



To: Rhode Island Department of  
Transportation  
Two Capitol Hill  
Providence, RI 02903

Date: February 12, 2020

Memorandum

Project #: 72900.00

From: Peter Pavao

Re: Reconstruction of the Pell Bridge Approaches Environmental  
Assessment - Cultural Resources

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## 1. Introduction

The Claiborne Pell Newport Bridge (Pell Bridge) carries State Route 138 between Jamestown and Newport and is the only road connection between Jamestown and Aquidneck Island. The Proposed Action Alternative of the Pell Bridge Interchange Project (Project) would provide direct connection from the northern part of the City to the downtown area, reduce queued vehicle traffic onto the Pell Bridge, reduce traffic in downtown Newport, and provide a portion of the bicycle and pedestrian facilities envisioned in the Aquidneck Island Transportation Study. The Proposed Action (Project) would occur in the City of Newport and Town of Middletown, Rhode Island. In accordance with the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) is being developed to evaluate the impacts of construction and operation of the re-designed interchange on environmental resources.

This technical memorandum describes the presence of and the Project's potential impact to cultural resources. Included in this report is a statement of the methodology used to conduct the survey, results of the field survey to locate and identify potentially eligible historic properties within the Area of Potential Effects (APE), and recommendations for properties that have not been previously evaluated in terms of their potential for listing in the National Register of Historic Places (National Register).

## 2. Study Area and Methodology

### Study Area

An aboveground historic property survey was prepared for the Project's APE, which encompasses the Project's limits of ground disturbance (LOD) and all properties within a one-tenth-mile of the LOD. The goals of the aboveground historic property survey were to locate and record information about the nature and extent of the historic resources within the APE and provide preliminary recommendations regarding the eligibility of resources that have not previously been evaluated for listing in the National Register. The survey included background research of previously identified historic properties, field work to verify results of the background research, and location and recording of information about all properties that are at least 50 years old within the Project APE that may be eligible for listing in the National Register.

### Definition of Area of Potential Effects

The APE is defined as "...the geographic area within which the undertaking may cause changes in the character of or use of historic properties if any such properties exist" [36 CFR 800.16(d)]. A historic property is defined as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register maintained by the Secretary of the Interior" [36 CFR 800.16(l)]. The establishment of a project APE is based on the potential for effects, both direct and indirect, for aboveground historic properties (historic districts, buildings, objects, and structures) and belowground historic properties (archaeological sites).

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## Methodology

The methodology for the survey of aboveground and subsurface resources was designed to locate and identify all properties, including districts, buildings, structures, objects, and sites, within the Project's area of potential effects (APE) that are listed or may be eligible for listing in the National Register. The survey was conducted in accordance with the standards and guidelines established by the National Historic Preservation Act of 1966 (P.L. 89-665), as amended, the Rhode Island Historic Preservation Act of 1968, the Secretary of the Interior's Standards and Guidelines for Identification (1983), and National Register Bulletin 24, Guidelines for Local Surveys: A Basis for Preservation Planning (1977, revised 1985).

### Background Research

Background research was conducted to identify known historic resources within the Project APE. The Rhode Island Historic Preservation and Heritage Commission (RIHPHC) Inventories of Historic and Architectural Resources Surveys and the National Register were reviewed. Copies of Consensus Determinations of Eligibility (CDOEs) and National Register of Historic Places nomination forms have been obtained for all previously evaluated properties located within the Project APE.

### Windshield Survey

Initial fieldwork consisted of a "windshield survey" of the Project Area. Properties at least 50 years old located within the APE were identified. Previously identified historic resources were field verified. A total of 14 historic buildings and one historic railroad were identified in the APE during the windshield survey that are at least 50 years old, have not been previously surveyed, and appeared eligible for listing in the National Register.

### Intensive Field Survey

An intensive field survey was conducted using information collected during the background research and windshield survey. The survey team revisited all properties within the APE that were noted during the windshield survey as being at least 50 years old, including properties listed in the National Register. Each property was located on a base map and photographed.

### Evaluation

The results of the intensive field survey and research provided the information used to develop the recommendations contained in Section 4 below. The information gathered was sufficient to make a preliminary recommendation about whether a property or area might meet the criteria for listing in the National Register. Established by the National Park Service (NPS), the criteria are broadly defined to encompass the wide variety of resources that have been nominated. Under Section 106, the criteria act as a guide for federal agencies in their evaluation of historic resources that may be affected by a proposed undertaking. The NPS defines the criteria as follows:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and meet the following criteria:



- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important to prehistory or history.

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or
- D. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance.

### **RIHPHC Inventory Forms**

For the properties identified as being 50 years or older, not previously surveyed, and appearing potentially eligible for listing in the National Register, a standard RIHPHC inventory form was prepared according to the Rhode Island Historic Preservation Act of 1968, the Secretary of the Interior's Standards and Guidelines for Identification (1983), and National Register Bulletin 24, Guidelines for Local Surveys: A Basis for Preservation Planning (1977, revised 1985). A CDOE was

compiled for the Old Colony and Newport Railroad. The forms and CDOE are included as Appendix C. Fieldwork involved recordation of the railroad and building(s), and photography.

## Archaeology

VHB conducted Phase IA Archival Research to determine past land use in the Project Area and to identify the locations of any previously-documented archaeological sites (including cemeteries, roads, buildings, and Native American settlements). The cultural resource inventories maintained by the RIHPHC were reviewed for information on recorded sites in and adjacent to the APE. This information, together with historical maps, photographs, and aerials, were used to arrive at a preliminary assessment of the archaeological sensitivity of the APE and predictive statements regarding the types of Euro-American and/or Native American archaeological sites that could be expected. These materials were also reviewed to trace more recent changes within the APE that could compromise the integrity of soils and archaeological deposits.

Analysts conducted a preliminary field review of the archaeological APE on May 11, 2018 together with RIDOT's Principal Historic Preservation Specialist/Archaeologist, to assist in determining the degree of past landscape disturbance, one of several factors influencing the sensitivity assessment. This element of the survey was also intended to locate and identify any surface indications of pre-contact or post-contact archaeological sites, such as artifact scatters, historic structural remains, or landscape features. Phase IB Archaeological Testing was conducted on October 1, 2018 through October 3, 2018 to assess the presence or absence of subsurface archaeological remains within the APE, and to document modern ground disturbance. Results of the Phase IB testing are briefly described below in section 4, and will be the subject of a Phase I Technical Report.

## 3. Applicable Regulations and Criteria

State-level review is required by the RIHPHC under R.I.G.L. 42:45 et seq. The Project is also required to comply with federal laws including the National Environmental Policy Act, Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303), and Section 106 of the National Historic Preservation Act of 1966 as amended, and the implementing regulations of the Advisory Council on Historic Preservation (36 CFR 800). In the event of a finding of adverse effect to aboveground and subsurface resources, Rhode Island Department of Transportation (RIDOT) will consult with the Executive Director of the RIHPHC to determine whether there are prudent or feasible alternatives that would avoid, minimize, or mitigate any adverse effects of the Project pursuant to 36 CFR 800.5(e) and 800.9.

## 4. Impact Assessment

### Historic Resources

Background research and subsequent field survey concluded that the APE encompasses one National Historic Landmark District, two properties listed in the National Register, and two properties determined eligible for listing in the National Register. Within the APE, there are also four properties (three buildings and one railroad) that are at least 50 years old, were not previously surveyed, and appeared potentially eligible for listing in the National Register. An additional 11 properties outside the APE were also surveyed and appear potentially eligible for listing.

Of the three historic buildings within the APE that were evaluated for listing in the National Register, one building (62 Van Zandt Avenue) is recommended as eligible for listing; the other two buildings were recommended not eligible. A National Register Eligibility Evaluation was compiled for the Old Colony and Newport Railroad and submitted to

RISHPO, which concurred that the railroad is ineligible. The APE and identified historic resources are shown in Figures 1 and 2 and Table 1 below.

Copies of the nomination forms for National Register-listed properties within the APE are located in Appendix A; copies of CDOE forms for properties within the APE found eligible for listing in the National Register are located in Appendix B; and copies of the inventory forms prepared for the 14 properties that have not been previously surveyed and the Old Colony and Newport Railroad National Register of Historic Places Eligibility Evaluation are included in Appendix C. The historic resources are described in the following subsections.

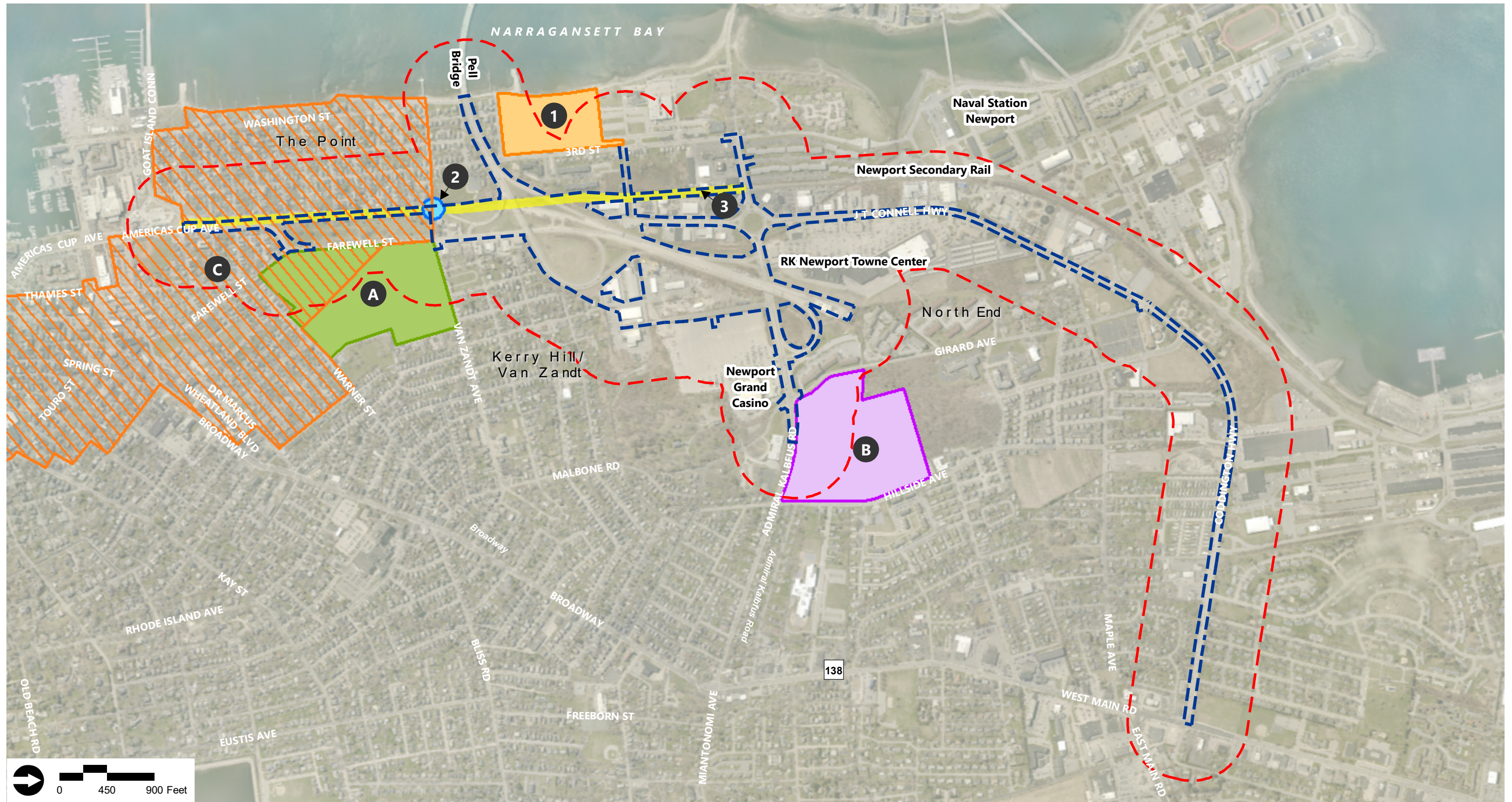
### Archaeological Resources

No archaeological sites were identified during the Phase I Archaeological Survey. Therefore, the Project will not adversely impact any archaeological resources within the APE.

**Table 1 – Historic Resources Within and In the Vicinity of the Project Site**

No.	Resource Name ( <b>bold</b> denotes resources within APE)	Location	NR No.	Designation
A	<b>Common Burying Ground and Island Cemetery</b>	<b>Farewell and Warner Streets</b>	<b>74000044</b>	<b>NRIND</b>
B	<b>Miantonomi Memorial Park and WWI Memorial Tower</b>	<b>Hillside and Girard Avenues</b>	<b>69000003</b>	<b>NRIND</b>
C	<b>Newport Historic District National Historic Landmark</b>	<b>N/A</b>	<b>68000001</b>	<b>NHL/NRDIS</b>
1	<b>U. S. Naval Hospital Newport Historic District</b>	<b>3rd Street</b>	<b>N/A</b>	<b>CDOE</b>
2	<b>Van Zandt Avenue Bridge</b>	<b>Van Zandt Avenue</b>	<b>N/A</b>	<b>CDOE</b>
3	<b>Old Colony and Newport Railroad</b>	<b>N/A</b>	<b>N/A</b>	<b>RNE</b>
a	Louis Torry House	108 Evarts Street	N/A	RE
b	Hall Avenue Grocery and Variety Store	49 Hall Avenue	N/A	RNE
c	<b>White's Laundry and Carpet Cleaning Company</b>	<b>35 Halsey Street</b>	<b>N/A</b>	<b>RNE</b>
d	Fairview	34 Malbone Road	N/A	RE
e	Morrison House	48 Malbone Road	N/A	RNE
f	Hayes House	52 Malbone Road	N/A	RNE
g	O'Connor House	54 Malbone Road	N/A	RNE
h	<b>Martins House</b>	<b>32 Prescott Hall Road</b>	<b>N/A</b>	<b>RNE</b>
i	Eppley Laboratory	12 Sheffield Avenue	N/A	RNE
j	<b>62 Van Zandt Avenue</b>	<b>62 Van Zandt Avenue</b>	<b>N/A</b>	<b>RE</b>
k	Caroline L. Parker House	104 Van Zandt Avenue	N/A	RNE
l	Ball Realty Company Building	122 Van Zandt Avenue	N/A	RNE
m	Nathan Ball Apartment Building	126 Van Zandt Avenue	N/A	RNE
n	Coggeshall School	134 Van Zandt Avenue	N/A	RE
NRIND	National Register of Historic Places, Individual Listing			
NRDIS	National Register of Historic Places, District			
NHL	National Historic Landmark			
CDOE	Consensus Determination of Eligibility			
RE	Recommended Eligible			
RNE	Recommended Not Eligible			





Source: RIDOT, RIGIS

**Legend**

**Historic Properties Listed in the National Register**

- A Common Burying Ground and Island Cemetery (NRIND)
- B Miantonomi Memorial Park and WW1 Memorial Tower (NRIND)
- C Newport Historic District (NHL)

**Properties Found Eligible for Listing in the National Register**

- 1 Third Street Naval Hospital Historic District (CDOE)
- 2 Van Zandt Avenue Historic RR Bridge (CDOE)
- 3 Old Colony and Newport Railroad (RNE)

- Limit of Disturbance
- 1/10 Mile Project Radius

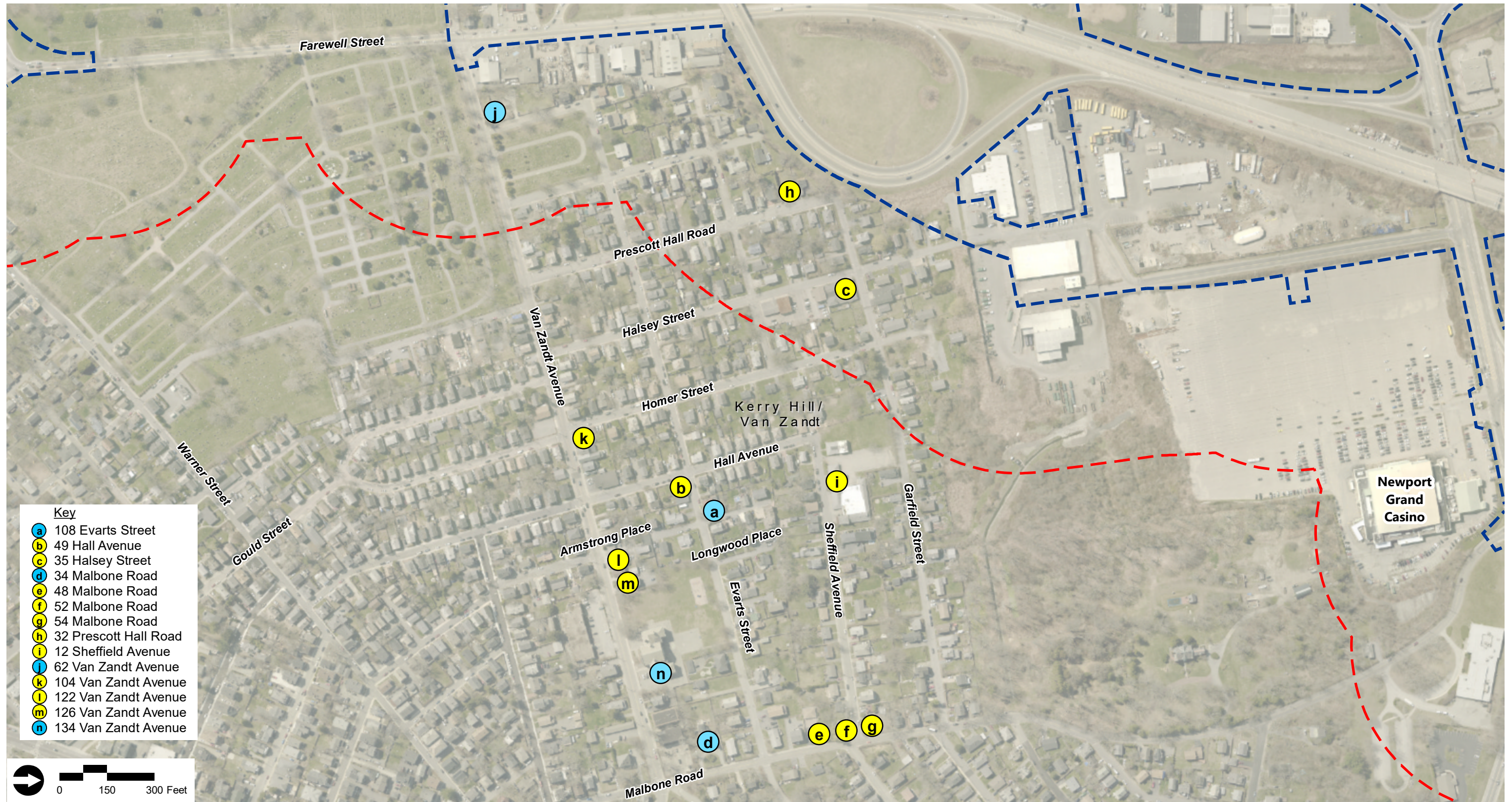
- NRIND National Register of Historic Places, Individual Listing
- NHL National Historic Landmark
- CDOE Consensus Determination of Eligibility
- RNE Recommended Not Eligible



Figure 1  
Historic Resources

**Reconstruction of Pell Bridge Interchange  
Newport/Middletown, Rhode Island**





Source: RIDOT, RIGIS

**Legend**

- Historic Properties Not Previously Surveyed, Recommended Not Eligible
- Historic Properties Not Previously Surveyed, Recommended Eligible
- - - Limit of Disturbance
- - - 1/10 Mile Project Radius



Figure 2  
Historic Properties Not Previously Listed

**Reconstruction of Pell Bridge Interchange  
Newport/Middletown, Rhode Island**



## Previously Identified Historic Resources within the Project Limits of Disturbance (LOD)

### **Newport Historic District National Historic Landmark (NHL 1968, amended 2008; NR #68000001)**

The Newport Historic District National Historic Landmark is located at the south end of the APE and is bounded by Van Zandt Avenue, Newport Harbor, Thames Street, Pope Street, William Street, Bellevue Avenue, Bull Street, Broadway, and Kingston Street. The district boundaries roughly match the 18th-century town limits of Newport and contain over 1,400 buildings. The district is composed of three distinct sections: the largely residential Point section north of the harbor; the West Broadway area, encompassing the commercial corridor and its residential side streets; and the Hill, rising from the harbor eastward to Bellevue Avenue.

Together, the district's buildings represent approximately 350 years of architecture and include a combination of commercial, residential, institutional typologies. They are predominantly one to three stories in height and of wood-frame construction. Built in a variety of styles, including the Georgian, Federal, Queen Anne, and Stick styles, the buildings primarily exhibit gable, gambrel, hip, or mansard roofs and clapboard or shingle sheathing.

According to the National Register nomination, the Newport National Historic Landmark District possesses extraordinary significance for its nationally important architectural heritage. The district includes outstanding individual examples of Georgian design and an impressive concentration of modest colonial houses. A 2008 update to the NHL form notes the district's significance under Criteria A and C.

### **Van Zandt Avenue Bridge (CDOE 1994)**

The Neo-Classical revival style Van Zandt Avenue Bridge (RIDOT Bridge #287) spans Van Zandt Avenue between Third Street and Farewell Street and is located within the southern half of the Project. Forming the northern boundary of the Newport Historic District National Historic Landmark, the bridge has historical and engineering significance as a relatively unaltered example of a concrete bridge of the early 1930s constructed by the City of Newport to replace an earlier structure. This bridge is one of only four concrete continuous tee-beam bridges constructed before 1945 in the state of Rhode Island; three of these bridges (including this one) have been determined eligible for listing in the National Register. It is also notable as a poured-in-place structure, a method no longer used for the construction of concrete bridges.

## Previously Identified Historic Resources within One-Tenth-Mile Radius of the LOD

### **Common Burying Ground and Island Cemetery (1974, NR #74000044)**

The Common Burying Ground and Island Cemetery are located within the APE at the intersection of Farewell Street and Van Zandt Avenue. The Common Burying Ground and Island Cemetery are listed in the National Register with significance in the areas of art, sculpture, politics, and military history.

The Common Burying Ground was given to the City of Newport in 1640 and today contains more than 3,000 gravestones. The cemetery was divided into areas for free men and slaves, and the earliest gravestones date to the mid-17th century. Island Cemetery was laid out in 1830 after land in the Common Burying Ground became scarce. The cemetery consists of a grid system of paths and contains several elaborate 19<sup>th</sup>-century family plots. There are three late Victorian buildings in the Island Cemetery, which include the cemetery office (1901-1902) on Warner Street, a one-and-a-half story brick structure with a broad arched entrance and a central clock tower designed by Herbert Wilson; the temple form receiving vault, which was designed by Edwin Wilbar in 1894; and

the Richardsonian-Romanesque Belmont Memorial Chapel (1886-1888), which is the work of George C. Mason and Son.

Several significant individuals are buried in the Common Burying Ground and Island Cemetery. They include distinguished military leaders such as Oliver Hazard Perry and Commodore Matthew C. Perry; William Ellery, a signer of the Declaration of Independence; and Richard Morris Hunt, one of the most significant American architects of the 19th century.

The cemetery also showcases the work of several significant stonecutters and sculptures. Among them are the stonecutters William Mumford; John Stevens I, II, and III; and John Bull. Their works are considered masterpieces of colonial art.

### **Miantonomi Memorial Park and WWI Memorial Tower (1969, NR #69000003)**

The Miantonomi Memorial Park and World War I Memorial Tower is sited at the eastern edge of the APE, at the intersection of Girard Avenue and Admiral Kalbfus Road. The site consists of 32 acres. The focal point is a 78-foot-tall World War I memorial tower, which was commissioned in 1921 by the City of Newport and was dedicated in 1929. The tower is built of fieldstone and was designed by William Mitchell Kendall, a senior partner of the firm McKim, Mead, and White. The significance of the site dates back to the colonial period. Miantonomi Hill was used as a lookout as early as 1667, when a beacon was established at the top of the hill. During the Revolutionary War, fortifications were constructed on the hill and another beacon was erected that would sound the alarm in case of invasion. After the war, the area was used primarily as farmland until the city purchased it for use as a park in 1921. Miantonomi Memorial Park and the World War I Memorial Tower are listed in the National Register for their significance in the areas of architecture and military history.

### **United States Naval Hospital Newport Historic District (CDOE 1998)**

The Naval Hospital Newport Historic District is located on the mainland of Aquidneck Island, about 250 yards southeast of Coasters Harbor Island. The 14.1-acre property is polygonal in shape and occupies a level waterfront site between Third Street and Coasters Harbor. The original permanent buildings of the Newport Naval Hospital survive largely intact, representing the unified plan adopted by the Navy for hospital construction just prior to World War I. As such they are representative of the theme of architecture and engineering of 20th century military buildings. Although alterations and additions have diminished the integrity of some of the buildings, collectively they continue to portray the distinctive characteristics of their type and time.

## **Historic Resources Recommended Eligible**

RIHPHC inventory forms were compiled for the 14 buildings identified as 50 years or older, not previously surveyed and appearing potentially eligible for listing. Construction dates were estimated based on visual observation, supplemented by available historic maps and atlases, aerial images, and ownership history. Basic information was collected for each property to identify historical significance and patterns of settlement, and to understand the relationships between the current built environment and historical development of the neighborhood bounded by Van Zandt Avenue, Malbone Road, Garfield Street, and Route 238. Of the 14 buildings evaluated, four were recommended as eligible under Criteria A and C and are described below. One of these buildings, 62 Van Zandt Avenue, is within the APE.

### **Louis Torry House**

The Louis Torry House at 108 Evarts Street is a two-story, two-bay-by-three-bay, Prairie School-style (specifically American Foursquare) residence. Walls are rusticated concrete block with quoins at each corner that rest on a concrete foundation. The main entrance occupies the first bay of the east elevation and comprises a multi-light wood door with simple surround and concrete lintel. A two-story full-width porch dominates the facade. The first story features a rusticated knee wall and four rusticated block columns which support the second-story porch. A window was added to the east elevation of the porch. The second-story porch is ornamented with a checkerboard-patterned rusticated knee wall. Most windows are two-over-two, double-hung vinyl sash with concrete sills and lintels. The building is capped by an asphalt-shingle, pyramidal hip roof with a brick chimney, overhanging eaves and a wide wood cornice. A carved stone with the date of the building, "1915," is centered beneath the roofline.

