the west side continues to be used.

The interior plan and materials of 11-25 Terminal Way range from highly intact to altered in the four units. However, all alterations were the result of the building's continued use for provisions businesses. The most intact spaces are in 23-25, which include vertical, wood, board-and-batten wall paneling, terra cotta block partition walls, and skylights. All units have original hydraulic elevators, while some have modern refrigeration and freezer units. All basements are attached to an intact original tunnel which leads under Terminal Way to the MCSW. Sections of the building still serve dry and cold storage businesses, and modern freezers have been added. Other sections of the building are vacant, and while they retain all of their historic fabric, neglect through disuse has allowed these sections to fall into great disrepair mainly through damage from the elements.

PART III. SOURCES OF INFORMATION

A. Architectural drawings:

No architectural drawings were identified. Repositories searched include the Rhode Island State Archives, Providence City Archives, Providence Public Library, Rhode Island Department of Transportation, Providence Journal photographic archives, and Rhode Island Historical Preservation and Heritage Commission Library.

B. Historic views:

No appropriate historic views were identified. Repositories searched include the Rhode Island State Archives, Providence City Archives, Providence Public Library, Rhode Island Department of Transportation, Providence Journal photographic archives, and Rhode Island Historical Preservation and Heritage Commission Library.

C. Interviews:

No interviews were conducted.

D. Bibliography:

Anonymous

1917 "Big Building for Produce Dealers to be Built Here." Providence Journal, April 27, p. 9.

Moyer, James A. and Raymond U. Fittz

1928 *Refrigeration Including Household Automatic Refrigerating Machines*. McGraw-Hill Book Company, Inc., New York.

The Public Archaeology Laboratory, Inc.

1994 *Provisions Warehouse Historic District National Register of Historic Places Evaluation*. Submitted to Vanasse Hangen Brustlin, Inc. and the Rhode Island Department of Transportation, Providence, Rhode Island.

PART IV. PROJECT INFORMATION

The Rhode Island Department of Transportation (RIDOT), under the auspices of the Federal Highway Administration (FHWA), is proposing to improve ramp access from Interstate 95 at the Civic Center Interchange, Providence, Rhode Island. The construction of ramps for south bound traffic requires the demolition of four contributing buildings in the Provisions Warehouse Historic District, a property that has been determined eligible for listing in the National Register of Historic Places. The buildings are the Armour & Company Building at 100 Harris Avenue, M.T. Marcello Company Building at 105 Harris Avenue, Costello Brothers, Inc. Warehouse at 111 Harris Avenue, and Terminal Building at 11-25 Terminal Way and 184 Kinsley Avenue. The project Memorandum of Agreement among the Rhode Island State Historic

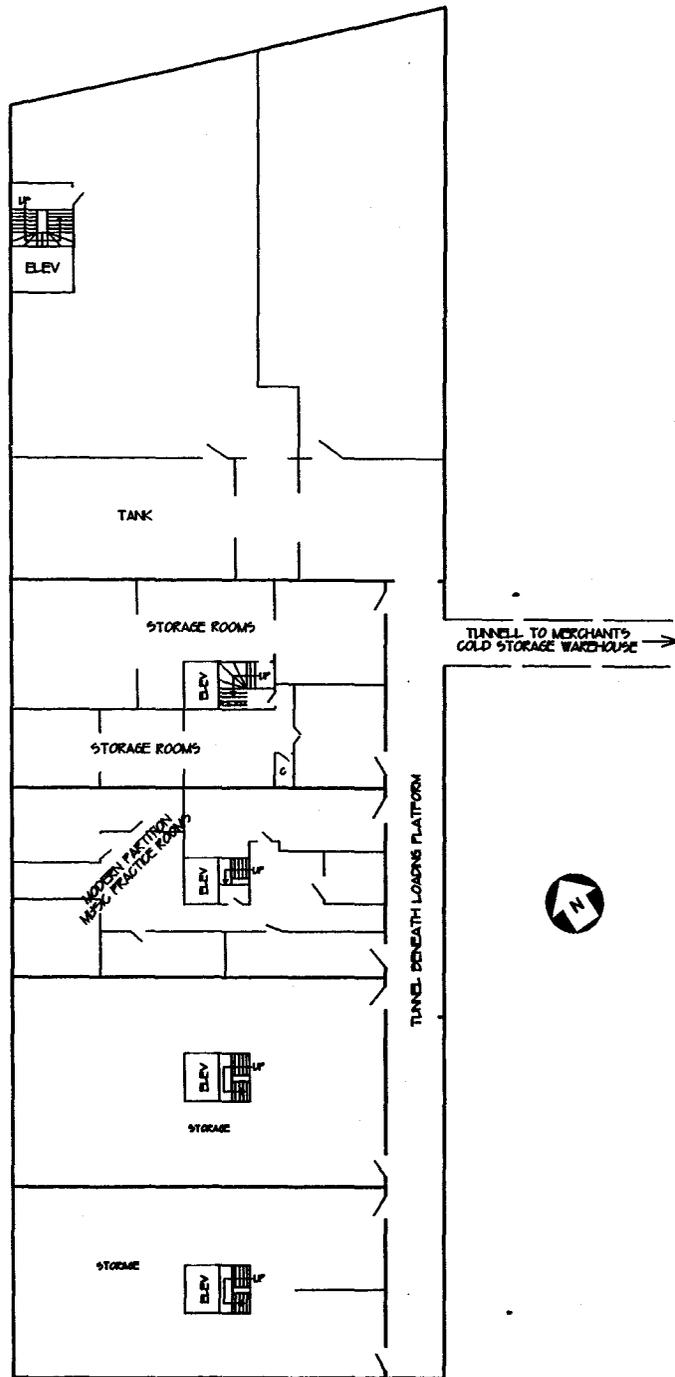
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Preservation Officer (RISHPO), the FHWA, and RIDOT outlined stipulations to minimize or mitigate any adverse project impacts on historic properties. One stipulation calls for the recordation of the Provisions Warehouse Historic District and the four buildings slated for demolition to Historic American Buildings Survey standards prior to the commencement of construction.