A two-car wood-frame garage is west of the residence and faces north onto Armstrong Place. The garage features drop board siding, a pair of overhead roll-up paneled doors, and an asphalt shingle gable roof.

The Louis Torry House retains integrity of location, design, setting, materials, workmanship, feeling, and association, and fulfills National Register criteria A and C with significance at the local level. The Project does not propose any impacts to the Louis Torry House that could result in a Section 106 adverse effect.

### **Fairview**

Fairview at 34 Malbone Road is a two-and-one-half-story, four-bay-by-four-bay, wood shingle Second Empire-style residence with Queen Anne and Stick style updates. The building faces east onto Malbone Road and is set back from the street by a manicured lawn and semi-circular paved drive. The asymmetrical facade (east) measures four bays wide and is dominated by a single-story, full-width, hip-roof porch that extends around the north elevation and is ornamented with angled brackets, circular vergeboard, and a low railing with sleeve belly balusters. The main entrance is south of center and features a pair of multi-pane wood-frame glazed doors with a simple surround. Window openings at the first story are rectangular and fit with multi-pane and one-over-one wood sash that are flanked by wood shutters. A hip-roof bay window projects from the side (south) elevation, and a single-story hip-roof addition extends west from the rear (west) elevation.

A moderate wood cornice ornamented by regularly-spaced brackets supports overhanging eaves and a Mansard roof. Clad with asphalt shingles, the Mansard is pierced by pairs of gabled wood dormers fit with two-over-two sash at each elevation. A shallow gambrel dormer is centered on the façade beneath a single-story tower. The dormer opens to a small balcony and features a wood sign identifying the name of the property as "FAIRVIEW."

Fairview retains integrity of location, design, setting, materials, workmanship, feeling, and association, and fulfills National Register criteria A and C with significance at the local level. The Project does not propose any impacts to Fairview that could result in a Section 106 adverse effect.

### **62 Van Zandt Avenue**

According to assessor records, the house at 62 Van Zandt Avenue was completed in 1753 and is a four-bay-by-two-bay Georgian-style residence. The building extends two stories above a raised fieldstone foundation, features clapboard walls, and is capped by a side gable roof sheathed in asphalt shingles and pierced by two brick chimneys. The main entrance at the second bay of the front (south) elevation features a paneled door and



wood-framed screen door, capped by a multi-light wood transom. Accessed by a poured concrete stair and steel handrails, the entrance is accented by an unpedimented flat entablature supported by a pair of wooden pilasters. Window openings are fit with twelve-over-twelve double-hung wood sash with simple wood surrounds.

A ca. 1970 one-and-one-half-story addition projects from the side (west) elevation. Designed to match the main block, the addition measures two bays wide and two bays deep, features clapboard walls and twelve-over-twelve wood sash and a secondary entrance at the west elevation. The gambrel roof is clad with asphalt shingles and is pierced by a brick chimney at the ridge and paired gable-roof dormers at the front slope. A second addition projects from the rear (north) elevation of the main block. The addition rises one story to a shed roof.

The property at 62 Van Zandt Avenue retains integrity of location, design, setting, materials, workmanship, feeling, and association, and fulfills National Register criteria A and C with significance at the local level. The Project does not propose any impacts to 62 Van Zandt Avenue that could result in a Section 106 adverse effect.

### **Coggeshall School**

The Coggeshall School at 134 Van Zandt Avenue is a Richardsonian Romanesque-style school building constructed in 1899. The school faces south onto Van Zandt Avenue between the intersection with Malbone Road (east) and Hall Avenue (west) and is surrounded by paved drives with a parking lot to the north and east. The property also includes Lots 39 (west) and 50 (northwest), which are occupied by the associated lawn, recreational space, and playground.

The school comprises a two-and-one-half-story central volume with a front-gable roof that is flanked by two-story, L-shaped wings capped by hip roofs that extend from the side elevations. The building is set on a raised, rough-cut granite foundation. Walls are red brick set in a common bond with smooth masonry quoins at major wall intersections. The façade of the main block is dominated by a double-height rounded-arch window opening at the gable. The main entrances are recessed within full-arch vestibules framed with masonry quoins at the south elevations of the two wings, near the intersection with the side elevations of the main block. Entrances comprise half-light modern metal doors flanked by sidelights and topped by diamond-pane rectangular window openings and a full-arch transom. The basement level is pierced by regularly-spaced rectangular window openings. The remaining fenestration is regular and mostly consists of replacement windows organized in groupings of three one-over-one, double hung, metal sash above a hopper window. The window openings have masonry lintels and sills. The slate-shingled roofs feature overhanging eaves with moderate denticulated wood cornices; the roofline at the facade (south elevation) of the main block features a smooth stone edge. Six brick chimneys with decorative brickwork project from the east and west wings.

The Coggeshall School retains integrity of location, design, setting, materials, workmanship, feeling, and association, and fulfills National Register criteria A and C with significance at the local level. The Project does not propose any impacts to the School that could result in a Section 106 adverse effect.

### **Historic Resources Determined Ineligible**

The Project proposes a bike corridor extension along a portion of the Old Colony and Newport Railroad, which would result in the partial removal of the track structure. A National Register of Historic Places Eligibility Evaluation (included in Appendix B9) was prepared to assess the eligibility of the Old Colony and Newport line in its entirety. The

evaluation concluded that the railroad as a whole is not eligible for listing in the National Register due to a loss of integrity in the areas of setting, materials, workmanship, design, feeling, and association.

RISHPO concurred with the overall finding regarding the railroad, but indicated that certain surviving elements of the railroad may be potentially eligible for listing individually. One of these elements, the Pell Bridge on- and off-ramps, is within the project APE. Further evaluation of these ramps determined that they belong to a category of post-1945 concrete and steel bridges that has been determined non-eligible for the National Register. This determination was made as part of a 2014 memorandum from RIDOT to RIPHC entitled *Technical Memorandum No. 1—Advisory Council on Historic Preservation Program Comment Issued for Streamlining Section 106 Review Actions Affecting Post-1945 Concrete and Steel Bridges*.

### **Archaeological Resources**

Phase 1A Archival Research was conducted to determine the sensitivity of two loci: the first sited along the former Old Colony and Newport Railroad proposed bike corridor extension and the second adjacent to the RK Newport Towne Shopping Center. The results of the assessment indicate that the location of the proposed bike path extension is adjacent to the Braman Cemetery (a contributing property to the Newport Historic District National Historic Landmark). In addition, the location adjacent to the RK Newport Town Shopping Center is sensitive for the presence of pre-contact archaeological deposits due to its proximity to RI-940. RI-940 is a late-Archaic-period site that was the subject of a Phase II Archaeological Site Evaluation in 1982. According to the Phase II report, the site is eligible for listing in the National Register (SUNY Binghamton Public Archaeology Facility Cultural Resource Management Report Phase I & Phase II I-895, Rhode Island 1982: 302). However, the accompanying RIHPHC Archaeological Site Inventory form notes the site as "Destroyed."

Phase IB archaeological testing was completed between October 1, 2018 through October 3, 2018, in the two loci to assess their archaeological sensitivity. A total of 27 shovel test pits were dug in a linear transect at ten-meter intervals along the proposed bike path corridor adjacent to the cemetery. These pits exposed bedrock and/or standing water, and none contained natural strata. Four shovel test pits yielded a total of five historic-period artifacts within disturbed soils. Due to the low density and low diversity of the artifacts recovered, as well as the poor integrity of the deposits, these finds are not likely to yield significant information about past land use. A total of 29 shovel test pits were dug along a ten-meter grid in the open field east of the RK Newport Town Center. Modern materials and recent trash were recovered in these shovel test pits. No archaeological sites or features were identified in either location. No further archaeological investigations are recommended.

### **No Action Alternative**

Under the No Action Alternative, the Old Colony and Newport Railroad would not be removed and would therefore cause no adverse impacts to historic resources. As noted in Section 4, no archaeological sites were identified during the Phase I Archaeological Survey. Therefore, the No Action Alternative would not adversely impact any archaeological resources.

## 5. Cumulative Impacts

Based on a review of aerial imagery, historic resources within the APE have not changed significantly since at least 1995.<sup>1</sup> The Project itself will not substantially change or alter known historic resources. No other present or reasonably foreseeable future actions are known that would result in the Project having adverse cumulative impacts to historic resources within the APE.

### Archaeological Resources

As noted in Section 4, no archaeological sites were identified during the Phase I Archaeological Survey. Therefore, no present or reasonably foreseeable future actions would result in the Project having adverse cumulative impacts to archaeological resources within the APE.

## 6. Mitigation

No adverse effects were identified as part of the Section 106 consultation process. Therefore, no mitigation is required.

## 7. Regulatory Coordination and Required Permits

The RIHPHC has review authority over projects requiring state or federal funding, licensing, permitting, and/or approvals, in order to evaluate potential direct or indirect impacts to properties listed or eligible for listing in the National Register, in compliance with the standards and guidelines established by the Rhode Island Historic Preservation Act of 1968, the Secretary of the Interior's Standards and Guidelines for Identification (1983), and National Register Bulletin 24, Guidelines for Local Surveys: A Basis for Preservation Planning (1977, revised 1985).

RIDOT has coordinated with RIHPHC throughout the NEPA process in compliance with the requirements of Section 106 of the National Historic Preservation Act. In January 2019, following review of the Phase I Archaeological Survey, RIHPHC concurred with RIDOT's recommendation that there was no need for further survey. In February 2020, following review of RIDOT documentation regarding historic properties, RIHPHC concurred that the project would have No Adverse Effect on historic properties. RIDOT and RIHPHC have coordinated with identified Consulting Parties, including the Newport Historical Society, The Point Association, the Newport Historic District Commission, and the Preservation Society of Newport County. Copies of correspondence between RIDOT and RIHPHC are included in Attachment D.

### Archaeological Resources

Pursuant to the Antiquities Act of Rhode Island, G.L. 42-45 and the Rhode Island Procedures for Registration and Protection of Historic Properties, archaeological field investigations that are subject to review by the RIHPHC must apply for an archaeology permit with the RIHPHC.

In June of 2018, VHB prepared the archaeology permit for the Phase I Archaeological Survey. It was sent to RIDOT's Principal Historic Preservation Specialist/Archaeologist for review, then submitted to RIHPHC. The permit was approved on August 21, 2018.

---

<sup>1</sup> HistoricAerials.com (1995, 2003, 2006, 2008-2012, 2014). City of Newport, Rhode Island. Retrieved 18 October 2018.

## **8. Summary of Impacts**

No adverse effects were identified as part of the Section 106 consultation process. Therefore, the Project will not adversely impact any historic resources within the APE.

### **Archaeological Resources**

No archaeological sites were identified within the archaeological APE. Therefore, the Project will not adversely impact any archaeological resources within the APE.

## Appendices

- Appendix A National Register of Historic Places Nominations
- Appendix B Consensus Determination of Eligibility Forms
- Appendix C RIHPHC Inventory Forms and Old Colony and Newport Railroad National Register of Historic Places Eligibility Evaluation
- Appendix D Section 106 Correspondence

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## **Appendix A: National Register of Historic Places Nominations**

**COMMON BURYING GROUND AND ISLAND CEMETERY (NRIND)**

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NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Rhode Island
COUNTY: Newport
FOR NPS USE ONLY
ENTRY DATE MAY 1 1974

1. NAME

COMMON:  
Common Burying Ground and Island Cemetery

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:  
Farewell and Warner Streets

CITY OR TOWN:  
Newport

CONGRESSIONAL DISTRICT:  
1: Ferdinand St. Germain

STATE:  
Rhode Island

CODE:  
44

COUNTY:  
Newport

CODE:  
005

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Site <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) Cemetery

4. OWNER OF PROPERTY

OWNER'S NAME:  
City of Newport (See Continuation Sheet 1)

STREET AND NUMBER:  
City Hall, Broadway

CITY OR TOWN:  
Newport

STATE:  
Rhode Island

CODE:  
44

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
Newport City Hall

STREET AND NUMBER:  
Broadway

CITY OR TOWN:  
Newport

STATE:  
Rhode Island

CODE:  
44

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:  
Map of Old Burial Ground

DATE OF SURVEY: 1903  
 Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:  
Newport Historical Society

STREET AND NUMBER:  
82 Touro Street

CITY OR TOWN:  
Newport

STATE:  
Rhode Island

CODE:  
44

STATE: Rhode Island

COUNTY: Newport

ENTRY NUMBER: 005

DATE:

FOR NPS USE ONLY

SEE INSTRUCTIONS



**7. DESCRIPTION**

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Common Burying-Ground and Island Cemetery are located at the northern end of Farewell Street beyond the center of 18th and early 19th century Newport. Island Cemetery surrounds the Common Burying-Ground on the north and east. Beyond the two cemeteries, to the west of Farewell Street, are the Braman Cemetery, which is a private Jewish Cemetery, and the public North Ground Cemetery. To the north, across Van Zandt Avenue, there is a 20th century addition to the Island Cemetery and to the east, a mid-19th century Catholic cemetery. The crowded and seemingly haphazard layout of the Common Burying-Ground with its modest, low headstones stands in marked contrast to the park-like layout in the Island Cemetery with its individualistic and frequently grandiose monuments.

The Common Burying-Ground, founded in the mid 17th century, is divided into two sections: one for freemen and one for slaves. Two roads curve across the cemetery; the northern road serves as a boundary between the two areas. (See site plan) The freemen section to the south contains the greatest number of stones, many of them grouped in family plots, as well as the oldest stones in the Burying-Ground. In the northern slave section there are fewer stones with more space surrounding each.

The Common Burying-Ground contains three thousand memorial monuments; of these, eight hundred date prior to 1800. The earliest extant markers are from the 1660's. The most common late 17th and 18th century marker form is blue slate with a central broad crest and subordinate flanking crests. The John Ward head stone carved by William Mumford in 1698 exemplifies late 17th and early 18th century gravestone ornamentation. Within the central arched crest is a round-eyed death figure with wings. The lateral arches each contain a blank circle within a circle at the top of the crest and four circular leaf designs below. The inscription carved entirely in capitals beneath the central arch states:

"HERE LYETH INTERRED  
 e  
 Y BODY OF  
 JOHN WARD  
 . AGED 79 YEARS  
 DEPARTED THIS LIFE  
 APRILL 1698"

Beginning in the mid 18th century a second monument form, the ledger stone, became stylish. The ledger stones in the Common Burying-Ground measure approximately three feet by six feet and rest horizontally on a three or four inch foundation. The Hon. Richard Ward monument carved by John Stevens II in 1767 typifies the ledger stones. Centered at the head of the stone is the Ward coat-of-arms which is a cross flory with a crudely drawn griffin's head for a crest. A geometric rosette is carved on each corner of the stone. The epitaph fills the remaining space. It discusses Governor and Mrs. Ward's virtues, their religious affiliations and his life as a public servant. The lettering is both upper and lower case.

See continuation sheet 1

SEE INSTRUCTIONS

**8. SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input checked="" type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input checked="" type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1640 and 1836

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input checked="" type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input checked="" type="checkbox"/> Sculpture	_____
<input checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input checked="" type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input checked="" type="checkbox"/> Military	<input type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

Newport's Common Burying-Ground and Island Cemetery present this nation's social and artistic development in microcosm. They contain not only the graves of our political, religious and commercial leaders but also sailors, shopkeepers, farmers and the slaves. As a resting place for everyman and anyman, the two cemeteries reflect Roger Williams concept of brotherhood.

The Common Burying-Ground was given to the city in 1640 by the Reverend John Clarke. Clarke was one of the founders of Aquidneck Island and served as its first medical doctor. Reverend Clarke organized the first Baptist Church in Newport and in 1663 he obtained the colony's charter from Charles II. After 1836 the Burying-Ground included a small cemetery to the southeast known as the Duck Factory Cemetery. The cemetery was established on the site of the post-revolutionary textile factory for its former employees by funds obtained from the sale and demolition of the factory.

By the early 19th century land for family plots was scarce in the Common Burying-Ground and there was a need for a new cemetery. In 1836 the town of Newport purchased a tract of land which was the beginning of the Island Cemetery. The following year, Henry Bull and William W. Freeborn were appointed to lay out the new cemetery. In 1848 the town conveyed the lands, their care and development to the Island Cemetery Company. Several additions have been made to the original purchase including Willow Cemetery, a small, private burial ground to the southeast.

Every town's cemetery contains the remains of its citizens and reflects its local history. The Common Burying-Ground and Island Cemetery are the resting place of people important in the history of the city, state and nation. Some of our early political leaders buried in the Common Burying-Ground are William Ellery, a signer of the Declaration of Independence, and Henry Marchant, who first introduced the concept of separation of church and state at the Continental Congress. There are four colonial governors: Richard and Samuel Ward, also Samuel and John Cranston. In the Island Cemetery there are four 19th century governors buried: William C. Gibbs, William C. Cozzens, Charles C. VanZandt and George Peabody Wetmore. Two of our

See continuation sheet 3

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

An Historical Sketch of the Island Cemetery (Boston, Mass., 1872).  
 Forbes, Harriette M.: Gravestones of Early New England (Boston, Mass., 1927) pp. 90-97.  
 Ludwig, Allan I.: Graven Images ( Middletown, Conn., 1966), pp. 325-331.

**10. GEOGRAPHICAL DATA**

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	41 ° 29 ' 57.69"	71 ° 19 ' 3.42"		° ' "	° ' "	
NE	41 ° 29 ' 58.35"	71 ° 18 ' 48.51"				
SE	41 ° 29 ' 39.89"	71 ° 18 ' 47.19"				
SW	41 ° 29 ' 39.23"	71 ° 19 ' 2.10"				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 31

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY:	CODE

**11. FORM PREPARED BY**

NAME AND TITLE:  
 Patricia Adams, Research Assistant

ORGANIZATION: Rhode Island Historical Preservation Commission

DATE: March 29, 1974

STREET AND NUMBER:  
 52 Power Street

CITY OR TOWN: Providence

STATE: Rhode Island

CODE: 44

**12. STATE LIAISON OFFICER CERTIFICATION**      **NATIONAL REGISTER VERIFICATION**

<p>As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:</p> <p>National <input checked="" type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/></p> <p>Name: <u>Frederick Williams</u></p> <p>Title: <u>State Historic Preservation Officer</u></p> <p>Date: <u>APR 12 1974</u></p>	<p>I hereby certify that this property is included in the National Register.</p> <p><u>A. P. Martese</u>              Director, Office of Archeology and Historic Preservation</p> <p>Date: <u>5/1/74</u></p> <p>ATTEST:</p> <p><u>W. H. [Signature]</u>              Keeper of The National Register</p> <p>Date: <u>5.1.74</u></p>
--	--

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet) 1

STATE	Rhode Island
COUNTY	Newport
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
DAY 1	1974

(Number all entries)

4. Island Cemetery Company  
Warner Street  
Newport, Rhode Island

Code  
44

7. Description cont.

During the late 18th century, the variety of ornamentation increased. Often the symbols were more personal and the decorative detail more stylistic. The stone signed by John Stevens III in 1779 for Pompey Brenton, a slave, is representative of this ornamental evolution. Within the central arch is the picture of a curly-headed, broad-nosed angel with fluffy clouds to either side. A baroque border surrounds the crest and epitaph. The calligraphy is upper and lower case.

The gravestones of the 19th and 20th centuries generally continue to be of the same modest proportions as the earlier stones. Marble and granite are used as well as slate. A notable exception to the modest profile of the Burying-Ground headstones is the tall, marble column erected in 1870 in memory of the Honorable Joseph Anthony and his wife Anne. The column rests on a large, rectangular base with an inscription on each facade. Above the corinthian capital is a statue of a man with a hand over his heart and the other resting on a cane.

In recent years the Common Burying-Ground has been overgrown with brush; neglect and vandalism has resulted in stones being overturned. However, the early stonecutters chose their materials carefully and worked the stone with such skill that their artistry remains in excellent condition. A program has begun to record, catalogue and research the cemetery stones.

The avenues of the Island Cemetery were laid out during the 1830's in a regular grid system in line with the Common Burying-Ground and Warner Street boundaries. Plots purchased later to the north and east were designed according to a grid system which parallels Van Zandt Avenue. The latter section includes four circles which adds to the scenic quality of the cemetery. (See aerial view) The cemetery is located on a hill overlooking the Common Burying Ground to the west with the Point section of Newport and the harbor in the distance.

There are three late Victorian buildings in the Island Cemetery. The cemetery office (1901-1902) on Warner Street was designed by Herbert Wilson. It is a one-and-a-half story brick structure with a broad arched entrance and a central clock tower. The temple form receiving vault was designed by Edwin Wilbar in 1894. The Richardsonian-Romanesque Belmont Memorial Chapel, 1886-1888, is the work of George C. Mason and Son. The Chapel is constructed of rock-faced brownstone. Its picturesque massing of tall dormers, entrance portico and belfry make it a focal point of the cemetery.

See continuation sheet 2

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet) 2

STATE Rhode Island	
COUNTY Newport	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAY 1 1974

(Number all entries)

7. Description cont.

Before the Belmont chapel stands a bronze statue of August Belmont by J. Q. A. Ward. Given to the city by Belmont's son Perry, it formerly stood in Eisenhower Park. The circular Belmont lot includes an exedra and sarcophagus executed in marble. This 1891 Beaux-Arts monument is the work of Richard Morris Hunt. A second sarcophagus stands in the center of the lot and is the tomb of Commodore Matthew C. Perry, August Belmont's father-in-law. Other family monuments surround it.

Several family lots are noteworthy for the landscape architecture that defines the area as a private sanctuary. A squarely trimmed privet hedge borders the turn of the century Wetmore family lot and divides it in half. Cypress trees mark the entrance. The back edge of the east section is lined with evergreens. In front of the trees is a large tablet with the inscription "Wetmore." The gravesites are defined by a bed of pachysandra and small headstones. The west half of the lot contains a ledger on a high base marking the grave of Anne Derby Rogers Wetmore Sherman, the wife of William Watts Sherman. Granite curbing surrounds the entire lot. The setting is serene and simple.

There are many forms of monuments in the Island Cemetery. Besides the traditional segmental arch stone there are elaborate sarcophagi, religious statues, crosses and obelisks. The most prominent obelisk is the Oliver Hazard Perry monument erected by the city of Newport in 1826. The tall, slender monument is located on top of an artificial mound. Perry's family is buried on the slope around him. An iron fence surrounds the plot which borders the Common Burying-Ground. One of the largest obelisks in the cemetery was built in memory of Major General Isaac Incalls who was killed "while rallying his command" during the Civil War. The 1862 obelisk is tall and unusually broad.

Among the many sculptural monuments, the St. Gaudens angel executed in granite over the 1884 grave of Alfred Smith is the most outstanding. The angel stands holding a tablet inscribed with a Biblical verse above its head. The wings extend upward and curl along the edge of the tablet. The angel's robes fall in heavy folds to its feet. The grave extends forward and a large scallop shell rises from the base.

The 20th century portion of the cemetery is concentrated at the northern end behind the Belmont Chapel. The stones here are more uniform in size and spacing than anywhere else in either cemetery. The manner in which the cemetery has been developed and maintained perpetuates the park-like atmosphere intended by the 19th century designers.

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

(Continuation Sheet) 3

STATE Rhode Island	
COUNTY Newport	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAY 1 1976

(Number all entries)

8. Significance cont.

nation's distinguished military leaders are buried here. They are Oliver Hazard Perry and his brother, Commodore Matthew C. Perry. The Island Cemetery is also the burial place of Richard Morris Hunt, one of the outstanding architects of the Victorian period.

The Burying-Ground is also distinguished for the excellence of its stonework. The stonecutters William Mumford, John Stevens I, II, and III and John Bull are among the first American sculptors; their works are considered masterpieces of colonial art. The craft and art of stonecutting was introduced to Newport during the late 17th century by William Mumford, a Boston stonecutter.

By 1705 Newport had a stonecutter of its own, John Stevens, the founder of a large family of craftsmen. Mumford's influence on John Stevens I is evident in the skull with hanging teeth design and later the tall wings on many of the stones attributed to him. His son, John Stevens II, developed designs of his own. He frequently carved a small cherub with wings. His work is outstanding for its masterful carving and calligraphy. The combination of upper and lower case lettering first appears in the Common Burying-Ground on the stones carved by John Stevens II. The third John Stevens' work is characterized by a bold, provincial, baroque style. According to Allan Ludwig, a noted scholar of New England gravestones, John Stevens III's stone-clad figures on the border panels of the Captain Nathaniel Waldron stone, 1769, are the "earliest in New England to bear the unmistakable imprint of the neoclassical style." The Stevens stonecutting shop was run by descendants of the Stevens family until the early 20th century. John Howard Benson purchased the shop and today his son carries on the tradition. It is one of the oldest continuous businesses in the country.

The work of John Bull, a contemporary of John Stevens II, is similar to the Stevens work but is distinguishable by its spatial quality and figures of greater artistic sensitivity. The stone cut by Bull for Charles Bardin in 1773 contains the image of a god-like figure rising over turbulent waters. Ludwig states that this is the "only extant representation of God in New England." The gravestone art of the Common Burying-Ground is not only beautiful but it is also extremely important historically to enable study of the entire configuration of 17th and 18th century stonecarving.

The Common Burying-Ground and the Island Cemetery, when considered together, reflect the history of Newport and the part it has played in our state and nation's history for three centuries. As early as the mid 19th century, Newporters recognized their cemeteries as historic sites. In 1840 the town voted to spend \$500 of the Island Cemetery profits for the care of the Burying-Ground. Two years later undertakers were first appointed to be responsible for the graves in the old cemetery.

See continuation sheet 4

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

(Continuation Sheet) 4

STATE Rhode Island	
COUNTY Newport	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAY 1 1974

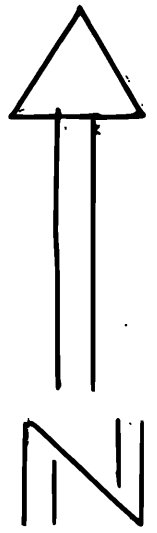
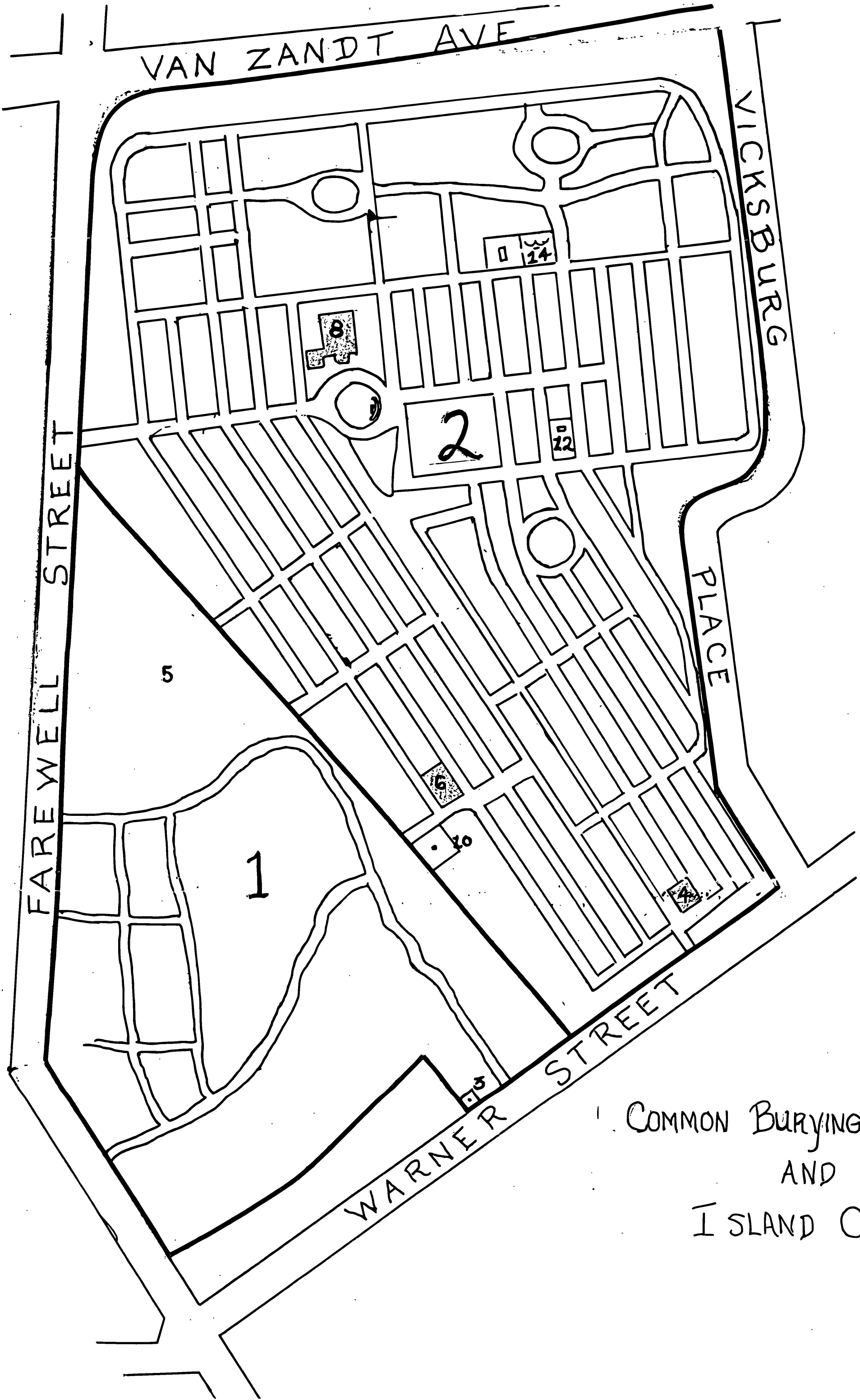
(Number all entries) 8. Significance cont.

Benches were placed on the grounds of the Island Cemetery for the many who visited frequently. The early stones are historically significant as documents from a period with relatively little extant written material. The cemeteries can expand peoples' knowledge in many fields: sociology, philosophy, genealogy and art.

Site Plan Identification:

1. Common Burying-Ground ↵
3. Joseph Anthony Monument, 1870
5. Slave section of the Common Burying-Ground ↵
2. Island Cemetery ↵
4. Cemetery Office, 1901-1902
6. Receiving Vault, 1894
8. Belmont Memorial Chapel, 1886-1888
10. Oliver Hazard Perry Monument, 1826
12. St. Gaudens Angel, 1884
14. Wetmore Family Plot ↵





COMMON BURYING-GROUND  
AND  
ISLAND CEMETERY



Form 10-301  
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

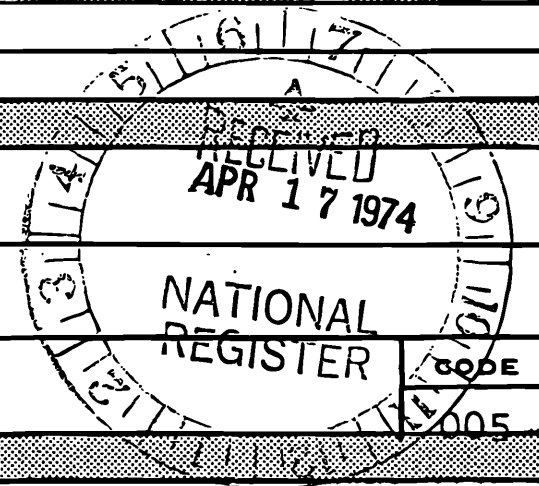
**NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY MAP FORM**

(Type all entries - attach to or enclose with map)

STATE	
Rhode Island	
COUNTY	
Newport	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAY 1 1974

SEE INSTRUCTIONS

<b>1. NAME</b>		
COMMON: Common Burying-Ground and Island Cemetery		
AND/OR HISTORIC:		
<b>2. LOCATION</b>		
STREET AND NUMBER: Farewell and Warner Streets		
CITY OR TOWN: Newport		
STATE: Rhode Island	CODE 44	COUNTY: Newport
<b>3. MAP REFERENCE</b>		
SOURCE: Patricia Adams, Research Assistant, R.I. Historical Preservation Commission		
SCALE: not to scale		
DATE: March, 1974		
<b>4. REQUIREMENTS</b>		
TO BE INCLUDED ON ALL MAPS		
1. Property boundaries where required.		
2. North arrow.		
3. Latitude and longitude reference.		



**MIANTONOMI MEMORIAL PARK AND WORLD WAR I MEMORIAL TOWER (NRIND)**

---

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE:	
COUNTY:	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

**1. NAME**

COMMON:  
Miantonomi Memorial Park and World War I Memorial Tower

AND/OR HISTORIC:  
Miantonomi, Tomony or Wanomitonomo Hill

**2. LOCATION**

STREET AND NUMBER:  
Between Hillside and Girard Avenues. Boundaries as shown on accompanying map.

CITY OR TOWN:  
Newport

STATE: Rhode Island      CODE:      COUNTY: Newport      CODE:

**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District <input type="checkbox"/> Building <input type="checkbox"/>	Public <input checked="" type="checkbox"/>	Occupied <input type="checkbox"/>	Yes: <input type="checkbox"/>
Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/>	Private <input type="checkbox"/>	In Process <input type="checkbox"/>	Restricted <input type="checkbox"/>
Object <input type="checkbox"/>	Both <input type="checkbox"/>	Being Considered <input type="checkbox"/>	Unrestricted <input type="checkbox"/>
PRESENT USE (Check One or More as Appropriate)		Preservation work In progress <input type="checkbox"/>	No: <input type="checkbox"/>
Agricultural <input type="checkbox"/>	Government <input type="checkbox"/>	Park <input checked="" type="checkbox"/>	Transportation <input type="checkbox"/>
Commercial <input type="checkbox"/>	Industrial <input type="checkbox"/>	Private Residence <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>
Educational <input type="checkbox"/>	Military <input type="checkbox"/>	Religious <input type="checkbox"/>	Memorial <input type="checkbox"/>
Entertainment <input type="checkbox"/>	Museum <input type="checkbox"/>	Scientific <input type="checkbox"/>	

**4. OWNER OF PROPERTY**

OWNERS NAME:  
City of Newport

STREET AND NUMBER:  
City Hall, Broadway

CITY OR TOWN: Newport      STATE: R. I.      CODE:

**5. LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC:  
City Hall, Broadway

STREET AND NUMBER:

CITY OR TOWN:      STATE: R. I.      CODE:

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 32 acres

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY:

DATE OF SURVEY: Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:      STATE:      CODE:

SEE INSTRUCTIONS

STATE:  
COUNTY:  
FOR NPS USE ONLY  
ENTRY NUMBER  
DATE

7. DESCRIPTION

CONDITION	(Check One)					
	Excellent <input type="checkbox"/>	Good <input checked="" type="checkbox"/>	Fair <input type="checkbox"/>	Deteriorated <input type="checkbox"/>	Ruins <input type="checkbox"/>	Unexposed <input type="checkbox"/>
INTEGRITY	(Check One)		(Check One)			
	Altered <input type="checkbox"/>	Unaltered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Original Site <input checked="" type="checkbox"/>		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

Miantonomi Memorial Park comprises 32 acres around Miantomoni Hill north of Newport.

The tall memorial tower on the top of the Hill was dedicated in 1929 to the fifty six men of Newport who died in the service of their country or in the service of an ally in World War I. Built of rough field stone after designs by William Mitchell Kendall then senior partner in the New York firm of McKim, Mead and White, it is based upon the numerous circular watchtowers or beacons of fieldstone which are to be found along the coasts of the Old World. Around the base of Newport's tower, however, is an arcaded terrace inspired by Newport's Old Stone Mill, called America's most controversial structure. This tower is also crowned with a lantern reminiscent of the Pharos, the lighthouse at Alexandria, Egypt.

The tower rises 78 feet six inches above the 150-foot hill. The height to the parapet of the first terrace is 16 feet, nine inches, and the height to the parapet of the second terrace, 58 feet, nine inches. A circular staircase rises almost to this level. From this point, a short, narrow stairway gives access to the terrace, which provides a splendid view of countryside and ocean.

The cost of the tower was \$37,600. In addition, the commission has been responsible for the landscaping, and the construction of boundary walls and picnic facilities.

SEE INSTRUCTIONS

**8. SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

Pre-Columbian       16th Century       18th Century       20th Century   
 15th Century       17th Century       19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal	Education	<input type="checkbox"/>	Political	<input type="checkbox"/>	Urban Planning	<input type="checkbox"/>
Prehistoric	Engineering	<input type="checkbox"/>	Religion/Phi-		Other (Specify)	<input type="checkbox"/>
Historic	Industry	<input type="checkbox"/>	losophy	<input type="checkbox"/>	_____	
Agriculture	Invention	<input type="checkbox"/>	Science	<input type="checkbox"/>	_____	
Art	Landscape and		Sculpture	<input type="checkbox"/>	_____	
Commerce	Architecture	<input type="checkbox"/>	Social/Human-		_____	
Communications	Literature	<input type="checkbox"/>	itarian	<input type="checkbox"/>	_____	
Conservation	Military	<input checked="" type="checkbox"/>	Theater	<input type="checkbox"/>	_____	
	Music	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	_____	

STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

The site was part of Acquidneck, purchased by the Committee of Antinomian leaders (after conferring with the local Sachem Wonnumentonomey) from the Chief Sachems, Canonicus and Miantonomi by deed dated March 24, 1637/8. This hill was the seat of power of Miantonomi and its Indian name variously Wonnumentonomey, Miantonomi or Tomany, has been kept.

The colonial settlers used the hill for a lookout, for public executions, and for beacons. By 1667 a beacon had been established on "Wonomitonomo" Hill which, when fired, was the "directory to the rest of the beacons to be forthwith fired through out the whole colony." In 1776 another beacon was erected here "to give the country an alarm in case of invasion" and Colonel Israel Putnam built fortifications at this time. After the fall of the Island of Rhode Island to the British, fortifications, including the forts on Tomony Hill were strengthened. Remains of the powder magazine and other works used as part of the British lines of defense are still visible. The French later used the works as part of their inner lines. In 1796 the Secretary of War reported to the Congress that a citadel for the protection of the inhabitants had been erected on Tomony Hill.

After the war, the entire area about Miantonomi Hill reverted to farm land and remained as such until 1921. During this time at least two observation towers were built here, one having blown down.

In 1921 the City of Newport purchased the site for a park. The development and operation of which were entrusted to the Miantonomi Memorial Park Commission. In 1923 a bronze plaque was installed dedicating the park as a memorial to the "Great War" and in 1929 the present memorial tower was dedicated.

Thus the site has historic importance from the Colonial, Revolutionary War, and World War I periods.

President James Monroe, on an inspection tour of military and naval installations, visited Miantonomi Hill in 1817.

The memorial park and the tower, dedicated in 1929, had among official attendants, Rear Adm. William S. Sims, USN; Gen. James Parker, USA (ret), Congressional Medal of Honor winner, and Mrs. Maude Howe Elliott (Pulitzer Prize winner) and daughter of Julia Ward Howe. In August of 1927 Admiral Sims and Gen. John Pershing, USA, visited the hill and it was here the famous World War I were photographed together for the first time.

SEE INSTRUCTIONS

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

No major reference, but there has been an extensive file of source materials compiled by James G. Edward  
 Newport Daily News  
 140 Thames Street  
 Newport, R.I.  
 Date: 1954, 1955, 1969.  
 Copies of all this material are on file: State Historical Preservation Commission, Office, State Wide Comprehensive Land Use and Transportation Program, State House, Providence, Rhode Island.

**10. GEOGRAPHICAL DATA**

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	41 ° 30 ' 42 "	71 ° 18 ' 44 "		0	0	
NE	41 ° 30 ' 45 "	71 ° 18 ' 39 "				
SE	41 ° 30 ' 29 "	71 ° 18 ' 33 "				
SW	41 ° 30 ' 26 "	71 ° 18 ' 42 "				

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

**11. FORM PREPARED BY**

NAME AND TITLE: Antoinette F. Downing, Chairman

ORGANIZATION: R. I. State Historical Preservation Commission DATE: \_\_\_\_\_

STREET AND NUMBER: 24 Meeting Street

CITY OR TOWN: Providence STATE: R. I. CODE: \_\_\_\_\_

**12. STATE LIAISON OFFICER CERTIFICATION**

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National  State  Local

Name \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

**NATIONAL REGISTER VERIFICATION**

I hereby certify that this property is included in the National Register.

\_\_\_\_\_  
 Chief, Office of Archeology and Historic Preservation

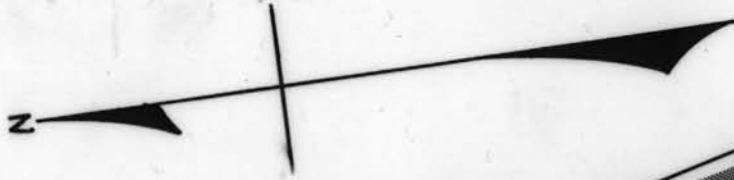
Date \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
 Keeper of The National Register

Date \_\_\_\_\_

SEE INSTRUCTIONS



CITY OF NEWPORT  
16,300 sq ft  
52

HILL SIDE AVENUE

CITY OF NEWPORT

12

1,017,597 sq ft.

CITY OF NEWPORT

HOUSING AUTHORITY  
OF CITY OF NEWPORT  
472,000 sq ft.

MIANTONOMI HILL  
AND TOWER

CITY OF NEWPORT

270,397 sq ft.

32,900 sq ft.  
P-4  
L-50

COWIE STREET

SUNSET HILL

P-4  
L-10

HOUSING AUTHORITY OF CITY OF NEWPORT  
383,764 sq ft. PLAT-4 LOT 1

GIRARD AVENUE

**NATIONAL REGISTER OF HISTORIC PLACES**  
**PROPERTY MAP FORM**

*(Type all entries - attach to or enclose with map)*

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

**1. NAME** Miantonomi Memorial Park and World War I Memorial Tower

COMMON:

AND/OR HISTORIC: Miantonomi, Tomony or Wanomitonomo Hill

**2. LOCATION**

STREET AND NUMBER: Between Hillside and Girard Avenue. Boundaries as shown on accompanying map.

CITY OR TOWN: Newport

STATE: Rhode Island

CODE

COUNTY: Newport

CODE

**3. MAP REFERENCE**

SOURCE: 1968 Newport tax plat

SCALE: 1:100

DATE: 1968

**4. REQUIREMENTS**

TO BE INCLUDED ON ALL MAPS

1. Property boundaries where required.
2. North arrow.
3. Latitude and longitude reference.





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME Miantonomi Memorial Park and World War I Memorial Tower			
COMMON:			
AND/OR HISTORIC: Miantonomi, Tomony or Wanomitonomo Hill			
2. LOCATION			
STREET AND NUMBER: Between Hillside and Girard Avenue. Boundaries as shown on accompanying map.			
CITY OR TOWN: Newport			
STATE: Rhode Island	CODE	COUNTY: Newport	CODE
3. PHOTO REFERENCE			
PHOTO CREDIT: John Hopf			
DATE OF PHOTO: 1969			
NEGATIVE FILED AT: 10 Red Cross Terrace, Newport, Rhode Island			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. Memorial Tower and most of park is shown from air in photo originally ordered in effort to save historic Sunset Hill (in middle red circle) which was companion to Miantonomi Hill in Revolutionary War defenses. State of Rhode Island plans to cut highway through Sunset Hill.			



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

<b>1. NAME</b> Miantonomi Memorial Park and World War I Memorial Tower			
COMMON:			
AND/OR HISTORIC: Miantonomi, Tomony or Wanomitonomo Hill			
<b>2. LOCATION</b>			
STREET AND NUMBER: Between Hillside and Girard Avenue. Boundaries as shown on accompanying map.			
CITY OR TOWN: Newport			
STATE: Rhode Island	CODE	COUNTY: Newport	CODE
<b>3. PHOTO REFERENCE</b>			
PHOTO CREDIT: James Edward			
DATE OF PHOTO: 1965			
NEGATIVE FILED AT: 54 Gibbs Avenue, Newport, R. I.			
<b>4. IDENTIFICATION</b>			
DESCRIBE VIEW, DIRECTION, ETC. View looking westward from meadow			

**NEWPORT HISTORIC DISTRICT NATIONAL HISTORIC LANDMARK AND BOUNDARY EXPANSION  
(NHL/NRDIS)**

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United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

## 1. Name of Property

historic name: Newport National Historic Landmark District

other name/site number: \_\_\_\_\_

## 2. Location

street & number: Roughly bounded by Kingston, Bellevue, Pope, Thames, Bridge, Newport Harbor, and Van Zandt

not for publication: N/A

city/town: Newport vicinity: N/A

state: RI county: Newport code: 005 zip code: 02840

## 3. Classification

Ownership of Property: private, public-local, public-state, public-federal

Category of Property: District

Number of Resources within Property:

Contributing	Noncontributing	
<u>1319</u>	<u>135</u>	buildings
<u>12</u>	<u>7</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1332</u>	<u>142</u>	Total

Number of contributing resources previously listed in the National Register: N/A

Name of related multiple property listing: N/A

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS

1. STATE Rhode Island		2. THEME(S). IF ARCHEOLOGICAL SITE, WRITE "ARCH" BEFORE THEME NO. Theme XX Architecture (Colonial)	
3. NAME(S) OF SITE Newport Historic District		4. APPROX. ACREAGE 50 acres	
5. EXACT LOCATION (County, township, roads, etc. If difficult to find, attach on Supplementary Sheet) Newport, Newport County.			
6. NAME AND ADDRESS OF PRESENT OWNER (Also administrator if different from owner) Varied, public and private (The Preservation Society of Newport County, Washington Square, Newport, R. I.)			

Boundaries of the Historic District: Houses on both sides of and located within the area enclosed by the following streets: Beginning at the junction of Thames and Bridge Streets, west on Bridge St. to Second St., south (left) on Second Street to Marsh St.; west (right) on Marsh St. to Washington Street, north (right) on Washington St. to Chestnut St.; east (right) on Chestnut Street to Third St.; south (right) on Third St. to Walnut St., west (left) on Walnut St. to Farewell St., southeast (right) on Farewell Street to Warner St., northeast (left) on Warner Street to Kingston Ave., southeast (right) on Kingston Ave. to West Broadway, southwest (right) on West Broadway to Oak Street, left (southeast) on Oak Street to Broadway, southwest (right) on Broadway to Bull Street, left (southeast) on Bull Street to Mt. Vernon St., right (southwest) on Mt. Vernon St. to Touro St., left (southeast) on Touro St. to Bellevue Ave., south (right) on Bellevue Ave. to William St., west (right) on William St. to Thomas St. and Golden Hill, south (left) on Thomas St. and Golden Hill to Spring St., south (left) on Spring St. to Pope St., west (right) on Pope St. to Thames St., and north (right) on Thames St. (about one mile) to its junction with Bridge St., the beginning point.

7. Importance and Description.

Newport's numerous Georgian structures lavishly illustrate the mid-18th century architectural history of one of the colonies' major ports. Because of the work of Richard Munday, master carpenter, and of Peter Harrison, the most distinguished and brilliant of the colonial architects, Newport's Georgian public buildings rank among the most advanced and academic in style of those erected in the colonies during the 18th century. Newport's unique architectural character as a colonial city, however, lies not only in its

8. BIBLIOGRAPHICAL REFERENCES (Give best sources; give location of manuscripts and rare works) (Continued)

See page 4.

9. REPORTS AND STUDIES (Mention best reports and studies, ex. NPS study, HABS, etc.)

Historic American Building Survey:

10. PHOTOGRAPHS ATTACHED: YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> EX	11. CONDITION Varied	12. PRESENT USE (Museum, farm, etc.) Stores and residences	13. DATE OF VISIT Sept. 18, 1967
NAME OF RECORDER (Full name) Charles W. Snell		15. TITLE Historian	16. DATE January 29, 1968

\* DRY MOUNT ON AN 8 1/2" x 11" SHEET OF FAIRLY HEAVY PAPER. IDENTIFY BY VIEW AND NAME OF THE SITE, DATE OF PHOTOGRAPH, AND NAME OF PHOTOGRAPHER. GIVE LOCATION OF NEGATIVE. IF ATTACHED, ENCLOSE IN PROPER NEGATIVE ENVELOPES.  
(IF ADDITIONAL SPACE IS NEEDED USE SUPPLEMENTARY SHEET, 10-317a, AND REFER TO ITEM NUMBER.)



UNITED STATES  
 DEPARTMENT OF THE INTERIOR  
 NATIONAL PARK SERVICE

NATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS  
 SUPPLEMENTARY SHEET

This sheet is to be used for giving additional information or comments, for more space for any item on the regular form, and for recording pertinent data from future studies, visitations, etc. Be brief, but use as many Supplement Sheets as necessary. When items are continued they should be listed, if possible, in numerical order of the items. All information given should be headed by the item number, its name, and the word (cont'd), as, 6. Description and Importance (cont'd) . . .

STATE Rhode Island	NAME(S) OF SITE Newport Historic District
-----------------------	--

7. Continued:

fine public buildings and mansions of the wealthy merchants, but also in the row-on-row of small 18th century dwellings and shops that still largely occupy the old part of the city.

Newport was founded in May 1639 by a small band of men, under the leadership of John Clarke and William Coddington, from Massachusetts. Early industries were farming, fishing, and shipbuilding. By 1680 Newport had become a thriving seaport town of some 400 houses and a large-scale trade with the middle and southern Colonies, the West Indies, and Europe. At the beginning of the 18th century Rhode Island was more concerned than any other Colony with the African slave trade, and Newport quickly became the chief Rhode Island slave center. Many fortunes were amassed in the slave trade. Fifty or sixty Newport vessels were engaged in this traffic, and their owners were among the leading merchants of the city.

By 1761 Newport had 888 dwelling houses and 439 warehouses and stores. Newport's era of greatest prosperity was from 1740 to 1775, and its numerous surviving historic structures largely date from these golden years.

This brilliant outlook, however, was completely undermined by the outbreak of the Revolution. On December 8, 1776, the British army, under General Henry Clinton, occupied Newport and retained possession until October 25, 1779. The city's population declined from 9,209 in 1774 to 5,229 by 1776 and continued to decrease. By 1784 it amounted to only 4,000. Under the pressure of the American blockade, house after house was torn down by the British to meet the need for firewood, until some 480 buildings of various kinds were destroyed. American troops reoccupied Newport on October 26, 1779. The French army arrived at Newport on July 10, 1780 and remained there until June 1781.

With the coming of peace, Newport's former trade failed to revive, and not until the first decade of the 19th century did the city slowly begin to recover from the effects of the Revolution. This revival was checked and the city went into another decline as a result of the Embargo Acts of 1807



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS  
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Page 3.

STATE Rhode Island	NAME(S) OF SITE Newport Historic District
-----------------------	--

7. Continued:

and 1809, and the War of 1812. From 1815 to 1828 Newport remained in a state of suspended animation and it was not until the 1830's that the city again began to prosper. This time its growth was as a summer resort and not as a port.

Condition

Newport's history--the era of great prosperity from 1740 to 1775, and the two great depressions of 1775 to 1800 and 1815 to 1830, are clearly visible in the city's surviving historic architecture.

Seventeenth century Newport was a town of some 400 houses, nearly all built of wood and with only a handful constructed of stone. These structures were all medieval in design and construction. Only 10 of these early houses, the largest number in any Rhode Island town, have survived. All of these, however, were heavily remodeled or incorporated as wings into larger structures that were erected during the 18th century. The best preserved, although considerably remodeled, of Newport's 17th century structures is the Wanton-Lyman-Hazard House.

By the mid-18th century, as a result of its great wealth, Newport had rebuilt itself, changing from a medieval looking town of steep-pitched roofs, turrets, and overhanging cornices to an urban center of Georgian churches, public buildings, and houses. The new or remodeled buildings were still nearly all constructed of wood and as late as 1793 there were still only six brick structures in the town, including the Brick Market and Old State House.