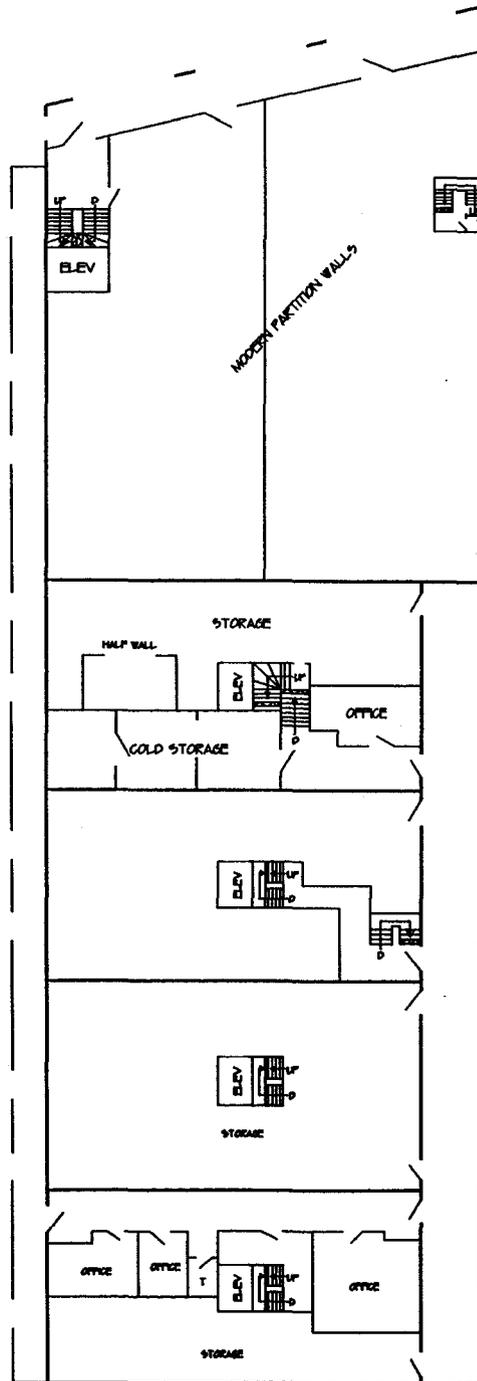
The Public Archaeology Laboratory, Inc. (PAL Inc.) of Pawtucket, Rhode Island, was retained by Vanasse Hangen Brustlin, Inc., on behalf of RIDOT. This report was compiled in May 1998 by the PAL Inc. project team, including Stephen Olausen, Senior Architectural Historian and Nicolas C. Avery, Architectural Historian. The large format archival photography was completed in March and April 1998 by Robert Brewster of Warren Jagger Photography, Inc., Providence, Rhode Island.

Prepared by: Nicolas C. Avery
Title: Architectural Historian
Affiliation: The Public Archaeology Laboratory, Inc.
Date: May 1998

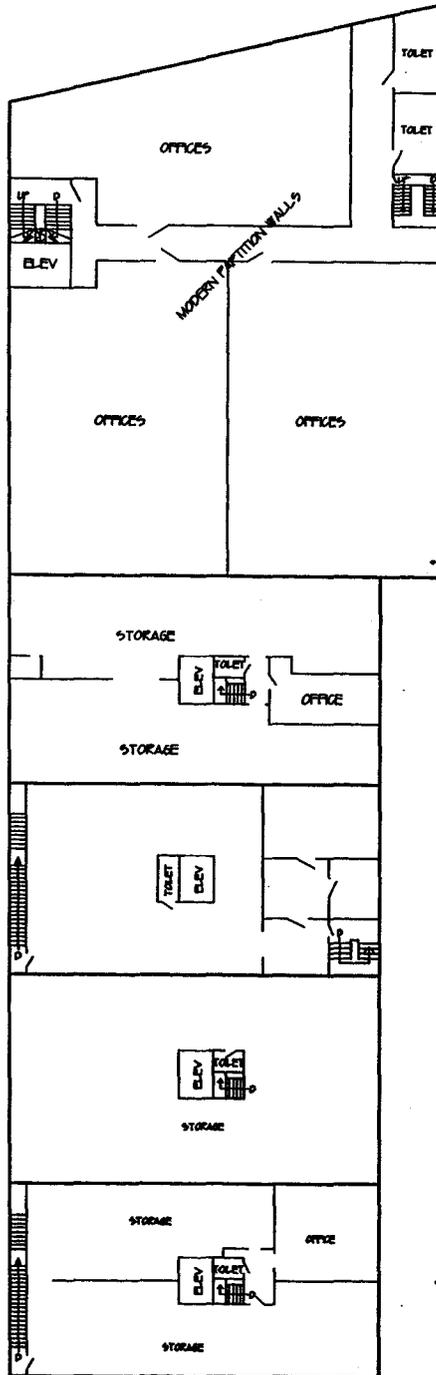
Basement Plan



First Floor Plan



Second Floor Plan



Third Floor Plan