There were about 1,100 buildings standing in Newport at the beginning of the Revolutionary War. Of these, at least 300 are still standing today and another hundred, erected between 1784 and 1840 and illustrative of the Federal and Greek Revival styles, have also survived. Built during the depression years, these latter structures are largely overshadowed by the many fine pre-Revolutionary houses. The 400 historic structures are largely concentrated near the waterfront and situated within 18th century limits of the town. Modern structures in this area are few and do not seriously mar the general historical setting.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS  
SUPPLEMENTARY SHEET

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Page 4.

STATE	NAME(S) OF SITE
Rhode Island	Theme XX Architecture (Colonial)

8. Continued:

Antoinette F. Downing and Vincent J. Scully, Jr., The Architectural Heritage of Newport. Rhode Island, 1640-1915 (Revised edition, New York, 1967); Hugh Morrison, Early American Architecture (New York, 1952); Rhode Island, A Guide to the Smallest State (American Guide Series) (Boston, 1937).

Property name Newport Historic District, Newport County, Newport

**4. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria.

\_\_\_ See continuation sheet.

Edward G. Anderson  
Signature of certifying official

April 10, 1995  
Date

State or Federal agency and bureau

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

\_\_\_ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

**5. National Park Service Certification**

I hereby certify that this property is:

- \_\_\_ entered in the National Register  
\_\_\_ See continuation sheet.
- \_\_\_ determined eligible for the National Register  
\_\_\_ See continuation sheet.
- \_\_\_ determined not eligible for the National Register
- \_\_\_ removed from the National Register
- \_\_\_ other (explain): \_\_\_\_\_

Signature of Keeper

Date of Action

**6. Function or Use**

Historic: DOMESTIC  
COMMERCE  
GOVERNMENT

Current: DOMESTIC  
COMMERCE  
GOVERNMENT

Sub: single dwelling  
business  
government office

Sub: single dwelling  
business  
government office

Property name Newport Historic District, Newport County, Newport

**7. Description**

Architectural Classification:

COLONIAL-Georgian  
EARLY REPUBLIC-Federal  
MID-19TH CENTURY

Other Description: \_\_\_\_\_

Materials: foundation STONE, BRICK roof ASPHALT, STONE  
walls WOOD, BRICK other \_\_\_\_\_

Describe present and historic physical appearance.

X See continuation sheet.

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties: nationally

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions): \_\_\_\_\_

Areas of Significance: ARCHITECTURE LANDSCAPE ARCHITECTURE  
EXPLORATION/SETTLEMENT RELIGION  
MARITIME HISTORY SOCIAL HISTORY  
POLITICS/GOVERNMENT  
COMMUNITY PLANNING

Period(s) of Significance: 1639-1942 \_\_\_\_\_

Significant Dates: 1680-1770 1840-1940 \_\_\_\_\_

Significant Person(s): \_\_\_\_\_  
\_\_\_\_\_

Cultural Affiliation: \_\_\_\_\_

Architect/Builder: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

X See continuation sheet.

Property name Newport Historic District, Newport County, Newport

**9. Major Bibliographical References**

See continuation sheet.

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # \_\_\_\_\_

recorded by Historic American Engineering Record # \_\_\_\_\_

Primary Location of Additional Data:

State historic preservation office

Other state agency

Federal agency

Local government

University

Other -- Specify Repository: \_\_\_\_\_

**10. Geographical Data**

Acreage of Property: \_\_\_\_\_

UTM References: Zone Easting Northing Zone Easting Northing

A \_\_\_\_\_ B \_\_\_\_\_  
C \_\_\_\_\_ D \_\_\_\_\_

See continuation sheet.

Verbal Boundary Description:  See continuation sheet.

Boundary Justification:  See continuation sheet.

**11. Form Prepared By**

Name/Title: Virginia Adams

Organization: The Public Archaeology Laboratory, Inc.

Date: \_\_\_\_\_

Street & Number: 210 Lonsdale Avenue

Telephone: 401-728-8780

City or Town: Pawtucket, RI

State: RI

ZIP: 02860

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Property name Newport NHL District, Newport, Newport County, R.I.

Section number 7

Page 5

### Description

The Newport National Historic Landmark (NHL) District is a dense, waterfront urban concentration of over 1,400 residential, commercial, institutional, and public buildings, along with historic designed park and burying ground landscapes, constructed between the 1670s and the early twentieth century. The district forms the core of the historic maritime town of Newport and the city's present-day downtown. It contains three distinct subsections: the largely residential Point section north of the harbor, bordered by Van Zandt Avenue on the north and Farewell Street on the east; the West Broadway area, encompassing the major commercial spine along Broadway and its residential side streets, bordered by Warner and Kingston Avenues and Broadway; and the Hill, rising from the harbor eastward to Bellevue Avenue, from Washington Square south to Pope Street, historically known as Mile's End. Washington Square, formerly known as the Mall or Parade, is the geographic and symbolic center, the heart of early settlement, civic, and mercantile activities and the pivotal hub linking the district's neighborhoods.

The district's character is that of a highly distinctive and well preserved colonial city with an overlay of later nineteenth- through early twentieth-century development. The colonial seaport city is defined by an outstanding collection of nearly 300 surviving seventeenth- and eighteenth-century buildings and by an irregular grid pattern of streets which was established in the eighteenth century. The presence of several hundred nineteenth-century buildings attests to the city's new era of growth as a summer resort and naval operations center from about 1840 into the early twentieth century, when infill construction occurred in conjunction with the erection of fashionable mansions and a major naval base outside the town center. Contained within the district are singular examples of colonial and nineteenth-century public and domestic architecture representing the work of important period architects and builders, numerous exemplary high-style buildings, and, of equal importance, rows of small vernacular houses and shops. Buildings are predominantly of wood-frame construction with gable, gambrel, hip, or mansard roofs and clapboard or shingle sheathing, of one to three stories in height, and are set either close to or exactly at the sidewalk line on small lots. The handful of brick and stone buildings tend to be non-domestic. A variety of outbuildings, fences, lot landscaping treatments, walkway paving materials, and small public open spaces help complete the tight weave of texture which characterizes the streetscapes.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Property name Newport NHL District, Newport, Newport County, R.I.

Section number 7

Page 6

The major changes within the district in the twentieth century have been associated with highway projects and urban renewal from the 1950s through the 1970s and are concentrated along Thames Street and Broadway. The waterfront and wharf areas west of Thames Street and south of Marsh Street are excluded from the district due to demolition and relocation of historic buildings, the construction of new buildings, and the introduction of America's Cup Boulevard. While the impact of these activities is undeniable, the effects are concentrated near the district's edges and modern intrusions within the district are few. Substantial numbers of buildings in the waterfront areas and throughout the district have been restored through the efforts of private individuals, organizations, and the city government. Those buildings that were moved and preserved on new sites within the district continue a well documented tradition of at least 200 years in Newport. The district contains 1332 buildings, structures, and sites which contribute to its historic and architectural significance as an a colonial seaport and 19th- and early 20th-century resort community.

Newport is located at the southern end of Aquidneck Island, the largest island in Narragansett Bay, and sits at the entrance to the bay. The protected natural harbor on the western shore and the island's fertile soils and abundant forest resources provided important amenities for early settlement in the seventeenth century. Initial settlement in 1639 focussed on the area around Washington Square and the waterfront to the south. The town's streets grew organically in response to convenience, topography, and land grant boundaries rather than a formalized plan. Over the next half century, a wide swath of land bounded by present-day Broadway, Washington Square, Marlborough Street, and West Broadway was set aside as the "Great Common." Its northwest edge followed a stream that ran along West Broadway and Marlborough Street to the vicinity of the first wharf, Marlborough Wharf. At the east end of the common was the town spring at the base of Griffin (now Touro) Street, which lead up the hill to Jews Street (now Bellevue Avenue). The primary north-south streets, Thames Street along the water edge and Spring Street to the east, as well as several connecting cross streets, were laid out.

By 1680, the town had over 400 houses, and the central section covered at least a mile in length by 1712, with ongoing wharf construction along the shore edge outside the present district. Construction of merchants', artisans', and craftsmens' houses and wharves on Easton's Point occurred in the first half of the eighteenth century following a more regular grid plan of streets and house lots. This basic framework of the town plan, begun by 1640, was in place by 1758, as recorded in a detailed manuscript map drawn by the Reverend Ezra Stiles (original at Redwood Library; reproduced in

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Property name Newport NHL District, Newport, Newport County, R.I.

Section number 7

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Downing and Scully, 2nd ed., 1967, p. 34). It structured the town's growth for approximately 350 years and its limits help define the Newport NHL District boundaries.

Houses of the initial settlement period were similar to other Rhode Island and New England seventeenth-century dwellings: modest-scale, blocky, wood structures with gable roofs, large chimneys, and small windows. The form derived from English precedents. Approximately ten seventeenth-century houses survive in Newport, and are valuable records of early building traditions, although all were altered and expanded by later additions. The most important seventeenth-century buildings in the district, however, are two non-domestic structures. The earliest known structure in the district is the Stone Mill (1673/77) located in Touro Park, a cylindrical building of local stone with an arcaded ground story. The elongated, wood-frame Quaker Meeting House (1699, enlarged 1705, 1729, 1807) on Farewell Street incorporates what is probably Rhode Island's only example of a square, hip-roof, turreted meetinghouse, the framing of which is visible on the interior.

Newport's appearance as a colonial city coalesced in the first three quarters of the eighteenth century. By the beginning of the Revolutionary War, there were 1,100 buildings including modest seamens', craftsmens', and laborers' houses, stylish merchants' houses, commercial buildings, religious edifices, public buildings, and wharves. The buildings of this period reflect general stylistic shifts from medieval to Georgian aesthetics, the beginnings of formalized, classically derived architecture, and the use of published design sources. This is especially true of the prominent buildings, but also evident in the smaller, plainer dwellings. In addition to the remarkably high survival rate of colonial buildings, considerable scholarly information has been compiled on buildings that have been lost, providing a broader understanding of Newport's architectural heritage.

The Quaker Meeting House is the earliest of a group of nine early and very fine public buildings, six of which were constructed between 1729 and 1763. The simple wood-frame Sabbatarian Meeting House (1729, moved 1884 and attached to the Newport Historical Society building in 1902), the wood-frame Trinity Church (1726, extended 1762; NHL), and the prominent brick and freestone-trimmed Colony House (1739-41; NHL) at the head of Washington Square are connected with Richard Munday, a builder-architect working before 1745. Some ten to twenty years later, Peter Harrison, one of the America's earliest and most accomplished architects, designed three important buildings modeled after Palladian style structures pictured in



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his extensive collection of English architectural books: the Redwood Library (1748; NHL), the Brick Market (1760; NHL), and Touro Synagogue (1759-1763; NHL/NHS).

The Colony House and Brick Market occupy opposite ends of Washington Square (previously known as the Parade or Mall), helping define Newport's finest early urban open space. The diminutive Liberty Park at Farewell and Marlborough Streets is also a remnant of the early Great Common and was reserved as public space before 1729. Burying grounds within the district established during this period include the seventeenth-century Friends Cemetery (Edward and White Streets); the Arnold Cemetery (Pelham Street, 1677); the Clifton Burial Ground (Thomas and Golden Hill Streets, 1670); and Coddington Burial Ground (Farewell Street, between 1678 and 1700).

The many fine mansions and small houses remaining from the pre-Revolutionary period line the narrow streets of the Point and the Hill overlooking the harbor, which was rimmed with wharves and warehouses. They range in form from half-houses to full five-bay, center-chimney dwellings, with either gable, gambrel, or gable-on-hip roofs, and are often set end to the street reflecting limited land availability. The doorways of more modest houses are typically flat, occasionally with transoms, while the treatment of more substantial houses includes a variety of triangular or segmental pedimented surrounds. The expansion of initial small houses into larger ones commonly occurred, as did the addition of pedimented doorways and trim. Many houses have excellently preserved floor plans and finely crafted finishes, often the work of local artisans.

Modest vernacular buildings comprise a large portion of the district's fabric. Examples of the diminutive gambrel-roof cottage, 1-1/2-stories tall and usually one room deep, survive at the Jonathan Gibbs House (181 Spring Street, 1771), built by Gibbs, a housewright; the Joseph Belcher House (36 Walnut Street, 1760/70), home of a pewterer; and the James Gardner House (23 Bridge Street, ca. 1750). Larger versions, but still one story, are the Dyer House and Shop (58 Poplar Street, shop ca. 1740; house between 1758 and 1776); the Huntington-Crandall House (59 Poplar Street, before 1758); and the Lucina Langley House (43 Pelham Street, before 1771). Another type of simpler house form is the gable-roof, 2-1/2-story half-house illustrated by the Governor Gideon Wanton House (11 Cross Street, ca. 1725) and the Gideon Cornell House (3 Division Street, between 1730 and 1758). The 2-1/2-story gambrel-roof dwellings set end to the street are represented by dwellings such as the Dr. Samuel Hopkins House (46 Division Street, between 1758 and 1772) and the Capt. William Finch House (78 Washington Street, ca. 1770). The use of brick end walls sometimes

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occurred as in the gambrel-roof Caleb Claggett House (22 Bridge Street, ca. 1725). Double houses appear to have been rare, although at least three survive, the gambrel-roof Cozzens House (57-59 Farewell Street, ca. 1765); and the Cahoone-Yates House (27-29 Green Street, 1763/77).

Few commercial or industrial buildings remain from this period, but among them is the John Stevens Shop (29 Thames Street, ca. 1757), an unassuming, 2-story, gable-roof structure built as a stone cutter's shop. The Point section contains a group of houses and shops built by notable cabinetmakers of the Townsend family including the Christopher Townsend House and Shop (74 Bridge Street, ca. 1725) and the John Townsend House and Workshop (70-72 Bridge Street, ca. 1750). Several early taverns characteristic of the larger period houses also survive, including the gambrel-roof Pitts Head Tavern (77 Bridge Street, ca. 1726, moved to present site from Washington Square) and the gambrel-roof White Horse Tavern (16 Farewell Street, before 1693; enlarged 18th century), which is still in operation.

The surviving houses of wealthy colonial merchants and traders are concentrated near the waterfront on Washington Street (formerly Water Street) in the Point and along the east side of Thames Street, as well as on the Hill overlooking the harbor. Two of the most well known and important merchant houses are preserved as museum houses. The Wanton-Lyman-Hazard House (17 Broadway, before 1700, NHL) is probably the oldest standing dwelling in Newport and embodies seventeenth-century framing techniques along with eighteenth-century Georgian modifications and ornamentation. The steeply pitched, kicked out roof and plaster cove cornice are echoed in a simpler form on the Rhoades-Pease-King House (32 Clarke Street, ca. 1700). The Hunter House (54 Washington Street, before 1758; NHL) is a fine gambrel-roof mansion noted for its elegant proportions, elaborate entrance, and exquisite interior, which contains a large collection of Townsend and Goddard furniture.

The gambrel roof form remained popular for many substantial 2-1/2-story houses constructed with 5-bay facades, two interior chimneys, and a pedimented center entry, or houses expanded to this form. Buildings representative of this group include the John Bannister House (56 Pelham Street, 1751/54), which possesses a recessed entrance; the Rev. Ezra Stiles House (14 Clarke Street, 1756/65), where Stiles maintained a garden described in his writings; the Captain John Warren House (62 Washington Street, before 1758, enlarged late 18th century); and the Thomas Robinson House (64 Washington Street, before 1736, enlarged late 18th century). The

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Rathbun-Gardner-Rivera House, now Citizens Bank, 8 Washington Square (before 1722, enlarged 18th century) has served as a bank since 1803.

The Vernon House (46 Clarke Street, ca. 1708, enlarged ca. 1760) illustrates the transformation of early cottages into mansions. The original dwelling has been expanded and elaborated into an elegant Georgian mansion, with rusticated wood sheathing coated with paint and sand to mimic the appearance of ashlar masonry, a wide classical doorway, modillion and dentil cornice, and a low hipped roof with a balustraded deck. A similar wall treatment is found on the 3-story Buliod-Perry House (29 Touro Street, ca. 1755) along with a low hip roof and classically inspired detailing. The Francis Malbone House (392 Thames Street, ca. 1758), the last remaining of the fashionable Colonial merchants' houses built on Thames Street, is notable as a 3-story, low-hip-roof, brick house with flanking end-gable appendages and Ionic pedimented entrances. One of the best remaining examples of a gable-on-hip roof house in this mode is the Bull-Mawdsley House (228 Spring Street, 1680, enlarged ca. 1748).

Building construction halted in Newport during the British occupation of the town during the Revolutionary War (1776-79). Records indicate that more than 400 houses were destroyed for firewood and other uses. As a result of this devastating period and Newport's slow recovery following the war, the colonial building fabric that survives is decidedly distinct from subsequent building phases. Throughout the nineteenth century, the established street patterns of the town changed little, and new construction opportunities were restricted simply by the limited availability of land. The town, however, was gradually rebuilt, and during the first decades of the nineteenth century vacant lots were filled in with one church, several fine Federal style mansions, and new smaller houses. Between 1783 and 1800 the Parade at Washington Square was landscaped. The most elegant of the new houses were three stories in height, of wood or brick, with hipped roofs, segmental and ocular windows, pedimented doorways, leaded fanlights, and delicate ornamentation drawn increasingly from English pattern books. They include the wood-frame Joseph and Robert Rogers House (37 Touro Street, ca. 1790), the brick Robert Lawton House (118 Mill Street, ca. 1809), and the brick Samuel Whitehorne House (414-418 Thames Street, 1811), the last big house erected on Thames Street. Simpler 2-story houses with flank gable roofs, 5-bay facades, and a focal center entrance include the Daniel Vaughn House (44 Pelham Street, between 1795 and 1813) and the John Langley House (28 Church Street, ca. 1807).

Little if any new construction occurred in the town between 1818 and 1828, but building activity picked up in the 1830s, with the town's

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increasing role as a summer resort. By this time the Greek Revival style was well established and was the choice for fashionable 2-story, wood-frame houses such as the Van Zandt House (70 Pelham Street, 1836) with its monumental temple front. The Levi Gale House (85 Touro Street, 1834) is another good example. Moved from the head of Washington Square in 1915, it is a square, flat-roof structure with a center entrance portico and a 5-bay facade divided by composite pilasters. The tradition of fine craftsmanship and design continued; the former house was built by John Ladd and the latter house was designed by Russell Warren.

Other less elaborate dwellings built for craftsmen with simple pedimented end gable roofs, paneled pilasters and Greek Revival details included the William Crandall House (63 Poplar Street, ca. 1833) and the Charles Sherman House (128 Mill Street, between 1825 and 1850) and the restrained Alexander McGregor House (63 John Street, ca. 1835). Also dating from this period is the Newport Artillery Company Headquarters (23 Clarke Street, 1835), an end-gable stone building erected by Alexander McGregor, the Scottish stonemason responsible for Fort Adams (1824, NHL), located at the south entrance to Newport Harbor outside the district. Several churches were also constructed during this period including the Zion Episcopal Church (Touro Street, 1835), Saint Mary's Church (Spring Street, 1848/52), the First Baptist Church (26 Spring Street, 1846), the United Congregational Church (Spring Street, 1857), and the Old African Methodist Episcopal Church (3 Johnson Court, ca. 1857).

Towards the middle of the nineteenth century, Newport's taste shifted in favor of the picturesque and romantic in residential design, dictating the kinds of buildings erected into the early twentieth century. A few fully articulated expressions of period styles appear in houses built for wealthy residents. The majority of dwellings, however, are more modest examples showing influences of high-style design in the use of elements such as L-plans, lively ornamentation, grouped and arched windows, and porches. The early Victorian houses include examples with a variety of cross-gable roofs and sawn ornamental trim, such as the semi-Gothic D. Turner House (10 School Street, before 1850), and the William W. Marvel Cottage (6 Pope Street, ca. 1870), a simple house with gable roof, open porch, and elaborate pierced and curved bargeboards and porch trim. Bracketed Italianate buildings, often with mansard roofs, began to appear in the 1850s. They include the 1-1/2-story Philip Rider House (80 Pelham Street, between 1860 and 1876), the 2-1/2-story Crandall House (57 Poplar Street, ca. 1854), the William S. Cranston Houses (343 and 345 Spring Street, ca. 1870 and ca. 1850), and the Charles H. Burdick House (353 Spring Street, between 1850 and 1859). The 3-story Butler House (92 & 94

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Pelham Street, ca. 1865) depicts the in-town Italianate villa with a flat roof and overhanging cornice on the end tower section.

The larger houses constructed in the town center after the Civil War tended to cluster along the edges of Bellevue Avenue, adjacent to the newly fashionable residential neighborhoods to the east and southeast of the district, and on Washington Street near the water. The Stick Style is exemplified in the district by the Sanford-Covell House (72 Washington Street, 1869-70), while the two large Sarah Kendall Houses across the street (47 and 49 Washington Street, 1860/76 and 1865) exhibit eclectic Queen Anne elements such as sun-bonnet gables and turrets. The William H. Smith House and Office (135 and 137 Pelham Street, 1878, 1879) and Parkgate (141 Pelham Street, 1879-91) are rambling Victorian houses with multiple gables, hipped turrets, textured shingles, and irregular massing. The small Stick Style Samuel Pratt House (49 Bellevue Avenue, 1871) is distinguished by its colored slate sheathing and elaborate trim. Few Shingle Style houses were erected in the district, but the J. W. Bigelow Stable (79 Second Street, between 1876 and 1883) survives from an estate designed by McKim, Mead & White.

The eclectic Queen Anne style was employed for many of the smaller infill houses built during the last few decades of the nineteenth century, exemplified by the Mary C. Ailman House (50 Second Street, between 1883 and 1893) with its end-gable roof, turned-post porch, spindlework, and tinted ribbon windows. Other examples are the Hannah Lynch House (182 Spring Street, 1899) and the Hyde House (87 Spring Street, 1898) which combines clapboard and shingle sheathing with a bow window and low window and door pediments with carved undulating ornament. Butted against its eighteenth-century neighbor to the south, it also illustrates the perpetual scarcity of building lots. The Queen Anne red and buff brick John Radford House (63-65 Mill Street, at the corner of Spring Street, 1895) has two bay windows on Spring Street.

Augmentation of the main commercial spines of Thames Street and Broadway with 2- and 3-story brick commercial blocks attest to the need for provisions and services for Newport's summer resort and seaport economy, a growing industrial base, and an expanding U. S. Navy presence in the town, especially following the establishment of the Naval War College (NHL) on Coaster's Harbor Island in 1884. While first floors have been altered, the massing and upper stories of many surviving eclectic Late Victorian buildings are well preserved. Examples include the W. Sherman Building (138-142 Thames Street, 1890s), D. W. Sheehan Building (250 Thames Street,

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1894), Kinsley Building (286 Thames Street, 1892), and George A. Weaver Building (19-23 Broadway, 1892).

Spring Street developed as a secondary commercial thoroughfare in the nineteenth century and retains excellent rows of small shops interspersed among the residential buildings. Buildings erected specifically for shops, sometimes combined with upper-story residential use, include the brick and granite-trimmed 3-story block of the R. S. and W. B. Franklin Bakery (105-107 Spring Street, 1876), ornamented with a wheatsheaf on the date stone; 135-137 Spring Street (between 1893 and 1907); and the Theo R. Helme Building (148-160 Thames Street, between 1859 and 1876). Storefronts were also added to existing wood-frame houses, of which the Abigail Cahoon House (104-106 Spring Street, before 1777) and the Borden House (134 & 136 Spring Street, before 1758) are representative. Small neighborhood shops, such as the 1-story, wood-frame William F. Tripp Market (83 Third Street, between 1893 and 1907) were also scattered throughout the district.

Schools, fire houses, and churches of brick, brownstone, and granite provided public services and places of worship for town center residents: the Renaissance Revival Callendar School (11 Willow Street, 1862); the brick and shingle Steam Fire Company #1 (25 Mill Street, 1886); the brick-and-granite Fire Station #2 (16 Young Street, 1877); the Channing Memorial Church (131 Pelham Street, 1881); and the brownstone Gothic Revival St. John the Evangelist Church (61 Washington Street, 1894). Other improvements at the turn of the century focused on the creation and enhancement of open space parks and recreation. Touro Park (Bellevue Avenue, 1855) was relandscaped; the Olmsted Brothers firm was engaged for new layout and planting at Washington Square; and Ellery Park (Thames Street and Farewell Street) was created in 1919. The baseball diamond and bleachers at Cardine's Field (West Marlborough Street) were also constructed in 1919.

The era of prosperity continued into the twentieth century, but opportunities for new construction were severely restricted by the town's dense urban fabric, and long-term effects of the Depression were evident in the 1920s and 1930s. A few Colonial Revival style houses, plain end-gable houses, and bungalows were tucked into the Point section. The major buildings from the first four decades of the twentieth century are masonry commercial, institutional, and civic buildings: Mary Street YMCA (41 Mary Street, 1893-1907); the Beaux Arts Army and Navy YMCA (Washington Square, 1911); the Cutting Memorial Chapel (301 Spring Street, 1916); the brick Georgian Revival Newport County Courthouse (Washington Square, 1926); the classically detailed, brick and buff terra cotta Telephone Building (142-

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146 Spring Street, 1925); and Savings Bank of Newport (10 Washington Square, 1929).

By mid-century, the effects of Newport's slackened economy were undeniable; new construction essentially halted and existing buildings suffered from reduced maintenance. The lull's positive impact was in encapsulating the old town as it appeared about 1940. From the 1950s through the 1980s, while extensive urban renewal programs decimated the historic building fabric along central Thames Street and the waterfront, public and private restoration efforts saved and revitalized hundreds of buildings within the district, an ongoing effort. Today the Newport National Historic Landmark District is an extraordinarily well preserved area that retains the physical record of all periods of its development with remarkably few modern intrusions. Of the approximately 1,400 total buildings within the district, nearly one-quarter were built before 1825, one-quarter between 1825 and 1870, and the majority of the remaining half between 1870 and 1920.



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### INVENTORY OF PROPERTIES

Properties are listed alphabetically by street name, then numerically by street number. Some properties have been assigned street numbers based on their relative position to other properties with known street numbers; these assigned numbers are denoted by an asterisk (\*). Properties without any street number have been placed at the beginning of the street listing for the street in which they are located.

Each property listing runs across the page on one or more lines.

The first item, at the left margin, is the street number.

The second set of numbers is the tax assessor's plat and lot numbers for the property, with the plat number before the slash (/) and the lot number or numbers after the slash.

The third item is the property name or description of property type.

The fourth item is date. Most properties have a single date: this is the date of original construction. Some properties have more than one date; they are listed vertically in a column. For these properties, the date at the top, on the same line as the property name, is the date of original construction. The dates underneath are the dates of later additions, alterations, or restorations. Please note that a line with only a date and no other information does not indicate a property with a missing address, plat/lot, and name; it is a date associated with the property identified by the last full line that precedes that date. A date range with a hyphen indicates beginning and ending years of construction; i.e., 1855-57 means construction began in 1855 and continued through 1857. A date range with a slash indicates that construction took place at some point in the range listed; i.e., 1890/1910 means construction took place some time between 1890 and 1910. Other notations are self-explanatory.

The last item, at the right margin, indicates the status of the property. The codes are:

- C Contributing property
- NC Non-contributing property
- I Property individually listed in the National Register
- NHL Property individually designated as a National Historic Landmark

All properties marked "I" and "NHL" are considered contributing properties.

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Address Plat/Lot(s)	Property Name	Dates	Status
<b>ANN ST</b>			
5	27/201	Connerton, M. A., House	1890s C
7	27/203	Loftus, William, House	1893/1900 C
9	27/205	Dugan, J. J., House	1893/1900 C
11	27/204	Kerner, J. M., House	1893/1907 C
28	27/155	King, David, House	1730prior C
29	27/194	Hazzard House	1830/50 C
30	27/213	Austin, William M., House	1850s C
32	27/212	Austin, William M., House	1850prior C
33	27/162	Williams, W. T., House	1876/83 C
34	27/154	Austin, Edward N., House	1893/1907 C
37	27/163	Peckham, Joseph F., House	1820s C
<b>APPLEBY ST</b>			
3	18/032	Chase, Charles, Stable	1907/21 NC
6	18/010	Sullivan, Mary, House	1907/21 C
7	18/167	Kingman, Hudson B., House	1883/1893 C
8	18/010.2	Williams, J. A., House	1870/76 C
11	18/033	Cornell, George T., House	1860s C
12	18/030	Oatley, Roland S., House	1859/1870 C
13	18/034	Lawton, Job, House	1870/76 C
14	18/029	Murphy, Morris, House	1870/76 C
15	18/035	Marsh, J. W. R., House	1859/1870 C
16	18/028.4	Oman, John W., House	1850/70 C
18	18/028.6	Oman, John W., House	1870/76 C
19	18/036	Carrigan, J., House	1859/70 C
20	18/028	Oman, John W., House	1870/76 C
<b>BARNEY CT</b>			
3	21/063.4	House	1907/21 C
4	21/167	Swan, Wm. B., House	1895ca C
6&7	21/063	House	1930ca C
9	21/167	House	1883/1907 C
<b>BARNEY ST</b>			
	21/024	Garage	1930ca NC
	21/212,80	Barney Street Cemetery	C
6	21/025	House	1900ca C
8	21/027	Moffit House	1850ca C
10	21/190	Hazard, Nicholas, House	1797ca C
			1979

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Address	Plat/Lot(s)	Property Name	Dates	Status
12	21/043	Storefront and Garage	1907/21	C
14	21/044	Tennant, William, Jr., House	1855ca 1979	C
16	21/045	Green-Tennant, House	1804/17	C
18	21/063.4	Stevens-Newman, House	1880ca 1982	C
24	21/212	Swan, William B., House	1838-39 1865-70	C
35	21/194	Wilbur, William H., Carriage House	1870/76	C
36	21/129	Spooner, Charles, Carriage House	1870/76	C
<b>BATTERY ST</b>				
4	12/183	Christmas, Mary P., House	1883/93	C
6	12/284	Groff, Albert G., House	1893/1907	C
8	12/278	Groff, Albert G., House	1893/1907	C
12	12/250	Jencks, Ida K., House	1915	C
15	12/259	The Battery	1980s	NC
21	09/022	Cenacle Convent Chapel	1914	C
<b>BAYSIDE AVE</b>				
1	09/205	Nielson, Bengt & Anna, House	1907/20	C
2	09/339	Mills, Thomas D., House	1907/21	C
5	09/210	Cornell, Ethel B., House	1907/20	C
6	09/336	Mills, Thomas D., House	1893/1907	C
9	09/186	Haines, Annie, House	1893/1907	C
<b>BELLEVUE AVE</b>				
	25/100	Stone Mill	1673/77	C
	25/100	Touro Park	1855	C
27	25/124	Viking Hotel	1924	C
29	25/060	Newport Reading Room	1835ca	C
37-41	25/075	Sullivan, J. K., Building	1907	C
49	25/130	Bird's Nest Cottage / Pratt, Samuel, House	1871-72	C
50	25/090,099	Redwood Library	1748	NHL
51	25/130	Carey, Richmond & Viking Real Estate Office	1934ca	NC
55-57	25/089	Commercial Building	1975	NC
59	25/129	Commercial Building	1947ca	NC

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61-65 25/115	DeJongh House	1758 mid-19th c	C
103-111 28/022	DeBlois, H. D., Building	1876/83	C
113-115 28/029.6	Pinto Building	1907/21	C
119 28/029.6	Pinto Building	1907/21	C
121-127 28/048	DeBlois, H. D., Building	1851/59 1871/76	C
<b>BOSWORTH CT</b>			
4 17/318	House	1960ca	NC
6 17/283	House	1921after	NC
<b>BOWSER CT</b>			
5 14/031.4	Bowser, T., House	1870/76	C
6 14/033.4	Bowser, T., House	1870/76	C
<b>BRAMAN ST</b>			
2 & 4 12/260	House	1931	C
3 12/219	Collins, John T., House	1910	C
5 12/222	Collins, J. T. & A. B., House	1911	C
6 12/241	House	1931	C
8 12/110	Braman, David, House	1876/83	C
9 12/146	Braman, D. B., House	1921	C
10 12/231	Harris, Wm. H., House	1913	C
11-13 12/086	Braman, D. B., House	1906	C
<b>BREWER ST</b>			
7 & 9 27/251	Hill, A. W., Tenement	1884	C
11-13 27/222	Hill, A. W., Double House	1885/90	C
25 27/218	Mason, Benjamin, House	1776prior	C
27 27/170	North, C. W. & N. E., House	1893/1907	C
29 27/169	Nason, Sherman B., House	1830/50	C
30 27/192	Gardner, Nathan, House	1777/96	C
34 27/195	Durfee, E. D. W., House	1876/80	C
35 27/168	Wilcox, Margaret, House	1890ca	C
38 27/215	Lee, R. S., House	1876/83	C
<b>BRIDGE ST</b>			
	17/084	Park	NC
3	17/056,57	Stevens, Joseph, House	1750prior C
6	17/075	Howland, Benjamin, House	1721ca C

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7	17/055	Read House	1825/50 C
8	17/078	Tisdale, B. H., House	1825/50 C
12	17/079	Clark House	1825/50 C
13	17/260	Service Station	1947 NC
15	17/053	Norman, George W., House	1870ca C
16	17/080	Claggett, William, House	1718ca C
22	17/081	Claggett, Caleb, House	1725ca C
23	17/054	Gardner, James, House	1750ca C
24	17/083	Paquette, Dan & Chris, House	1980 NC
25	17/050	Simon, Peter, House	1727ca C
31	17/051	Ayrault, Stephen, House	1790ca C
51	16/054	Gardner, William, House	1795ca C
		1850	
		1975	
53	16/055	Gardner-Townsend House	1735ca C
		1975	
58	16/081	Nonquid Associates Building	1980ca NC
59	16/057	Pitman, Martha, House	1758ca C
		1972	
62 & 64	16/079	Rhumb Line Restaurant	1972 NC
65 & 67	16/058	House	1717ca C
70-72	16/075, 078	Townsend, John, House and Workshop	1750ca C
74-76	16/074	Townsend, Christopher, House and Workshop	1725ca C
77	16/060, 061	Pitt's Head Tavern	1726ca C
		1744	
78	16/073	Milward, James, House	1750prior C
82	16/212	Eddy, F. S., House	1893/1907 C
84	16/072	Eldred, Job S., House	1850prior C
85	16/063	Cranston, William, House	1770prior C
86	16/070	O'Neil, E. C., House	1893/1907 C
88	16/233	Dayton, Isaac, House	1772 C
90	16/069	Brenton Counting House	1748ca C
		1976	
<b>BROADWAY</b>			
1-3-5	17/223, 224	Clarke, Pardon, House	1758/83 C
2-6	17/181	Sanford, Governor Peleg, House	1700prior C
		1845ca	
		1976	

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7	17/319	Davis, James, Building	1850prior	C
8-10	17/182	Sheffield, William P., House	1850ca	C
9-11	17/225	Libby, William T., Building	1893	C
12-18	17/183	Stanhope, William H., House	1815	C
			1840ca	
			1890ca	
17	17/189	Wanton-Lyman-Hazard House	1700prior	NHL
			1765ca	
19-23	17/187	Weaver, George A., Building	1892	C
20-24	17/185	Easton, Nicholas-John Manchester House	1758prior	C
25-25½	17/186	Commercial Building	1921after	NC
26-30½	17/334	Stanhope, Edward, House	1792	C
			1893	
27-35	17/160	Cornell, William, Building	1790ca	C
			1800/36	
32-34	17/163	Spooner, Edward G., Building	1850/76	C
36-40	17/162	Commercial Building	1965ca	NC
42	17/161	Dennis, J. D., Building	1825/50	C
54-56	17/340	Spooner, Charles, Building	1840/50	C
60-80	17/340	Paramount Theater Block	1929ca	NC
			1980s	
102-10	17/125	Smith, C., Building	1893/1907	C
112-18	17/176	Newport Police Station	1985ca	NC
124-28	17/131	Buckley, Patrick, Building	1893/1907	C
130	18/132	Tisdall, C., Block	1893/1907	C
132-38	18/133	Barker Building	1850/70	C
140-42	18/134	Reynolds, J. F. & M. A., Building	1893/1907	C
144-46	18/135	Franklin, Thomas T., Building	1870/76	C
150-52	18/135	Franklin House	1820ca	C
156	18/171	Commercial Building	1950ca	NC
<b>BULL ST</b>				
1	21/016	Smith, Constance, Building	1893/1907	C
3	21/215	Smith, Constance, Building	1907/1921	C
5	21/018	Burroughs, George, House	1893/1907	C
7	21/031.4	Spooner, Planing, House	1800prior	C
			1870ca	
9	21/031	Seabury, J. C., House	1893/1907	C
11	21/130	Moffit, G., House	1870/1876	C

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13	21/049.4	White, George L. & Albert G., House	1845ca 1890	C
15	21/049	Peckham House	1855ca	C
17	21/060	Munroe House	1855ca	C
25	21/078	Stevens, Thomas, House	1870s	C
29	21/084	Peabody House	1855ca	C
33	21/110	Bryer House	1800ca	C
35	21/112	Bryer House	1859/70	C
37	21/128.4	Cook, T. G., House	1864	C
<b>BURNSIDE AVE</b>				
10	17/249	Moriarty, M., House	1893/1907	C
15	18/104	Egan, James, House	1893/1907	C
16	17/250	Shea, D. D. & J., House	1893/1907	C
17	18/099,103	Sullivan, Timothy, House	1870/76	C
22	17/248	Murphy, James, House	1893/93	C
24	17/284	House	1960ca	NC
25	17/098	Sullivan, James, House	1883/93	C
27	18/097	Marks, William, House	1859/70	C
41	18/084	House	1975/89	NC
42	18/142	Shea, J. E., House	1893/1907	C
43	18/083	Marks, William, House	1859/70	C
44	18/082	O'Connell, Thomas, House	1883/93	C
45	18/077	Houlihan, Maurice, House	1859/70	C
48	18/078.4	Shay, M., House	1870/76	C
49	18/054.4	Shay, Martin, House	1883/93	C
56	18/064	House	1975/89	NC
59	18/054	Shea, Martin, House	1870/76	C
60	18/055	Maloney, Timothy, House	1870/76	C
63	18/053	Sullivan, Eugene, House	1859/70	C
65	18/042	Halpin, Bridget, House	1883/93	C
68	18/039	McMahon, D. & B., House	1870/76	C
70	18/038	Sullivan, Bridget, House	1883/93	C
73	18/040	Burns, John, House	1859/70	C
75	18/025	Walsh, James, House	1866	C
77	18/162	Levy, M., House	1893/1907	C
78	18/026	Smith, O. & B., House	1715ca	C
79	18/162	Levy, Max, House	1893/1907	C
82	18/016.4	O'Leary, Jerry, House	1870/76	C
84	18/016.4	Dynan, Michael, Tenement	1890	C



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<b>CALLENDAR AVE</b>			
12 18/112	Stevenson, J., House	1850/59	C
14 18/151	House	1980s	NC
18 18/146	Marks, J., House	1859/70	C
21 18/100,102	Fitzgerald, J., House	1907/21	C
22 18/153	Sullivan, T., House	1780/1830	C
26 18/096	Dennison, G., House	1859/70	C
29 18/095	Curran, Margaret, House	1859/70	C
32-34 18/087	Horgan, J., House	1859/70	C
33 18/088,094	Murphy, J., House	1870/76	C
36-38 18/086	Shea, Bartholomew, House	1866	C
39-45 18/075	Brickley, Bridget, House	1870/76	C
40 18/076,085	Dillon, Daniel, House	1870/76	C
51 18/050	Dillon, Daniel, House	1876/83	C
52 18/065	House	1980s	NC
54 18/052	Nolan, James, House	1883/93	C
57 18/175	Dillon, Daniel, House	1870/76	C
61 18/156	Dillon, Daniel, House	1870prior	C
62 18/516	Corcoran, Daniel, House	1859/70	C
64 18/043	Langley, Job T., House	1859/70	C
65 18/044,152	Mahoney, P. & M., House	1907/21	C
71 18/147,149	Carter, H., House	1893/1907	C
75 18/150	Jenkins, Thomas, House	1893/1907	C
76 18/024	McMahon, Michael, House	1859/70	C
78 18/019	Nolan, James, House	1870/76	C
<b>CHARLES ST</b>			
19 17/178	Taylor, John, House	1714ca 1833	C
38 17/148	Sterne, Sam, House	1883/93	C
40-42 17/143	Wood, Mary, House	1825/50	C
44 17/137	Coen, J. V., House	1883/1907	C
52 17/257	Berry, W. T., House	1883/1907	C
<b>CHASE ST</b>			
2 12/152	Langley, R. S., House	1883/93	C
3 12/155,213	Peckham, H. F., House	1888ca	C
6 12/153	Bachelor, G. W., House	1893/1907	C
<b>CHERRY ST</b>			
1 12/036	Manuel Brothers Warehouse	1921after	C

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2	12/039	Manuel, A. A. & E. S., Barn	1907/21 1985ca	C
5	12/254	Albro, D. P., House	1876/83	C
6	12/040.4	Hamilton, William, House	1870/76	C
7	12/023.4	Weaver, James L., House	1870/76	C
8	12/041	Caswell, Lewis B., House	18th c? 1859/79	C
9	12/033	Church Community Corp. House	1960s	C
10	12/185	Young, D. E., House	1883/93	C
12	12/236	Young, D. E., House	1883/93	C
15	12/029.6	Swinburne, W. J., House	1889	C
16	12/157	McDonald, T., House	1893/1907	C
17	12/026.3	Whitford, Johanna, House	1907/21	C
17½	12/029.2	Whitford, Johanna, House	1907/21	C
18	12/044	Sweet, B. B., Carriage House	1893/1907	C
19	12/029.4	Engs, George, House	1777prior	C
22	12/283	House	1920s 1987	C
CHESTNUT ST				
3-5	12/052	DeFray, M. & A., House	1850/1876	C
4	12/055	DeFray, J., House	1893/1907	C
6	12/242	Weaver, J. C., House	1850/76	C
7	12/051.5	Bryer S., Jr., House	1876/1883	C
9	12/056	King, G., House	1734	C
11	12/045.75	Bogart, T., House	1883/93	C
13	12/220	Jones, J. J. & H., House	1907/21	C
15	12/210	James, C. A., House	1893	C
15A	12/264	James, C. A., House	1907/21	C
16	12/057.5	Albro, Stephen S., House	1883/1893	C
17	12/048	Johnson, James, House	1760prior	C
18	12/249	Albro, Stephen S., House	1850/1876	C
CHURCH ST				
	24/148	Kay Chapel	1859/76	C
	24/172	Trinity Church Burial Ground	1704-1850	C
	25/132	Viking Hotel Convention Center & Pool	1980ca	NC
28	24/359	Langley, John, House	1807ca 1971	C

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32 24/359	Cotton, Dr. Charles, House	1758prior 1980ca	I
36 24/341	Pease-Pagoda House	1785ca	C
46 24/154	Allen, William, House	1788/97	C
61 24/171	Stedman, S. M., House	1859/1876	C
66 24/164	Ailman, Martha, House	1840/50	C
70 24/151	Vars, John, House	1835ca	C
78 24/165	Goddard, Thomas, House	1798/1801	C
85 24/337	Boys and Girls Club of Newport County, Inc.	1965	NC
95 25/052	Thayer School	1873 1965	C
103 25/053	Hunter, Rebecca E., House	1883ca	C
105 25/054	Burdick, Charles H., House	1876/1883	C
109 25/055	Heath, Record, House	1850prior 1859/70	C
CLARKE ST			
10 & 12 24/357	Sherman, William, House	1882	C
11 24/027	Barker, Peleg, House	1759/1778	C
13 & 15 24/048	Second Congregational Church	1735 1847 1874 1984	I
14 24/302	Stiles, Ezra, House	1756/65	I
16 24/049	Chace, S. H., House	1893/1907	C
23 24/062	Newport Artillery Company	1835 1906	I
27 24/063	Cleveland House	1850ca	C
28 24/074	Hollingsworth, Caleb, House	1705ca 1755ca	C
31 24/073	Stevens, Robert, House	1742/55	C
32 24/085	Rhoades-Pease-King House	1700ca 1850 1971	C
39 24/086	Melville House	1730/75 1869	C
44 24/303	Read, H. E., House	1893/1907	C
46 24/093	Vernon House	1708ca 1760ca	NHL

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<b>CODDINGTON ST</b>			
2	17/335	Coddington Manor	1960s NC
6	17/105	Wightman, Reverend Daniel, House	1694ca C
11	17/106	Hookey, William, House	1721ca C
15	17/134	Peabody, W., House	1840/50 C
	17/133	Lawton, Timothy, House	1850prior C
<b>COLLINS ST</b>			
10-10½	17/121	Simmons, George A., House	1800ca C
12	17/120	Cormody, James T. & Ellen, House	1895ca C 1850/59 C
<b>CORNE ST</b>			
2	25/103	Corne, Michel Felice, House	1822ca C
6	25/107	Swedish Evangelical Lutheran Zion Church	1896 C
9A-9B	24/300	Historic Hill Condominiums	1983 NC
33	27/015	Bay Crest	1850/59 C
35	27/219	Flotman House	1907after C
36-40	28/008,009	Winthrop & Eckley House	1840/50 C
46	28/010	Boss, Christopher, House	1840/50 C
<b>COTTON'S CT</b>			
5	24/139.4	Mary St Public Restrooms	1980ca NC
<b>COVELL ST</b>			
8	17/252,316	Covell, William K., Barn	1893/1907 C
9	17/037	Downing, Benjamin F., House	1850/56 C
17	17/038	Mumford, Henry G., House	1859/70 C
<b>COZZENS CT</b>			
1	17/272	Dwyer, P. & M., House	1883/93 C
3	17/272	Swansea House	1750ca C 1983
5 & 6	17/262,269	Reardon, J. & J., House	1883/93 C
7	17/273	Prasso, A. & J., House	1883/93 C
8	17/270	Cozzens Stable	1840ca C
<b>CROSS ST</b>			
5	17/047	Johnson, Ruth P., House	1896ca C

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Address Plat/Lot(s)	Property Name	Dates	Status
6	17/031 Walker, Thomas-Samuel Barker House	1713ca	C
6½-8	17/031.4 Barker, Alex N., House	1859/70	C
7	17/032 Garage		NC
9	17/025 Stevens, William, House	1740ca	C
10	17/288 Kaul House	1883/93	C
11	17/240 Wanton, Gideon, House	1725ca	C
15	17/276 Olney, C. R., House	1895/1907	C
17-19	17/338 Pietropinto House	1907/21	C
18	17/003 Weed, C., House	1893/1907	C
DAVIS CT			
5	18/096.5 Horgan, C., House	1876/83	C
7	18/181 Horgan, C., House	1876/83	C
DENNISON ST			
8	27/185 Holand House	1850/59	C
12	27/186.4 Mansfield, William, House	1780prior 1836 1970	C
15-17	32/011 Kelley, J., House	1859/76	C
16	27/186 Tracy, Horatio, House	1836/46	C
18	27/187 Second Baptist Meeting House	1707 1710 1975	C
21	32/010 Geary, M., House	1850/76	C
24	27/188 Butler, Henry, House	1825/50	C
25	32/009 Egan, J., House	1859/76	C
28	27/236 Sullivan, John M., House	1859/76	C
29	32/008 Cannon, C., House	1850/76	C
31	32/007 Collins, John & Mary, House	1876/83	C
32	27/189.4 Sullivan, John M., House	1850prior	C
33	32/298 Collins, John & Mary, House	1859/76	C
37	32/006 Sullivan, J. & D. D., House	1859/76	C
DIVISION ST			
3	24/052 Cornell, Gideon, House	1730/58	C
5	24/326 Gibbs, Elisha, House	1745ca	C
7	24/058 Stoddard House	1907/21	C
11	24/327 House	1940ca	C
16	24/077 Franklin, Wm. B., House	1859/76	C

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20	24/082	Carr, Daniel, House	1712ca 1976	C
21	24/083	Jones, H. J., House	1893/07	C
23	24/096	Shepley House	1930s	NC
26	24/097	Mellekas, James, House	1957	C
31	24/102	Pray, Harley W., House	1876	C
32	24/101	Castoff, Henry, House	1859/76 1978	C
37	24/109	Hastie, Nassau, House	1760/68	C
40	24/108	Lucas-Johnston House	1721ca 1745/50	I
41	24/125	Hastie, Nassau, House	1741	C
42	24/126	Buckmaster, Capt. George, House	1748prior	C
46	24/129	Hopkins, Dr. Samuel, House	1758/72	C
47	24/130	Bours, Peter, House	1760ca	C
49	24/144	Union Congregational Church	1859/76	C
52	24/145	Newton, Mary B., House	1883/93	C
55	24/340	Burdick, E. J., House	1876/83	C
60	24/301	Hammett, C. H., Jr., House	1876/83	C
71	24/170	Hay, Nancy, House	1954	NC
73	24/334	Card, William-Edward Hammett House	1811 1950	C
76	24/191	Bullett, A. J., House	1884	C
77	24/193	Wilbur, Norton House	1811prior	C
80	24/192	Ellery, Christopher, House	1750/60	C
83	24/219	Mowatt, John, House	1818prior	C
84	24/220	Dawley, T. B., House	1859/76	C
92	24/222	Pitman, James, House	1810ca	C
EDWARD ST				
	18/080	Friends Cemetery		C
27	17/092.4	Fitzgerald, Jonathan, House	1870/76	C
27½	17/092.4	Pascale, M. D., House	1910ca	C
31	17/062	Peters, Ellen, House	1876/83	C
37	17/042	Marks, Michael J., House	1893/1907	C
42	/252	House	1978	NC
ELM ST				
1	17/015	Spooner House	1740ca	C
2	17/026	Kaull, F., House	1883/93	C
3	17/013.5	Hull, House	1830/50	C

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4	17/244	Sherburne-Nichols, House	1758/74 C
6	17/244	Mitchell-Travell House	1780ca C
7	17/012	Burdick, Sarah, House	1859/70 C
7½	17/012	Burdick, Sarah, House	1870/76 C
9	17/011	Stevens, John, House	1725ca C
11 & 13	17/010.5	Jouvel, William, House	1850/70 C
12	17/029	Potter School	1881 C
14	17/275	Weaver, Captain, House	1790ca C
18	16/048	David, Max, Building	1907/21 C
21	16/025	Anthony House	1840/50 C
22	16/047	Smith, William F., House	1859/76 C
24	16/046	Young, E. W., House	1859/76 C
27	16/026	Mayberry, B. S., House	1859/76 C
29	16/026,028	Spooner, Gideon, House	1758prior C 1835
31	16/029	Nichols, Samuel, House	1758/77 C
32	16/043	Lucas, Amy M., House	1907/21 C
33	16/030	Young, William, House	1869ca C
34	16/042	Duffy, Raymond, House	1859/76 C
35	16/031	Merritt, D. C., House	1887 C
37-37½	16/195	Merritt, Henry R., House	1850/59 C
38-36	16/039,040	Pratt House	1859/70 C
39	16/171	Simpson, John, House	1758/77 C 1825/50
40	16/038	Smith, W. H. & E. R., House	1825/50 C
41	16/017	Simpson, John, House	1758prior C
42	16/037	Phillips, Capt., House	1730ca C
43	16/196	Sheffield-Huntington House	1719prior C
43½	16/023.5	Brennan, M. J., House	1893/1907 C
44	16/036	Keating, George C., House	1891ca C
45	16/015	Brennan, M. J., House	1893/1907 C
46	16/035	Larson, L., House	1883/93 C
48	16/163	Albro, C. H., House	1883/93 C
FAIR ST			
8	27/286	Bailey Court	1988 NC
10	27/113	Hammett, Nathaniel, House	1845ca C 1987ca
13½	27/129	Essex, J. J., House	1825/50 C
17	27/128	Wheeler, Hannah W., House	1850s C
20	27/226	Langley, Sarah E., House	1890s C



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21	27/199	Oman, Wm., House	1876/82	C
25	27/127	Oman, Wm., House	1876/82	C
28	27/115	Hidler, James D., House	1880	C
FAREWELL ST				
	17/167	Liberty Square	1729prior	C
	17/335	Newport Housing	1970/80	NC
	12,9/038,016	Braman Cemetery	1865	C
	17/070	Coddington Burial Ground	1678/1700	C
1-5	17/181	Commercial Building	1921after	NC
11	17/166,164	Burdick, Thomas S., Carriage Factory	1875 1988	C
16	17/154	White Horse Tavern	1693prior 1780ca	I
19	17/299	Riley, H. G., House	1907/21	C
22	17/112	Sherman House	1845ca	C
29	17/113	Methodist Episcopal Church Society House	1870/76	C
31	17/097	Hadwen-Shaw House	1805ca	C
31½	17/333	Lawton, George P., House	1893/1907	C
32	17/021	Schoolhouse	1845ca	C
33	17/090	Rodman-Sherman House	1711ca 1818ca	C
34 & 36	17/328	Schoolhouse	1845ca	C
35	17/069	Gladding, Oliver H. P. & Ida M., House	1893/1907	C
37	17/320	Stewart House	1850ca	C
39	17/068	Mumford School	1909 1984ca	C
40	17/278	Second North Baptist Church Stable	1870/76	C
40½	17/021	Jones House	1850ca	C
42	17/022.2	Braman, John C., House	1876/83	C
43	17/036	Covell, William K., House	1800ca 1875ca	C
44	17/315	Buckley, M. A., House	1893/1907	C
45	17/020	House	1921after	C
47	17/019	Smith, William B., House	1840ca	C
49	17/061.4	White, George L., House	1840ca	C
51	18/032	Almy, Capt. Gideon, House	1840ca	C
52	12/141	Simmons, Lewis L., House	1859	C

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53 18/031	Pilot House	1705 1976/80	C
55 18/009	Hazard, Simeon, House	1840ca	C
56 12/140	Almy-Taggart, House	1710ca 1735	C
57-59 18/161	Cozzens, William & Joseph, House	1765ca	C
58 12/109.4	Braman, John C., House	1859/76	C
60 12/235	Gladding, Ida M., House	1907/21	C
66 12/244	Jones, Edward, House	1776prior	C
FEKE ST			
4 17/277	Marks, M. J., House	1893/1907	C
7 17/041	Sullivan, John, House	1870/76	C
FRANKLIN ST			
8 27/048	Hammett, Joseph M., House	1825/50	C
16-18 27/049.4	Langley, Nathaniel, House	1825/50 1883/93	C
20-22 27/050	Gidley, John, House	1740ca	C
24 27/050	Commercial Building	1907after	NC
26½ 27/051	Townsend, Thomas, House	1871/76	C
27-29 27/072	Norton, Benjamin, House	1780ca	C
30 27/052	Bradford, Joseph, House	1845ca	C
31½ 27/272	House	1988	NC
32-36 27/053	Godfrey, Caleb, House	1780/86	C
33 27/071	Saunders, Joshua, House	1756prior	C
35 27/070	Rogers House	1850prior	C
38 27/054.4	Austin, Dan, House	1871/76 1908/21	C
43 27/069	Easton, John, House	1777prior	C
GIDLEY ST			
12 27/129.4	Building	1921after	C
23 27/206	Ruggles, Mary L. Stable	1859/76 1980ca	C
25 27/238	Austin, E. N., House	1896/1907	C
27 27/223	House	1800ca	C
29 27/137	Austin, E. N., House	1896/1907	C
GLADDING CT			
3 12/008	Greenman, H. S., House	1876/83	C

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4	12/006	Dube, Alex, House	1870/76 C
5-5½	12/007	Spelman, John, House	1870/76 C
6	12/003	Peabody, Benjamin, House	1870/76 C
7	12/002	Gladding, O. H. P., House	1870/76 C
<b>GOLDEN HILL ST</b>			
26	27/148	Gladding, Nathaniel, House	1771/77 C
			1820/30
30	27/147	Giles, William, House	1777prior C
34	28/108.4	Fairbanks, David, House	1720 C
42	28/107	Campbell, J., House	1850/59 C
44	28/106	Donnarummo House	1982 NC
<b>GREEN PL</b>			
1	27/220	Smith, C. A., House	1893/1907 C
2	27/224	Kerner, J. & M., House	1893/1907 C
5	27/225	Lanthrope & Nolan House	1915 C
6	27/221	Gallagher, Anthony & Margaret, House	1920ca C
8	27/232	Newton, M. B., House	1890ca C
<b>GREEN ST</b>			
21	27/209	Sisson, John, Jr., House	1750ca C
			1975
27-29	27/026,027	Cahoone & Yates House	1763/77 C
32	27/006.5	Sherman, Peleg T. Stable	1860/76 C
34	27/273	Cottrell, M. F., House	1896/1907 C
35	27/027	House	1780prior C
36	27/198	Cottrell, Mary F., House	1883/93 C
38	27/019	House	1780prior C
			1985
41	27/028	Albro, Stephen S., House	1877/83 C
<b>GUERNEY CT</b>			
1	12/207	Weaver, James L., House	1870/76 C
5	12/032	Weaver, James L., House	1870/76 C
6	12/194	Wetherell, H. S., House	1883/93 C
8	12/023,208	Weaver, James L., House	1870/76 C
9	12/022	Barlow, George C., House	1870/76 C
11	12/020	Clark, M. M., House	1883/93 C

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<b>HEATH ST</b>			
1 18/072,073	Easton-Shay, House	1870/76	C
2 18/066	Church Community Corporation House	1980ca	NC
4 18/067	Barney House	1845ca	C
5 18/071	Bush, John T., House	1859/70	C
16 14/194	Read, William T., House	1870/76	C
17 14/046	Tracey, Patrick, House	1870/76	C
<b>HIGH ST</b>			
12 24/148	Trinity Church Parish House	1893/1907	C
12 25/021	Clark, Sarah-William Littlefield House	1745ca 1800ca	C
<b>HOWARD ST</b>			
5 32/074	Milburn, Thomas, House	1870s	C
9 32/073	Kaul, Thomas, House	1850/70	C
10 32/051	Martin, John, House	1890ca	C
12 32/052	Oatley, Thomas, House	1859/76 1890s	C
14 32/053	Shea, T., House	1883/93	C
15 32/072.5	Smith, John, House	1870/76	C
16 32/053	Waite, Beriah, House	1830ca	C
19 32/071	Buckley, Dennis, House	1850s 1907/21	C
21 32/069	Hovey, Chandler, House	1982ca	NC
25 32/068	Tifft, G. E., House	1850/59	C
26 32/054.75	James, Benjamin, House	1884/1893	C
28 32/054	Garnett, F. B., House	1895ca	C
29 32/067	Cole, Edward, House	1760ca	C
30 32/054.5	James House	1850ca	C
33 32/066	Burdick, C. H., House	1876/83	C
34 32/055	Freebody House	1825/50	C
37 32/065	Stacy, Joshua, Jr., House	1860s 1883/93	C
38 32/056	Freebody House	1825/50	C
42 32/057	Cranston, William, S., House	1840s	C
43 32/064.4	Burdick, F. S., House	1884/93 1907/21	C

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<b>HUNT CT</b>			
32/089	Serpa, Olive, Garage	1921/88	NC
32/270	Walsh, Mary, House	1982	NC
<b>JOHN ST</b>			
28/151	State Park		NC
14 27/211	Ward & Kelley House	1894/1907	C
15 27/088	Hammett House	1825/50	C
17 27/089	Yeates, Samuel, House	1789/1805	C
18 27/066	Weaver House	1825/50	C
19 27/264	Sherman, S. B., House	1895prior	C
21 27/239	McMahon, Nellie, House	1908/13	C
23 27/090	Byrnes, Mary, House	1908/19	C
24 27/065	Holt House	1825/50	C
28 27/064	Peckham, Perry, House	1825/37	C
		1978/80	
29 27/091	Vickery, Joseph, House	1770ca	C
33 27/214	Spooner, Thomas, House	1825/50	C
34 27/062, 063	Spooner, Sarah E., House	1871/76	C
37 27/092	Durfee, J. B., House	1825/50	C
41 27/093	Hudson, Thomas, House	1808ca	C
42 27/061	Fludder House	1850prior	C
46 28/037	Brattle, Robert, House	1770ca	C
47 28/068	Tabor, Constant, House	1750ca	C
		1803	
		1971	
50 28/038	Holt, William, House	1842	C
53 28/067.4	McGregor, Alexander M., House	1870/76	C
54 28/039	Tompkins, John, House	1809	C
60 28/040	Hill House	1825/50	C
63 28/067	McGregor, Alexander, House	1835ca	C
66 28/041	Tompkins, John, House	1801ca	C
		1811	
		1890	
72 28/042	Sweet House	1850ca	C
80 28/043	Peckham, Isaac, House	1810ca	C
83 28/062	Edgar, Daniel M., House	1860/70	C
84 28/044, 45	Weedon House	1825/50	C
87 28/061	Austin House	1825/50	C
94 28/134	Faerber, Peter, House	1896/1907	C
95 28/059	Vernon, George E., House	1825/50	C

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99	28/058.7	DeBlois, Henry, House	1871/76 C
100	28/046	White, M. E. R., Building	1896/1907 C
103	28/128	Buonvino, Michael, House	1986 NC
104	28/150	Cozzens, J. H., House	1846/50 C
105	28/058	DeBloise, Henry, House	1851/59 C
115	28/056	Dexter, Samuel, House	1810ca C
118-120	28/048	BeBlois Building	1851/59 C 1871/76
<b>JOHNSON CT</b>			
	18/023	House	1980ca NC
3	18/047	Old African Methodist Episcopal Church	1857ca C 1883
5	18/048	Beardley, L. A. M., House	1876/83 C
8	18/022	Slaughterhouse	1850ca C
10	18/021	Fisher, John H., House	1859ca C
14	13/071	Riggs & Booth Tenement	1893/1907 C
<b>KATZMAN PL</b>			
1	12/053	House	1955ca NC
2	12/279	House	1955ca NC
3	12/272	House	1955ca NC
5	12/288	House	1955ca NC
6	12/271	House	1955ca NC
8	12/287	House	1955ca NC
<b>KINGSTON AVE</b>			
3A-3B	18/193	Public Housing	1980s NC
8A-8B	18/174	House	1980s NC
12	18/174	Lawton, George, House	1893/1907 C
14	18/174	Lawton, George, House	1876/83 C
16	18/107	Lawton, George, House	1870/76 C
18	18/107	Lawton, George, House	1780/1830 C
20	18/091	Simmons, E., House	1840ca C
29	14/049	Eldridge, N., House	1859/70 C
30	18/089	Smith, C., House	1859/70 C
33	14/212	House	1921after NC
35	14/048	Kelly, John, House	1780/1830 C
38	18/069	Macomber, Elijah, House	1859/70 C
39	14/047	O'Connell, Eugene, House	1870/76 C
42	18/068.5	Anderson, House	1845ca C

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50	18/049	Brophy, Michael, House	1859/70 C
51	14/032	DeBlois, House	1870/76 C
57	14/012	Johnson, H., House	1845ca C
58	18/180	Bradley, Perry, House	1870/76 C
59	13/134	Williams, S., House	1883/93 C
61	13/140	Irish, J., House	1859/70 C
65	13/048	Harris, Michael, House	1880ca C
66	13/020	Lake, Thomas, House	1872 C
69	13/046	Reynolds, P., House	1870/76 C
<b>LASALLE PL</b>			
3	09/136	Smith, Allen C., House	1893/1907 C
4	09/028	Building	1921after NC
5	09/358	Lawton, Edward N., House	1893/1907 C
6	09/140	Chapman, J. J. & A. A., House	1907/21 C
7	09/138	Lawton, Edward N., House	1893/1907 C
8	09/141	Scott, R. C. & M., House	1907/21 C
9	09/138	Rudolph, James E., House	1907/21 C
10	09/139	James, William H., House	1907/21 C
11	09/137	Rearson, John A., House	1893/1907 C
12	09/134	Lawton, Edward N., House	1907/21 C
<b>MAITLAND CT</b>			
1	09/017	Spooner & Engs House	1870/76 C
2	09/027	Spooner & Engs House	1870/76 C
3	09/018	Young, John S., House	1870/76 C
5	09/018.4	Swanson, Frank A., House	1893/1907 C
6	09/026	Winsor, J. M., House	1876/83 C
7	09/018.4	Peckham, H. S., House	1876/83 C
9	09/019.6	Olsen, Mary, House	1883/93 C
10	09/025	Johnson, B. T. & J. D., House	1893/1907 C
10½	09/209	Winsor, E. J., House	C
11	09/079	Aillman, S. H., House	1883/93 C
12	09/025	Watson, B. B., House	1870/76 C
13	09/019	Ailman, Mary C., House	1883/93 C
15	09/093	Hussey, Peter, House	1883/93 C
<b>MARLBOROUGH ST</b>			
	17/171	Gas Station	1921/48 NC

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17/151,152,153	St. Paul's Methodist Church	1806 1842 1881 1930 1960	C
2 17/146	Coddington, John, House	1725/30 1850 1900 1971	C
4 & 6 17/147	Stern, Samuel, House	1850/59	C
10 17/149	Pearce, Benjamin, House	1800ca 1870/1948	C
13 17/169	Newport County Jail	1722ca 1800 1965 1984	C
21-33 17/164	Lawton, A. T., Building	1870/76 1988	C
30 17/155,258,317	Friends Meeting House	1699 1705 1729 1807	C
<b>MARSH ST</b>			
5 15/228	Gladding, T., House	1883/93	C
7 & 9 16/090	Coggeshall, F. B., House	1883/93	C
11 16/091	House	1890ca	C
15 16/167	Simpson, Ed T., House	1876/83	C
21 16/092	Crandall, William, House	1850/76	C
23 16/092.5	Crandall, William E., House	1850/76	C
25 16/221	Eldred, Joseph S., House	1825/50	C
27 16/211	Eddy, F. S., House	1893/1907	C
29 16/242	Albro, Charles H., House	1876/83	C
29-31 16/072.4	Albro, Charles H., House	1876/83	C
33 & 35 16/094.4	Nash, H., House	1893/1907	C
37 16/094	Potter, Simeon, House	1749prior	C
<b>MARTIN ST</b>			
1 28/035	Chase, William, House	1837/39	C
2 27/060	Church Community Corp. House	1972	NC
4 28/036	Building	1840/50	C



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<b>MARY ST</b>			
6 24/091	Inntowne, The	1935 1987	C
16 24/353	Rogers, Daniel, House	1850prior 1987	C
20 24/354	Mary St House / Langley, W. S., Apartments	1907 1988	C
24* 24/042	Clarke, John, School	1916/17	C
26 24/092	Pell, Anna, House	1883/93 1895ca	C
29 24/113	Fowler, Christopher, House	1801	C
41 24/112	Mary St YMCA	1893/1907	C
75 24/107	House	1876/83	C
96 25/020.4	Vaughn, Sarah J. B., House	1876/83	C
<b>MAYBERRY CT</b>			
1 12/200,201	House	1945after	NC
3 12/202,154	House	1989	NC
<b>MEETING ST</b>			
18 17/179	Groff, J., House	1883/93	C
<b>MEMORIAL BLVD WEST</b>			
28/080	White, P., House	1894/1907 1987	C
8 28/144	Crosby, J. H., Grocery	1850ca 1980s	NC
18 28/084	Sullivan, Eliza, House	1825/50	C
20 28/083	Henson, Eliza, House	1800prior 1877/83	C
22-26 28/143	Commercial Building	1967	NC
28 28/140	Dickerson, Silas, House	1850ca 1985-86	C
30 28/081	Hurley's	1966	NC
38 28/079	Kentucky Fried Chicken	1968	NC
44 & 46 28/077	House	1780prior 1980ca	C
52 28/074.4	Barry, Bridget, House	1884/93	C
54 28/073,074	Smith, M. & A., House	1884/93	C
62 28/072	Clarke Stable / Egan, Julia, House	1851/59 1889	C

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66	27/122	Ronayne, Bridget, House	1850ca C
76	27/121	Hammett, Benjamin, House	1780/85 C
80*	27/119	St. Mary's School	1865 C
105	27/197	Ancaster, J. P., House	1894/1907 C
		1970s	
111	27/275	Peckham, William H., House	1850ca C
113	27/083	Maloney, Mary, House	1907 C
<b>MILBURN CT</b>			
7	32/079	Sherman, Albert, House	1850s C
11	32/080	Gladding, Julia A., House	1825/50 C
15	32/081	Burkinshaw, James, House	1850/59 C
17	32/082	Marvel, W. W., House	1895/1907 C
<b>MILL ST</b>			
	25/079	Boys Club	1955/65 NC
	24/197	Carr House	1975/85 NC
	24/196	Honeyman Hall	1930 C
7-9-11	24/232	Commercial Building	NC
15	24/231.4	House, now Store	? C
			1979
22	24/346	Brown, James B., House	1825/50 C
24	24/360	Wood, Joseph-Hamilton Rice House	1810ca C
			1980
25	24/230	Steamer Company #1	1886 C
35-39	24/229	Coggeshall, Billings, House	1784ca C
			1970/73
41-43	24/228	Brown, Beriah, House	1709ca C
			1976
47	24/227	Beattie, Joseph, House	1756prior C
49	24/226	Alexander, Jack, House	1811ca C
			1970
62	24/224	Sayer, Joshua, House & Bakery	1807 C
63-65	24/292	Radford, John, House	1895 C
69½	24/290	Sayer, J., Building	1850prior C
			1907/21
70	24/223	Chappell, Bottomore, House	1780ca C
75	24/264	Johnston, John D., Building	1897/1907 C
			1980s
81	24/307	Johnston, John D., House	1894/1907 C
82	24/294	Woodbine	1870s C

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83	24/265	First Congregational Church	1729 1776-79 1832	C
85	24/315	Rider, Philip, House	1877/82	C
86	24/221	Stuart, Jane, House	1840/50	C
93	24/300	Historic Hill Condominiums	1987	NC
98	25/080	Bateman, Luther, House	1859/70	C
103	25/109	O'Connor, J. F., House	1894/1907	C
104	25/081	Reynolds, Benjamin, House	1758prior	C
105	25/110	Carry, Emily, House	1894/1907	C
112	25/083	Carriage House	1930s	C
118	25/084	Lawton, Robert, House	1809ca	C
128	25/086	Sherman, Charles, House	1825/50	C
142	25/087	Tillinghast, Gov. John, House	1758ca	I
152-54	25/131	Tompkins Estate	1907/21	C
MT. VERNON ST				
5	21/102.4	Greene, Helena M., House	1884/93	C
7	21/101	Rooney, H. F. & M. C., House	1895/1907	C
9	21/100	Springer, William S., House	1738ca	C
			1850	
11	21/099	Tilley, John, House	1809prior	C
			1880s	
12	21/169	Smith, Alfred, House	1845ca	C
13	21/098	Tilley, William, House	1809ca	C
15	21/097	Minker, Robert, House	1840ca	C
16	21/081	Stevens, James F., House	1835prior	C
18	21/082	Allen, John J., House	1836	C
19	21/217	Chase, Benjamin, House	1810ca	C
21	21/095	Chase, A. W., House	1896/1907	C
23	21/094	Bryer House	1850prior	C
27	21/093	Bryer House	1850prior	C
NORTH BAPTIST ST				
8	17/060	Mumford, H. E., House	1883/93	C
10	17/044.4	Mumford, H. E., House	1883/93	C
12	17/327	Frant, D. & J., House	1895	C
14	17/044	Frant, D. & J., House	1860ca	C

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<b>OAK ST</b>			
11 & 15 18/166	Peckham, Daniel, House	1840ca 1876/83	C
<b>OSBORNE CT</b>			
25/056	House	1985	NC
25/056	House	1883/93	C
25/056	Osborne, Sarah, House	1770prior	C
<b>PEARL ST</b>			
8 18/091.4	Potter House	1850prior 1988ca	C
14 14/209	Eldridge, Nancy, House	1850prior	C
16 14/114	Horgan, P. H., House	1893/1907	C
18 14/114	O'Brien, P. & W. Carr House	1876/83	C
<b>PELHAM ST</b>			
14 24/267	Stewart, Anthony, Livery Stable	1860/76	C
23-25 27/005	Sullivan, G. M., House	1896/1907	C
27 27/270	Sherman, I. L., House	1896/1907	C
28 24/257	Stewart, Anthony, Livery Stable	1877/83	C
29-31 27/006	Sherman, I. L., House	1908/21	C
32 & 34 24/258	Langley-King House	1711ca 1971	C
35 27/007	Bowen, Jonathan, House	1804ca	C
38 24/259	Gidley, John, House	1744ca	C
41 27/008	Stewart, Anthony, Jr.	1859/76	C
43 27/271	Langley, Lucina, House	1771prior	C
44 & 46 24/321	Vaughn, Daniel, House	1795/1813 1973	C
45 27/009	Steek's Cabinetry Shop	1907/21 1968	C
47 27/009.4	Austin, William N., House	1882/3	C
50 24/260	Brewer, Capt. Thomas, House	1744ca	C
56 24/263	Bannister, John, House	1751/54	C
60 24/295	Sullivan, G. M., House	1897/1907	C
70 24/293	Van Zandt House	1836	C
72* 24/308	Arnold Burying Ground		C
73 27/284	Congregational Church Vestry	1857/1907	C
75 27/012	Fludder House	1844/52	C
80 24/266	Rider, Philip, House	1860/76	C

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81 27/013	Staigg, Richard M., House	1844/50 1883/93	C
85 27/014	Gray, Edward, House	1836/50	C
86 24/300	Historic Hill House Condominiums	1987	NC
92 & 94 25/104	Butler House	1865ca	C
93 28/007	Littlefield, Augustus, House	1850/56 1980s	C
96 25/116	LaForge Cottage	1913	C
105 28/006	Marshall, Eliza, House	1825/50	C
115 28/005	Gastoff House / Swinburne School	1825/50	C
123 28/004	Gardner House	1847ca	C
129-31 28/003	Channing Memorial Church House	1881/83	C
129-31 28/003	Channing Memorial Church	1881	C
135-37 28/118	Smith, William H., House & Office	1878/79	C
141 28/002	Parkgate	1879/81	C
PINE ST			
3 12/018	Dunham, Robert, House	1770/75	C
4 12/253, 4	Ailman, Mary C., House	1876/83	C
6 12/232	Barker, George M., House	1907/21	C
9 12/016	Dockray, John, House	1758/77	C
11 12/234	Creswell, Emilia Belknap, House	1970s	NC
POPE ST			
6 32/083	Marvel, William, House	1870ca	C
12 & 14 32/084	Reagan, Patrick J., House	1907/21	C
18 32/085	Albro House	1777prior	C
22 32/086	Russell, Charles, House	1870s	C
28 32/087	Russell, Charles, House	1810ca 1970s	C
37 32/087.4	Russell, Charles, House	1850prior	C
38 32/088	Arden, Peter, House	1825/50	C
42 32/090	Gash, John, House	1825/50	C
44 32/091	Lee, Rebecca, House	1825/50	C
POPLAR ST			
5 & 7 12/139	Braman House	1758prior	C
8 17/304	Weed, C., House	1893/1907	C
9 12/138	Braman, David, House	1893/1907	C
10 17/305	Weed, C., House	1893/1907	C
11 12/243	Braman, David, House	1893/1907	C

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Address	Plat/Lot(s)	Property Name	Dates	Status
12	17/004	Stoddard, J. C., House	1859/70	C
13	12/137	Braman, William P., House	1850/76	C
14	17/005	Stoddard, Thomas D., House	1850/59	C
15	12/136	Allen, A., House	1860/76	C
16	17/006	Coan, Joseph & Thomas, House	1870/76	C
17	12/135	Stevens, P. W., House	1859/76	C
19	12/134	Braman, J. C., House	1870/76	C
20	17/007	Darraah, Rufus T., House	1860/70	C
21	12/149	Mayberry, D. S., House	1876/83	C
26	16/002	Friend House	1825/50	C
27	12/151	White, J., House	1883/93	C
28	16/021	Hanson, J. J., House	1883/90	C
29	12/112.2	Stoddard, L. H., House	1883/93	C
30	16/264	Kerley, Anne F., House	1859/76 1980ca	C
31	12/133	Richards, Sarah, House	1873ca	C
32	16/005	Sherman-Mayberry House	1845ca	C
33	12/132	Richards, Samuel, House	1870ca	C
34	16/220	Mayberry, D. S., House	1850/76	C
35	12/131	House	1870ca 1980s	C
36	16/208	Mayberry, D. S., House	1876/83	C
39	12/262	Alger House	1850ca	C
42	16/007.4	Barker, Alexander, House	1841ca	C
43	12/143	Barker, Joanna S., House	1850ca 1979	C
44	16/007.6	Barker, Mary H. & Henry, House	1859/76	C
46	16/007	Barker, J. H., House	1893/1907	C
47	12/144	Lawton,, William, House	1758prior	C
51	12/145	Holt, William, House	1876ca	C
52	16/205	Stable	1890ca	C
54	16/009	Chadwick, Jonathan, House	1725ca	C
55	12/147.4	Peckham, Caleb & Mary, House	1758prior	C
56	16/240	Chandlery	1770prior	C
57	12/125	Crandall House	1854ca 1879	C
58	16/010	Dyer House & Shop	1740ca 1758/76	C
59	12/124	Huntington-Crandall House	1758prior	C
61	12/120	St. John's Guild Hall	1876/83	C
63	12/120	Crandall, William, House	1833ca	C

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65 12/120	Dennis, John, House	1740/50 1876 1927	C
PROSPECT HILL ST			
28 28/012	House	1989	NC
28 27/038	House, now Commercial Building	1850prior	C
30 27/037	House	1850prior	C
32 27/254	Warehouse	1893/1907	C
40 27/035	Weaver, Solomon & Benjamin, House	1807after	C
53 27/056	House	1840s	C
54 27/032	Outbuilding, now Dwelling	1870s	C
56 27/231	House	1910ca	C
61 27/057	House	1850s	C
62 27/031	House	1893/1907	C
64 27/230	House	1893/1907	C
65 27/256	House	1907after	C
66 27/237	House	1893/1907	C
68 27/030	House	1895/1900	C
71 27/058	House	1850before	C
81 27/241	House	1850s	C
90 27/010	House	1859/1876	C
94 27/011	Treby, Peter, House	1751/1755	C
101-03 28/034	House	1860/1890	C
104 28/121	Thomas, William, House	1865ca	C
107 28/033	House	1850/1859	C
108 28/013	Brattle-Thurston House	1798prior	C
111 28/032	House	1893/1907	C
113 28/032	House	1850prior	C
118 28/015	Hose #8 Fire Station	1887	C
119-21 28/31	Hammett, Frank & James M., House	1850/70	C
122 28/16	Bowler-Wickham House	1760prior	C
125 28/136	Commercial/Apartment Building	1907after	C
128-30 28/17	Shaw, Anthony, House	1752/58	C
135 28/30	Darg, John, House	1870s	C
145-51 28/130	Merciol, Francis, Apartment House	1900ca	C
152 28/146	House	1700/1800	C
153 28/29	DeBlois, Henry D. & Wm., House	1870s	C
QUEEN ANNE SQUARE			
0 24/173,174,346	Queen Anne Square	1970s	NC

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<b>RUSSO CT</b>			
1 21/161	Russo, P., House	1911ca	C
3 21/165	Smith, Daniel, House	1911ca	C
5 21/160	Pekow, Henry, House	1912	C
<b>SANFORD ST</b>			
3 17/034,035	Wilson & Bramin House	1893/1907	C
6 17/271	Braman House	1760ca	C
<b>SCHOOL ST</b>			
1 24/078	Lawton, G. & Langley, J., House	1859/76	C
2 24/079	Maudsley, Mary-Charles Bardin House	1758prior	C
10 24/081	Turner, D., House	1850prior	C
15 24/098	Babcock, Isaac, House	1825/50	C
21 24/100	Barlow, Fred, House	1860/76	C
24 24/105	Channing, William Ellery, House	1750ca	C
25 24/106	Trinity Church School House	1799	I
29 24/106	House	1894/1907	C
31 24/127	Vars, Matilda, House	1850/59	C
		1859/76	
32 24/128.4	Hammett, James, House	1865ca	C
39 24/127.4	Downing, B. F., House	1893/1907	C
40 24/146	Sisson-Collins House	1730ca	C
		1823	
41 24/145.4	Mumford, A. B., House	1876/83	C
49 24/150	Elvina House	1850prior	C
50 24/149	Masonic Hall	1803	C
		1830/76	
<b>SECOND ST</b>			
6 16/074.4	Green, Charles, House	1825/50	C
7 16/166,209	Simpson, E. T., House	1883/93	C
13 16/059	Rodman, Nathaniel, House	1717ca	C
		1963ca	
14 & 16 16/199	Smith, Samuel, House	1850/76	C
18 16/198	Smith, Samuel, House	1837ca	C
19 16/041	Townsend, John, House	1773/77	C
20 16/197	Boss, Elliott, House	1824/40	C
25 & 27 16/018	Jestings, James, House & Store	1907/21	C
26 16/016.4	Fanas, C., House	1876/83	C



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29	16/214	Grey, William, House	1859/76	C
30	16/016	Moulton, Michael, House	1756/71 1870	C
31-35	16/226	Frye, John, House	1760/70	C
32	16/008	Taggart, Henry, House	1725ca	C
36	12/280	Crandall, William F., House	1860/76	C
38	12/118.4	Sharpe, Joseph, House	1876/83	C
39	12/147	Sweet, Elmer F., House	1880ca	C
40	12/275	Sharpe, Joseph, House	1876/83	C
41	12/126	Southwick House	1825/50	C
42	12/118	David, James & Sarah, House	1731ca	C
45	12/100.6	Brownell, Charles, House	1860/76	C
45½	12/159	Battene House	1883/93	C
46	12/098	Dennis, Mary P., House	1850prior	C
47	12/100.4	Brownell, Charles, House	1800ca	C
48	12/090	Ailman, Mary C., House	1883/93	C
49	12/089	Brown, James, House	1758prior 1810ca	C
50	12/292	Ailman, Mary C., House	1883/93	C
51	12/079	Townsend, Solomon, House	1725ca 1973/77	C
52	12/069	Outbuilding, now Dwelling	1921after 1985ca	C
54	12/188	Ewart, J. S., House	1893/1907	C
56	12/186	Ewart, J. S., House	1893/1907	C
57	12/061	Merritt House	1825/50	C
58	12/190	Tiffl House	1850ca	C
59	12/221	Gifford, Isaac & Mary, House	1743ca 1850ca	C
61	12/216	Langley, F. B. & C. L., House	1907/21	C
62	12/045.6	Childs, Rev., School	1850/70	C
63	12/050	Kerr, W. G., House	1883/1907	C
64	12/237	Ziesel, Jacob K., House	1907/21	C
65	12/051	Spencer, Charles A., House	1859/76	C
67	12/044	Allan, John J., House	1859ca	C
69	12/253	Mauran, A. A., House	1883/93	C
73	12/026	House	1921after	NC
75	12/026	House	1921after	NC
79	12/017.4	Bigelow, J. W. Stable	1876/83	C
81	12/017	Goddard, John & Thomas, House	1758prior	C
83	12/277	Groff, Albert G., House	1893/1907	C

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83½	12/013	Groff, Albert G., House	1893/1907	C
85	12/227	Stanton, Gilbert, House	1850/59	C
85½	09/295	House	1950s	NC
87	09/291	House	1921after	NC
89	09/311	House	1921after	NC
91	09/309	House	1921after	NC
93	09/320	House	1921after	NC
95	09/109	Peckham, H. F., House	1893/1907	C
96	09/127	Friend, E. W., House	1893/1907	C
97	09/107	Peckham, H. F., House	1883/93	C
98	09/115	Jones, Aaron, House	1893/1907	C
99	09/103	Moon, T., House	1883/93	C
100	09/132	Goddard, William, House	1893/1907	C
102	09/120	White, Lizzie F., House	1893/1907	C
<b>SHERMAN ST</b>				
4	21/180	House	1921after	NC
5 & 7	21/028	Warehouse	1921after	NC
8	21/029	Weaver, Holmes, House	1800prior	C
9 & 11	21/204	Allan, John B., House	1883/1893	C
10	21/030	Wilbur, G. W., House	1884/93	C
10½	21/218	Wilbur House	1884/93	C
12	21/041	House	1800prior	C
13	21/042	Irish House	1845ca	C
14	21/047	Sherman, Robert, House	1800ca	C
15	21/046	Sunnyside	1811ca	C
16	21/048	Hopkins, Stephen, House	1850/56	C
17	21/221	House	1907/21	C
19	21/062	Allen Building	1840ca	C
19ABC	21/062	House	1921after	NC
20	21/061	Sherman, Isaac, House	1811ca	C
21	21/168, 187	Fludder, H. H., House	1908/21	C
23	21/171	Lee, W. H. & M. E. W., House	1907/21	C
26	21/193	Caswell Carriage House	1893/1907	C
			1921after	
28	21/079	Peckham-Ramlose, House	1845ca	C
30	21/083	Bailey-Allan Hazard House	1809/16	C
34	21/109	Stanhope, William, House	1809/36	C
35	21/096	House	1960ca	NC
37	21/103	Lyon House	1850prior	C
38	21/111	Place, Henry G., House	1811ca	C

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40	21/117	Barker, Samuel, House	1870/85 C
41	21/192	Crosby, John H., Jr., House	1868 C
42	21/197	Cook, David C., Carriage House	1850/59 C
43	21/118	Crosby, John H., Jr., Carriage House	1868ca C
SHILOH CT			
	18/093	Horgan, P., Cottages	1883/93 C
SPRING ST			
	17/226,227	Sunoco Station	1921after 1975ca NC
	17/230	Texaco Station	1921after 1975ca NC
3	17/160	Cornell, William, House	1825/50 C
8	21/216	Smith, Constant, House	1893/1907 C
12	21/017	Kane, Bridget M., House	1907/21 C
19 & 21	17/188	Allen, William, House	1825/50 C
20-24	21/019	Sayer, Baldwin, Building	1907/21 C
26	21/202	First Baptist Church Parsonage	1885 C
30	21/020	First Baptist Church	1846 C
			1949
38-42	21/021,022,023	Building	1921after NC
50-54	24/019	Commercial Building	1921after NC
60 & 62	24/023	Tweedy, Joseph-Elizabeth Newby House	1709/20 C
69	24/026	Redwood, William and Abraham, House	1759 C
			1800ca
72	24/051	New Jersey House	1800ca C
			1975/77
74	24/009	Buffum-Redwood House	1700ca C
			1760ca
78	24/076	Franklin, R. S., House	1850ca C
83	24/332	Norman House	1840ca C
			1880/1890
86	24/324	Norman, George H., House	1825/50 C
87	24/075	Hyde House	1898 C
89	24/070	Johnson, Elisha, House	1750ca C
92	24/095	Barker, A. N., House	1859/76 C
94 & 96	24/095.5	Pray, H. W., House	1850ca C
95	24/084	Willis, Edward, House	1807ca C

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99	24/094	Barker, George C., House	1870/76	C
104-06	24/110	Cahoone, Abigail, House	1777prior	C
105-07	24/104	Franklin, R. S. & W. B. Bakery	1876	C
108	24/124	Barker, B. C., House	1883/93	C
109-11	24/111	Odlin-Otis, House	1705ca	C
112	24/131	Barker, George C., House	1870/76	C
113 & 115	24/123	Eddy, John, House	1725prior 1786ca	C
118-22	24/143	Wood, Mary F., House	1850prior 1870/76	C
119	24/132	Barker, Samuel, House	1714ca	C
123	24/142	Sherman, William B., House	1859/70	C
126-28	24/152.6	Wilbur, George V., House	1758prior	C
129	24/298	Mann, John Preston, House	1827ca	C
130-32	24/152	Wilbur, George V., Building	1850prior	C
133	24/153	Sherman, W. S., House	1893/07	C
134 & 136	24/163	Borden House	1758prior	C
135-37	24/162	Commercial Building	1893/07	C
138 & 140	24/171.4	Stedman, S. M., Building	1829/31 1855after	C
141	24/172	Trinity Church	1726 1762 1936	NHL
142-46	24/190	Telephone Building	1925	C
148-60	24/218	Helme, Theo R., Building	1859/76	C
166	24/225	Wilbour, Norton, House	1758/77	C
172	24/309	Coggeshall, Ernest, House	1893/95	C
175	24/261	Bours, Samuel, House	1758/77	C
178	24/291	Moran, M., House	1890s	C
181	24/333	Gibbs, Jonathan, House	1771	C
182	24/296	Lynch, Hannah, House	1899	C
185	24/262	Gibbs, Jonathan, House	1774	C
199	27/010	Cremin House	1785/90	C
200*	24/011	United Congregational Church	1857	I
204	27/229	Bowen-Tobin House	1825ca 1895ca	C
205	27/017	Howland, Benjamin, House	1758/77	C
209	27/029	Brattle, Robert, House	1758/77	C
214	27/227	Naughton, P. J. & K. V., House	1907/21	C

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216	27/033	Cottrell, Joseph, House	1843ca	C
			1859/76	
219	27/034	Martin, Lyn, House	1758/77	C
220-22	27/055	Anthony, Henry, House	1825/50	C
			1907/21	
221-25	27/054	Keith, D. R., Building	1843/50	C
228	27/067	Bull-Mawdsley, House	1680	I
			1748	
229	27/068	Pitman, James, House	1758/72	C
232	27/258	Hammett House	1825/50	C
			1855after	
233	27/068	Commercial Building	1921after	NC
235	27/085	Tiernan, Patrick, Building	1859/76	C
243	27/086	Sullivan, Jeremiah J., House	1836/39	C
250*	27/119	St. Mary's R.C. Church	1848/52	C
265-67	27/138	Deblois-Record House	1878ca	C
269	27/233	Spooner, Thomas D., House	1860/76	C
271-75	27/235	Castoff, Gaspar, House	1787ca	C
277	27/164	Albro, Stephen, House	1825/50	C
283	27/165	Shearman-Lee-Lewis, House	1758/77	C
299	27/175	Garrettson Memorial Day Care Center	1929/30	C
301	27/177	Cutting Memorial Chapel	1916	C
309	27/177	Saint Clare Home	1970	C
325	32/005	Yerrell House	1840s	C
327	32/005.5	Tirrill, Edward, House	1860/76	C
329	32/028	Honeyman-Easton House	1732prior	C
			1800ca	
			1860ca	
331	32/029	Anthony, Benjamin, House	1882	C
343	32/039	Cranston, William S., House	1870ca	C
345	32/039.4	Cranston, William S., House	1850ca	C
			1876ca	
349	32/058	White, Thomas, House	1759	C
			1907/21	
353	32/064	Burdick, Charles H., House	1850/59	C
			1875ca	
359	32/089.4	Easton House	1850/59	C
			1875	
365	32/092	Hunt House	1850ca	C

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<b>SUNSHINE CT</b>			
1 12/021.4	Hazard, R. A., House	1883/93	C
2 12/215	Hazard, R. A., House	1883/93	C
3 12/009	Peabody, John, Jr., House	1870/76	C
5 12/010	Huddy, George, House	1870/76	C
6 12/020.4	Carr, G. H., House	1876/83	C
7 12/010.4	Sweet, E. F., House	1883/93	C
10 12/226	McDonald, Henry A., House	1907/21	C
11 12/021	Dugan, Mary H, House	1893/1907	C
12 12/019	McDonald, T. H., House	1907/21	C
<b>THAMES ST</b>			
0 17/018	Ellery Park		C
3 17/001	Bucci's Liquor Store	1921after	NC
9 17/016	House	1979	NC
15 17/017	Gardiner, Gabriel V., House	1863	C
16 17/289	Braman, J. C., House	1859/70	C
18 17/022	Johnson-Braman, House	1715ca	C
19 17/023	Swan, J. D., House	1859/70	C
23-27 17/024	Hazard, George B., House	1876ca	C
24 17/022.4	Braman House	1805ca	C
26 17/336	Braman, David, House	1780ca	C
		1813ca	
29 17/033	Stevens, John, Shop	1757ca	C
30 17/303	Stevens, John, House	1709ca	C
		1758ca	
31 17/337	Gibson, Tom, House	1986	NC
33 17/325	Park		C
34 17/046	Stevens, Philip, House	1750s	C
36 17/045	Roas-Covell, House	1746-1760	C
42 17/058	Nicholl, James, House	1750s	C
44 17/059,059.4	Bennett, Job, House	1721ca	C
52 & 56 17/074	Lawton, Jeremiah, House & Store	1740ca	C
53A-55 17/077	Tobey, Dr., Farmhouse	1700ca	C
		1735ca	
		1974	
57 17/267,264	Hathaway, Colonel Ebenezer, House	1714	C
		1975	
58-58½ 17/086	Read, Captain William, House	1760ca	C
		1976	
60-64 17/102	Marchant, William, House	1796ca	C

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67-69	17/103	Richardson House	1740	C
73	17/104	Almy, Jonathan, House	1750ca	C
77	17/139	Coddington, Betsey, House	1735	C
78-80	17/138	Vose, Captain Ebenezer, House	1744prior	C
79	17/141,326	Jackson, Henry, House / Mt Olivet Bapt Church	1840ca 1897 1933	C
82	17/142	Coen, Joseph & Thomas, House	1865ca	C
84	17/239	Chase, Stephen, House	1870/76	C
85	17/144	Commercial Building		NC
87 & 89	17/236	Mathers, William, House	1887	C
93	17/235	Commercial Building	1921after	NC
124-28	24/011	Young, Henry B., Building	1861 1950s-60s	NC
127	24/001	Brick Market	1760 1928	NHL
130	24/029	Commercial Building	1921after	NC
132	24/029.4	Gould, David J., Building	1850/1860	C
134-36	24/037	Tillinghast, Nicholas, Apothecary	1750ca	C
138-42	24/038	Sherman, W., Building	1890s	C
144-50	24/045	King & McLeod Building	1893/1907 1950s	NC
156	24/046,064	Commercial Building	1952	NC
158-60	24/064	Commercial Building	1952	NC
162-64	24/068	Commercial Building	1921after	NC
166-68	24/070	Moore, David, Building	1850s 1870-90	C
172	24/087	Daily Advertizer Building	1850prior	C
176*	24/091	Inntowne Hotel	1980s	NC
178-80	24/116	Burger King	1987	NC
182-84	24/120	Building	1987	NC
186-90	24/121	Commercial Building	1985ca	NC
192-94	24/122	Horgan, Building	1896	C
196-200	24/133	Building	1980s	NC
202	24/138	Hammett Building	1850ca	C
204	24/155	Commercial Building	1950s	NC
206	24/157,155	Champlin, George, House	1785 1850s	C
210	24/159.4	Peckham, Hazard & Caswell Building	1857/59	C
212	24/159	Caswell & Hazard Building	1857/59	C

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240-44	24/233	Building	1960ca	NC
			1980s	
246	24/249	Blaine, E. C., Building	1741/58	C
			1850s	
250	24/250	Sheehan, D. W., Building	1894	C
254	24/251	Hammett, Stephen, Building	1850ca	C
262-64	24/254	Commercial Building	1817	C
266-68	24/268	Commercial Building	19th c?	C
			1980s	
270	27/004	Newton, E., Building	1883/93	C
282	27/274,20	Newport Savings Bank	1859/76	C
286	27/023-42,41	Kinsley Building	1892	C
302-06	27/257	James, Benjamin, Building	1827	C
310*	27/075	Federal Building	1916	C
344-48	27/112	Barker, S. A., Building	1900/1906	C
			1921ca	
362	27/131	House	1980s	NC
364	27/136,157	Anthony's Block	1913	C
372-80	27/160	Kirwin, G. M., Building	1902	C
384	27/172	Thames St Methodist / St. Spyridon's Church	1865	C
			1924-47	
384	27/172	Thames St Methodist Episcopal Church School	1873	C
392	27/279	Malbone, Francis, House	1758ca	I
392	27/029	Newton, Dr. James, Office	1876	C
396-98	27/181	St. Mary's Convent	1881	C
			1980s	
400	27/183	Thomas, Joseph, Building	1860/85	C
404	27/259	Flanagan, P., Building	1859/76	C
406-10	27/184	Carpenter, James, House	1765ca	C
416-18	32/012	Whitehorne, Samuel, House	1811	I
422	32/022	Boone, James, House	1798	C
424	32/023	Price, John, House	1780ca	C
			1989	
428-32	32/046	Hunter-Whitehorne, House	1750ca	C
448	32/075	Burkinshaw, James, Building	1870ca	C
452	32/308	Burkinshaw, James, Building	1855ca	C
458	32/078	Building	1980s	NC
460-62	32/078.5	Burkinshaw, Jane, Building	1870ca	C



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THIRD ST			
2	16/089	Gladding, T., House	1883/93 C
3	16/088	Goff, E., House	1907/21 C
4	16/230	Gladding, T., House	1876/83 C
5	16/087.5	Gladding, T., 2nd, House	1876/83 C
6	16/230	Gladding, Thomas, House	1876/83 C
8	16/080	Ferreira, J. & M., House	1883/93 C
10	16/080.4	Pain, John, House	1758prior C
		1790ca	
11	16/055	Lyman, Daniel, House	1795ca C
		1975	
12	16/204	Carr, T. T., House	1883/93 C
13	16/200	Curtis, John, House	1876/83 C
13½	16/165	Clark, E. C., House	1893/1907 C
14	16/207	Townsend, Thomas, House	1767 C
14½	16/056	Caswell, R. H., Barn	1907/21 C
15	16/044	Barlow, Moses, House	1847ca C
16	16/210	Peckham, W., House	1893/1907 C
17	16/027	Rousse, John, House	1743ca C
19	16/020	Baxter-Gladding House	1860/76 C
19½	16/020	Baxter-Gladding House	1883/93 C
21	16/006	Hamilton, R. P., House	1876/83 C
22	16/218	Groff, Henry, House	1850/76 C
22½	16/019	Sherman, Walter, House	1893/1907 C
23-25	16/215	Phillips, John, House	1850prior C
24	16/219	Groff, Henry G., House	1850/70 C
26	16/234	Barker, Mary H. & Henry, House	1850/76 C
30	12/127	Stedman, D. M., House	1825/50 C
31	12/128.5	Gardiner & Grinnell House	1850ca C
32	12/127.4	Batchelder House	1883/93 C
33	12/128	Hamilton, William, House	1893/1907 C
34	12/293	Batchelder & Stoddard House	1876/83 C
35	12/115	Browning House	1825/50 C
36	12/116	Peabody, W. B., House	1860/76 C
40	12/204	Gladding, O. H. P., House	1893/1907 C
41	12/088	Borden, Isaac, House	1758prior C
43	12/081	Pike, H. A., House	1893/1907 C
44	12/205	Anderson, J., House	1893/1907 C
45	12/245	Caswell, Philip, House	1850/59 C
47	12/181	Pike, M., House	1883/93 C
49	12/270	Caswell, John, House	1825/50 C

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49½	12/269	House	1945after NC
50	12/066	Wright, R. B., House	1893/1907 C
50½	12/184	Wright, R., House	1893/1907 C
51	12/043	Caswell, B. S., House	1883/93 C
52	12/062	Hazard, George B., House	1877/83 C
53	12/187	Caswell, Benjamin, House	1860/70 C
54	12/054	Barker, Ruth A., House	1850/59 C
55	12/042	Young, D. E., House	1883/93 C
58	12/044.5	Green, A., House	1883/1907 C
60	12/156	Goddard, A. W., House	1883/1907 C
62	12/150	Gladding, C. E., House	1883/93 C
62½	12/273	Shop / Harrington, Mary A., House	1907/21 C
63	12/035	Albro, D. P., House	1870/76 C
64	12/029	Engs, George, House	1870/76 C
65	12/034	Ailman, William J., House	1860/70 C
66	12/025	Peckham, Henry S., House	1870/76 C
66½	12/025.5	Hurley, Henry A., House	1893/1907 C
67	12/030	James, Arnold, House	1870/76 C
68	12/25.5	Young, Martha, House	1876/83 C
69	12/024	Goddard, Phebe, House	1870/76 C
69½	12/228	Alfenberg, Carrie, House	1907/21 C
70	12/196	Merritt, H. N., House	1883/93 C
71	12/229	Barney Street School	1850prior C
72	12/195	Merritt, H. N., House	1883/93 C
73	12/230	Weaver, Thomas G., House	1883/93 C
74	12/012	Southwick, Pitts, House	1850/59 C
75	12/011	Wilcox, D. W., House	1860/70 C
76	12/158	Southwick, Pitts, House	1860/70 C
77	12/004	Southwick House	1750ca C
78	09/310	House	1921after NC
79	12/005	Lawton, Joseph S., House	1893/1907 C
80	09/366	House	1950after NC
81	09/125	Dickerson, Silas, House	1883/93 C
82	09/367	House	1950ca NC
83	09/430	Tripp Stable	1893/1907 C
83	09/430	Tripp, William F., Market	1893/1907 C
84	09/023	Building	1950ca NC
85	09/122	Tripp, Hattie E., House	1893/1907 C
86	09/110	Nelson, Ellen C., House	1893/1907 C
87	09/024	Spooner & Engs House	1870/76 C
88	09/108	Case, J. & L., House	1893/1907 C

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Address Plat/Lot(s)	Property Name	Dates	Status
89	09/019.4	Weaver, F. C., House	1876/83 C
90	09/130	Cady, George W., House	1893/1907 C
91	09/179	Carlus, Alvero, House	1907/21 C
92	09/094	Ailman, Mary, House	1883/93 C
93	09/180	Johnson, Frederick, House	1907/21 C
94	09/095	Weaver, Ella A., House	1883/93 C
THOMAS ST			
23	28/095	Rice, Isaac, House	1810ca C
26	28/149	Greene, Stephen, House	1801ca C
29	28/099	House	1984/85 NC
30	28/100	Crimmins House	1859/70 C
31	28/104	Jack, Alexander, House	1810ca C
32	28/103	King, Edward, House	1825/50 C
			1980s
TILDEN AVE			
22	17/308	Morgan, Frank, House	1850/70 C
23	17/282	Boiani, Rudolpho & E. Fridio, House	1907/21 C
24	17/067	Morgan, Frank, House	1850/70 C
25	17/309	Mirman, Jacob, House	1907/21 C
26-28	17/063	Scully, John, House	1876/93 C
29	17/064	Sherman, George, House	1870/76 C
33	17/039	Ahearn, Thomas, House	1883/93 C
36	17/040	Bierns, M., House	1870/76 C
37	/	Bush House	1845ca C
39-41	18/164	Sullivan, Thomas, House	1850/70 C
45	18/165	Northam House	1790ca C
53	18/079	Shay, Michael F., House	1865ca C
59	18/160	Church Community Corporation House	1960/75 NC
65	18/062	Church Community Corporation House	1960/75 NC
69	18/056	White, Nicholas, House	1775ca C
71	18/056.4	White, G. L., House	1850/76 C
75	18/037	O'Brien, William, House	1870/76 C
79	18/027	Northam House	1800prior C
80	18/157	Waters, J., House	1883/93 C
81		Buckley, M. A., Barn	1883/93 C
83	18/148	Gilchrist, M., House	1870/76 C

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85 18/158	House	1893/1907 1989	C
TOURO PARK WEST			
5 25/123	Wolfe, Catherine L., House	1859/76	C
7 25/101	Underwood, William J., House	1893/1907	C
TOURO ST			
11-17 24/012	Horgan, Harry R., Building	1925ca	NC
19 24/361	Bull, Henry, Opera House	1867	C
29 24/013	Buliod-Perry House	1960ca 1757prior	C
35-37 24/014	Rogers, Robert & Joseph, House	1978 1790ca	I
39 24/350	St. Joseph's Rectory	1887	C
49 24/015	Zion Episcopal Church / Jane Pickens Theatre	1834 e 20th c	C
51 24/016	Wilbur, Joshua, House	1800/02	C
56 24/020	Barney, Jacob & Robert, House	1777/97 1922	C
60 & 66 24/020.4,021	Patriot's Park	1970/80	NC
63 24/017	Groff, James House	1860/76	C
65 24/018	Commercial Building	1940ca	C
69 24/023	Tweedy, Joseph-Elizabeth Newby House	1709/20	C
71-73 24/320	Dimock & Burleigh House	1893/1907	C
72 24/025	Touro Synagogue	1759-63	NHL
82 24/289	Newport Historical Society	1902	C
85 24/053	Gale, Levi, House	1834	I
99 24/079	Turner, D., Carriage House	1850	C
100 24/054	First Church of Christ, Scientist	1929	C
102 24/055	Finch, James B., House	1866	C
106 21/102	Spooner, Charles, House	1870-71	C
113 24/080	Weeden, William, House	1834prior 1859/76	C
114 21/103	Wilbur, W. H. House	1860/70	C
117 25/020	Fludder-Chadwick House	1716	C
119 25/019	Fire Station No. 5	1895 1980ca	C
122 21/104	Simmons, P., House	1850/59	C
130 21/121	Perry House	1850prior	C

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<b>VAN ZANDT AVE</b>			
3 09/334	House	1950ca	NC
5 09/333	House	1940ca	NC
11 09/113	Green, Alfred, House	1893/1907	C
<b>WALNUT ST</b>			
15 12/064	Beattie, John, House	1850/59	C
16 12/084	Alger, W. B., House	1850prior	C
17 12/064.4	Goodspeed, Josiah, House	1876/83	C
19 12/065	Rose, Annie M., House	1883/93	C
20 12/083	Weaver, J. L., House	1850/59	C
21 12/193	Champlin, A. P., House	1883/93	C
22 12/082	Gidley, John, House	1728ca	C
24 12/081.4	Tripp, H. W. & M., House	1893/1907	C
25 12/223	Wanton, William & Joseph, House	1770ca	C
27 12/256	Weaver House	1850prior	C
28 12/197	Rumereil, Sarah, House	1758prior	C
29 12/068.4	Friend, E. M., House	1883/93	C
30 12/080	Cory-Townsend House	1725ca	C
31 12/068	Knowles-Perry House	1750ca	C
32 12/079.4	Lawton, E. N., House	1883/93	C
36 12/078	Belcher, Joseph, House	1760/70	C
37 12/070	Southwick, Stephen, House	1840ca	C
38 12/078.5	Wood, M., House	1893/1907	C
40 12/077	Wood, E., House	1883/93	C
41 12/072	Thurston House	1734	C
42 12/076	Huddy, H., House	1840ca	C
<b>WARNER ST</b>			
5 18/010.4	Williams, J., House	1840ca	C
6 18/007	Curry, R., House	1907/21	C
7 18/011	Barlow, Fredrick, House	1850/59	C
8 18/154	Curry, R., House	1907/21	C
9 18/012	Dadforth, Jacob, House	1850/59	C
10 18/005	Pike-Aylsworth, House	1775ca	C
10½ 18/004.4	Knowe, Peter, Tenement	1883	C
11 18/140	Anthony, Joseph R., House	1850prior	C
12 13/004	Tew, Benjamin, House	1780ca	C
14 18/003	Stevens, Benjamin, House	1800ca	C
15 18/155	Buckley, John, House	1870/76	C
16 18/002	Stevens, A. & B., House & Store	1850prior	C

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17	18/015	Allen, Frederick A., House	1859/70 C
18	18/001	Stevens, A. & B., House	1859/70 C
19	18/016	Dynan, John, House	1859/70 C
20	18/144	Campbell, P., House	1893/1907 C
21	18/016.2	Dynan, John, House	1870/76 C
22A & B	18/017	Levy, M., House	1893/1907 C
25-29	18/143	Mathews, W., Building	1907/21 C
25-29	18/143	Riggs, W., Stable	1893/1907 C
31	18/177	Nolan, James, House	1840ca C
33	13/044	Island Cemetery Garage	1907/21 C
39	13/147	Taylor-Lake House	1795ca C
41	13/042	Hazard, Benjamin, House	1883/93 C
41½	13/167,166	Hazard, Benjamin, House	1883/93 C
45	13/041.4	Collins, J., House	1876/93 C
47	13/041	Riley, Michael, House	1884/85 C
<b>WASHINGTON SQUARE</b>			
	17/232	Newport County Courthouse	1926 C
	17/222	Colony House	1739-41 NHL
	17/234	Mall, The / Parade / Eisenhower Park	1783/1800 C
	17/196,195,301	National Exchange/RI Hospital Trust Natl Bank	1865ca C 1936
2-6	17/220	Newport National Bank Addition	1970/84 C
8	17/221	Rathbun-Gardner-Rivera House	1722prior C 1740ca 1950ca
10	17/199	Savings Bank of Newport	1929 C
22-24	17/198	Rhode Island Lodge No. 12 I.O.O.F.	1930 C 1955ca
26-30	17/197	Commercial Building	1931 C 1955 1975 1988
50	17/191	Army-Navy YMCA	1911 I
<b>WASHINGTON ST</b>			
	12/047	Weaver, George, House	1978ca NC
	12/015	Battery Park	1776 C
33	16/093	Webber, Ann, House	1794ca C
41	16/064	Faisneau, The	1770ca C

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Address	Plat/Lot(s)	Property Name	Dates	Status
45	16/062	Southwick, Samuel, House	1851	C
47	16/034	Kendall, Sarah, House	1860/76	C
49 & 51	16/014	Kendall, Sarah, House	1865	C
53	16/014.4	Potter-Minturn House	1758prior	C
54	16/032	Hunter House	1758prior 1870s 1952-53	NHL
55	16/011	Kendall, Sarah, House	1876/83	C
58-60	16/013	Moss Bank Cottage	1859/76	C
61	12/120	Church of St. John the Evangelist	1894	C
62	16/012	Warren, Capt. John, House	1758prior 1774	C
64	12/121	Robinson, Thomas, House	1736prior 1760ca 1879	C
67	12/075	Scoville House	1907/21	C
69	12/091	Friend, Ellen, House	1907/21	C
71	16/224	Pitts-Southwick House	1758prior 1880/1899	C
72	12/092	Sanford-Covell House	1869/70	I
73	12/072.4	Wilbur House	1883/93	C
75	12/071	Pike House	1850prior	C
78	12/074	Finch, Capt. William, House	1770ca	C
79	12/060	House	1945after	NC
80	12/073	Slocum House	1850ca	C
86	12/059	Comstock House	1840/50	C
87	12/045	Child, William S., House	1860/76	C
88	12/046	Tripp, John, House	1725ca 1965/72	C
91	12/027	Mayer, E., House	1855/59	C
94	12/258	Wheeler House	1930's	C
96	12/247	Blue Rocks	1758prior 1850s	C
98-100	12/248	House	1987/88	NC
101	12/267	House	1921after	NC
102-04	12/028	House	1987/88	NC
105	09/022	Cenacle Convent	1907/21	C
105		Auchincloss House/Cenacle Convent	1859/76	C
107-09	12/014	Mayer, William H., House	1876/83	C
115	09/347	Mills, Thomas D., House	1907/21	C
117	09/191	Mills, Thomas D., House	1907/21	C

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118 09/021	House	1893/1907	C
WEST BROADWAY			
	18/116	Clarke, Dr. John, Park	NC
	18/117	Clarke, John, Cemetery	1676 C
1	17/340	Burke, Patrick P., Building	1891 C
28	17/302	USO Building	1944 NC
32	17/279	Rosoff, Hyman, Building	1907/21 C
36	17/311	Rosoff, Hyman, Building	1907/21 C
40	17/290	David, Fischel, Building	1907/21 C
65	18/178	Tisdal, Charles & Oliver, Building	1907/21 C
84	14/092	Peckham, S., House	1800ca C
WEST MARLBOROUGH ST			
	17/140	Cardines Field	1919 C
6	17/145.4	O'Neill, P. J., House	1883/93 C
8	17/237	Shannahan, John, House	1883/93 C
11 & 15	17/145	Shannahan, John, House	1883/93 C
WHITE ST			
5	17/019.4	Gladding, W., House	1907/21 C
6-8	18/061	White, A. G., House	1883/93 C
9	17/253	Leveille, J., House	1893/1907 C
10	18/061.6	Clarke, B., House	1876/83 C
11	17/251	Eldridge, Charles & Nellie, House	1925/26 C
12	18/060.4	Delano, E., House	1883/93 C
14	17/060	House	1977 C
16	18/059	Barker, Joseph O., House	1860ca C
18	18/058	Texeira House	1790ca C
20	18/057	McKenny, Patrick, House	1870/76 C
WHITFIELD PL			
5	21/220	Gillett, H. W., Building	1895/1903 C
6	21/104.4	Simmons, P., House	1882 C
7	21/120	Lawton, Edward W., House	1887 C
			1930ca
8	21/105	Truman-Spooner House	1820 C
			1866
9	21/120.4	Vose, John, House	1865ca C
10	21/106	Cozzens, Wm. J., House	1860 C



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11	21/119	Building	1825 1982	NC
14	21/107	Barker, Alfred, House	1860/76	C
WILLIAM ST				
12	27/119	St. Mary's Rectory	1921after	C
27	27/144	Hammett, Edward, House	1808/1818	C
33	27/146	Rao, John, Jr., House	1987/88	NC
33B*	27/145	Garage for 33 William St	20th c	NC
36	27/123,124	Hammett, Benjamin, House	1790ca	C
37	28/097.2	Hicks, Samuel, House	1815ca	C
40	27/123	Lowenstein, Ronald J., House	1988/89	NC
41	28/097.4	Boyd, Catherine, House	1825/50	C
44	28/096	Byrne, J. J., House	1850ca	C
46	28/127	Berghman, H. B., House	1900ca	C
47	28/098	Clifton, James, House	1860/70	C
47B	28/097	Garage for 47 William St		NC
51	28/098.4	Clifton, James, House	1850prior	C
54	28/095.4	Rice House	1850/59	C
66	28/094	Westport House	1988/89 1800prior	C
68	28/092	Davis, John, House	1978 1804ca	C
78	28/081	Hurley's	1976 1966	NC
82	28/141	Bric's Wine	1968	NC
84	28/082	Dickerson, Silas, House	1893/95	C
90-92	28/091.4	Greene, James J., House	1825/50 1983-4	C
94	28/091	Charles, C. H., 5 & 10¢ Store	1963	NC
98	28/090	Providence Institution for Savings/Old Stone	1968	NC
106 & 108	28/087.4	Crosby, J. H., House	1850ca	C
110 & 112	28/088	Commercial Building	1960s	NC
WILLOW ST				
1	12/106	Stacy, William T., House	1800prior 1850/55	C
1½	12/217	House	1921after	NC

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2	12/112.6	Carr, J., House	1884 C
3	12/105	Rhodes, Samuel, House	1758prior C
4	12/112.4	Bachelor, A. E., House	1883/93 C
5	12/104	Bachelor, Wm. S., House	1859/76 C
7	12/189	Bachelor, Wm. S., House	1876/83 C
8-10	12/113	Rogers, John, House	1740ca C
		8140ca	
9	12/103	Bachelor, John, House	1850prior C
11	12/102	Callendar School	1862 C
		1980s	
12	12/115.4	Bachelor, T. A., House	1893/1907 C
15	12/101	Earl, George, House	1725/95 C
17	12/286	Grinnell, James, House	1876/83 C
19	12/100	Brownell, Charles, House	1792 C
20	12/117,119	House	1800prior C
		1980s	
23	12/099	Taylor House	1846prior C
25	12/097	Burdick, Margaret, House	1800prior C
25½	12/294	Hackett, R. M., House	1893/1907 C
27	12/096	Peckham-Carr House	1758prior C
29	12/095	Young, John, House	1870/76 C
31	12/252	Beard, John, House	1730 C
35	12/094	Gardner, Charles, House	1921ca C
<b>YOUNG ST</b>			
6	32/310	Perry, Ernest R., Building	1907/21 C
7	32/046	Williams, J., House	1825/50 C
11	32/279	Steele, John, House	1860s C
15	32/045	Steele, John, House	1825/50 C
16	32/242	Fire Station No. 2	1877 C
18	32/284	Clarke and Titus House	1859/70 C
21	32/044	D'Andrea Building	1960s NC
25	32/043	Burns, M. J. & C., House	1907/21 C
27	32/280	Sullivan, Mary A., House	1907/21 C
28	32/025	Sullivan, John, House	1870ca C
28B*	32/025.4	Garage for 28 Young St	1921after NC
29	32/042	Hazard, John, Jr., House	1850prior C
30	32/026.4	Connell, Mary H., House	1883/93 C
32	32/026	Reddy, M. & M., House	1894/1907 C
		1950s	
33	32/041	Lewis House	1840s C

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Address Plat/Lot(s)	Property Name	Dates	Status
34 32/027	Schechter, Joseph & Paula, House	1989	NC
37 32/040	School, P., House	1850prior	C

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### Significance

The Newport National Historic Landmark (NHL) District possesses extraordinary significance for its nationally important colonial architectural heritage, including both outstanding individual examples of Georgian design and a collective concentration of smaller modest houses. The district is significant not only for its seventeenth- and eighteenth-century architectural legacy, but also for its nineteenth- and twentieth-century buildings and intact neighborhoods and streetscapes which chronicle the forces that shaped the city during its period of significance from 1639 to 1942. Over the full course of Newport's progression from an agricultural and maritime settlement to a colonial seaport, an industrial and military center, and finally a summer resort, influential individuals, ideas, and events are embodied in the physical fabric. The district's buildings are a laboratory of colonial architecture and the interrelationship between vernacular and academic architecture across three centuries. The artistic design and craftsmanship traditions include not only the works of notable builders and architects, but also the houses and shops of illustrious furniture makers, metalsmiths, painters, and other artisans. Valuable physical evidence of Newport's first period of exploration and settlement is preserved in the buildings and the street plan. The history of the town's (and in some cases the state's and the nation's) development in the areas of commerce, maritime history, politics/government, community planning and development, landscape architecture, religion, and social history are captured within the district. Residents of the district, the historic and present-day center of Newport, included noteworthy statesmen, scholars, artisans, and merchants. In the early twentieth century, economic decline was accompanied by pioneering interests in historic preservation, the foundation of the district's intact existence today.

The period of significance of the Newport NHL District is defined from its founding in 1639 up to 1942, a date 50 years ago that roughly coincides with the economic stagnation of the city and the cessation of new building in the district in the mid-twentieth century. Within this time span, Newport experienced two distinct and vigorous periods of growth and prosperity: from about 1680 to the 1770s as a leading colonial seaport, and from about 1840 to about 1940 as a premier fashionable summer resort.

Newport was founded in May 1639 by colonists from Massachusetts Bay via Portsmouth, Rhode Island. Among the earliest settler families were Clarkes, Brentons, Coddingtons, and Eastons. Cultured, wealthy, with high political and social standing in England and the colonies, these settlers

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explicitly embraced religious freedom, tolerance, and separation of church and state. Language to that effect appeared in the statutes drawn up in 1640, and John Clarke is credited with drafting similar text for the Rhode Island Colony Charter of 1663. This liberal outlook set Newport, like Providence which was founded on religious freedom in 1636, apart from other New England colonies, both in the people it attracted and the favorable climate for commerce it created.

The colonists drawn to Newport were initially Baptists, rather than the dominant New England Puritans, and soon were joined by Quakers in 1657, Jews from Portugal, Holland, and the West Indies in 1658, along with smaller numbers of Anglicans in 1696, Congregationalists in 1695, and Moravians in 1758. The Quakers dominated trade and politics into the mid-eighteenth century, and the town's diverse religious identity figured prominently in the development patterns of commercial associations, family relations, government, and physical plan.

By 1680, Newport had emerged as a thriving seaport of over 400 houses, arranged in a still-legible, irregular network of streets along the harbor and the hill. With no established church and thus no focal point determined by church buildings, the town grew in response to topography, location of waterfront commercial areas, and property boundaries. Early agriculture within the town center quickly gave way to commerce. The pressure for house lots is reflected in the sale of the Easton family's lands on the Point in 1711.

Construction of wharves occurred simultaneously with the building of the first houses, and by 1680 Newport merchants had formed "The Proprietors of the Long Wharf" to promote shipping. Early industries supporting the agricultural/maritime economy included grist and saw mills, tanneries, cooperages, ropewalks, breweries, and bakeries. The town supported shipwrights and housewrights, blacksmiths, masons, cordwainers, mechanics, shopkeepers, silversmiths, and artisans. Benedict Arnold's stone mill (1670) at Touro Park is a survivor of the agricultural phase of the district's history; its form is unique in the country.

Although all of Newport's extant seventeenth-century buildings were modified in later years, enough structural fabric survives to provide valuable documentation of vernacular English medieval domestic building traditions transported to the colonies and adapted to local materials and climate. At least ten seventeenth-century buildings remain in the district. The most notable is the Wanton-Lyman-Hazard House (17 Broadway, ca. 1675, NHL).

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Few public buildings were erected in Newport until the last two decades of the century. The first Colony House was built in 1687, as well as eight or nine churches which have all been torn down. The earliest surviving public building, the simple Quaker Meeting House erected in 1699 (later altered) on Marlborough Street, was Rhode Island's only example of an early hip-roof and turreted meetinghouse. Its austerity reflects the Quaker belief in the "plain," and it stands in strong contrast to the exuberance of the extant early eighteenth-century public buildings.

By the mid-eighteenth century, Newport was at the height of its prosperity and ranked among the five largest colonial port cities, with Boston, New York, Philadelphia, and Charleston. Despite war and British trade restrictions, it was a bustling port, engaged in profitable trade with the West Indies, the Atlantic seaboard towns, England, and Portugal. Almost all the 120 Newport-owned vessels that sailed these routes were built in the town. Lumber from Honduras, salt from the Mediterranean, molasses and sugar from the West Indies, as well as hemp, fish, flour, rice, flaxseed and whale oil were all carried on Newport vessels. Many merchants also participated in slave trading, for which Newport was considered a center. In addition to profit engendered in the trade, Newport merchants participated in the Rhode Island plantation system, prevalent on the island and the South County mainland to the west, which relied on slaves. Large country estates were established outside of town for farming, relaxation, and retirement. There it was possible to pursue horticultural interests to a greater extent than possible in town gardens. During the colonial period there were three to five times as many blacks in Rhode Island as in other New England colonies. Most who came to Newport were born in the West Indies and were often highly skilled compared with those brought directly from Africa.

Commercial involvements exhibited some broad distinctions along religious lines, with Quakers engaged in the West Indies trade and Jews particularly in whale oil and spermaceti candles. However, fluidity was the rule, and merchants shifted often among the most profitable or consistent trade categories. The vigor of involvement was universal, whether by Abraham Redwood or Aaron Lopez, Newport's wealthiest Quaker and Portuguese Jew, respectively.

Newport's tolerant religious attitudes, aggressive mercantile character, and cosmopolitan social life were disparaged as extremist and dangerous in the seventeenth and eighteenth centuries by prominent Massachusetts clergymen, London officials, and others. In reality,

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Newporters were political and religious moderates concerned with pursuing economic rewards and a genteel life. While some traders verged on piracy, the majority were commonplace, but occasionally caught unawares by changing maritime restrictions, particularly with the British Navigation Acts of 1761.

Newport's position as an eighteenth-century cultural and artistic center is documented in its fine public and private buildings, as well as in the furniture, silver, paintings, clocks, and other objects which survive in private and public collections. Contemporary written records, including primary official documents and individuals' correspondence, account books, and printed materials, elucidate and supplement the physical record. The identities and accomplishments of a number of Newport's carpenters, masons, and blacksmiths are recorded in documents. The written record also provides strong evidence of the town residents' interest in horticulture and garden design, including cultivation of imported plants and construction of hot houses, summer houses, and other garden structures. The inherently ephemeral nature of historic landscapes prevails in Newport as elsewhere, however, and few evidences of early designed landscapes survive. Abraham Redwood's octagonal garden house (now on the grounds of the Redwood Library), burying grounds, and open space remnants of the "Great Common" are important vestigial records of colonial garden and open space design.

Newport possesses perhaps the highest concentration of colonial buildings of any city in the country. A few are of transcendent individual significance in the development of American architecture. Some are distinctively well designed and crafted illustrations of their type and period. The majority, however, are simple vernacular domestic buildings. Taken in sum, their value lies in their sheer numbers and cohesiveness, within which variety abounds. They chart both the transformation of Newport from a seventeenth-century town to a prominent colonial seaport and the range of American architecture from traditional folk building ways of carpenters to the most sophisticated designs produced by expert architect-builders and the country's first true architects.

Local architect-builder Richard Munday's Trinity Church of 1726, closely allied to ecclesiastical designs by the English architect Christopher Wren, and his Colony House of 1739 (both NHL) signal the emergence of conscious design in public buildings. Munday was also responsible for other buildings, including two Malbone houses, now gone, which were acclaimed as the most elaborate houses of their day. Subsequently the three great commissions of Peter Harrison, one of the

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nation's first and most accomplished architects, Redwood Library (1748), Touro Synagogue (1763), and the Brick Market (1760) (all NHL) introduced Palladian design and the use of academic published reference sources and demonstrated Harrison's capacity to transform flat drawings into three dimensions.

Credit for this process belongs in great part to the vision of the leaders of Newport, such as Henry Collins, Abraham Redwood, Peter Bours, Dean George Berkeley, and Isaac Touro, and influential organizations: the Trinity Church and Colony House building committees, the Proprietors of Long Wharf who arranged for construction of Market House, the founders of Redwood Library, and the members of Touro Synagogue. The legacy includes one of the few remaining unaltered colonial church spires, an early statehouse design, the first temple-front public building in the colonies, the oldest synagogue standing in the United States for which Harrison adapted English designs to the synagogue form, and a handsome market square within the current English academic taste.

In 1761, Newport had 888 dwellings and 439 warehouses and stores. Fully two-thirds of the dwellings in the Point section alone were two stories in height. Colonial merchants built elegant houses with broad gambrel roofs and broken and scroll pediments in Richard Munday's time before 1750. After mid-century, merchant homes increasingly approached academic correctness with low hipped roofs, classic balustrades and doorways in designs likely influenced by Peter Harrison's buildings. A comparison of the Hunter House (54 Washington Street, before 1758, NHL) with the Francis Malbone House (392 Thames Street, ca. 1759), Vernon House (46 Clarke Street, ca. 1760), or Bull-Mawdsley House (228 Spring Street, ca. 1760) will suffice as illustration, although many other examples exist. Similar changes are evident in smaller houses, where the gambrel roof was gradually replaced by the gable form, running cornices supplanted cornices broken out around windows, and simple classically-inspired doorways appeared.

Artisans and artists were strongly encouraged and respected in eighteenth-century Newport, and their products furnished many of the city's houses. Contributing to the town's economy by using local and imported raw materials to manufacture items for local and export sales, Newport craftsmen produced some of the best furniture, silver, pewter, and clocks on east coast. At least 99 cabinetmakers, 17 chairmakers and 2 upholsterers were working in the town.



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The houses and shops of the Townsends and Goddards, whose furniture is still highly prized, are still located in the Point section near the site of former wharves with direct access to shipping for export to the West Indies and Charleston. At least 14 members of the Townsend family engaged in furniture making. Christopher and Job Townsend lived and worked at 72 and 19 Bridge Street, and John Townsend's grandson, also a cabinetmaker, resided at 78 Bridge Street. The home of cabinetmakers John and Thomas Goddard at 81 Second Street originally stood on the corner of Washington and Willow Streets before being moved in the late nineteenth century. William Claggett, maker of the clock located since 1731 in the Sabbatarian Meetinghouse, lived in the house at 16 Bridge Street, now much altered. John Stevens' stone-cutting shop, run by members of the Stevens family since 1705 and most recently the studio of John Howard Benson, remains at 29 Thames Street. William Hookey, goldsmith at 6 Coddington Street and Jonathan Otis, silversmith at 87 Spring Street, were two of at least eight fine metal workers. Still standing on Corne Street is the late eighteenth-century barn purchased by Italian mural painter Michel Felice Corne in 1822 and converted to a dwelling. Among his commissions Corne painted the Hancock House in Boston, a Derby house in Salem, and extant murals in the Sullivan Dorr House (College Hill NHL District), Providence. Fragments of murals that decorated his own house are in the Newport Historical Society and Redwood Library collections. Other painters associated with Newport include Gilbert Stuart, Robert Feke, and John Smibert.

Of the colonial taverns, White Horse Tavern begun in 1673, has the distinction of holding the oldest tavern license in the country. The Pitts Head Tavern was owned by Henry Collins, son of silversmith Arnold Collins and a notable patron of letters and the arts. Dr. Samuel Hopkins, pastor of the First Congregational Church and hero of Harriet Beecher Stowe's The Minister's Wooing, Christopher Ellery, and Isaac Touro, the rabbi for whom the synagogue was named, all lived in houses still standing on Division Street. William Ellery Channing lived in the house at the southeast corner of School and Mary Streets. The Reverend Ezra Stiles, scholar, pastor of the Second Congregational Church, librarian of Redwood Library, and later president of Yale College, lived on Clarke Street. Stiles prepared a detailed map of the town in 1758 which has become an important resource for studying the eighteenth-century development of the city.

The Buliod-Perry House (29 Touro Street, ca. 1760) became the home of the Rhode Island Bank, Newport's first bank, in 1795. In 1818, it was bought by Oliver Hazard Perry, the hero of the Battle of Lake Erie during the War of 1812. His brother, Matthew Calbraith Perry, who was

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instrumental in opening Japan to western trade, resided as a child at 31 Walnut Street.

Newport's colonial period commerce was plagued by trade restrictions and then completely undermined by the outbreak of the Revolutionary War. The bitterest Stamp Act riot occurred at the Wanton-Lyman-Hazard House (17 Broadway), then the home of Tory Martin Howard, Jr., and another took place in front of 40 Division Street, the residence of Stampmaster Augustus Johnston.

Newport's key strategic location at the mouth of Narragansett Bay made it a prime target for the British. On December 8, 1776, the British Army under General Henry Clinton occupied Newport, retaining possession until October 25, 1779. Soldiers were billeted in houses and churches and scoured the town for firewood, destroying about 480 buildings. Many Newporters, both loyalists and others, left, and the population dropped from 9,209 in 1774 to 5,229 by 1776. By 1784, it had declined even further to only 4,000.

American troops reoccupied the town on October 26, 1779. The French Army arrived at Newport on July 10, 1780, and remained until June, 1781. General Rochambeau kept headquarters at the Vernon House on Clarke Street, and was visited here by George Washington. The senior French officers were scattered about the town, including the Capt. John Warren House, 62 Washington Street, headquarters for the Admiral de Ternay; the Thomas Robinson House, 64 Washington Street, headquarters of Vicomte de Noailles; and the Mawdsley-Bull House, headquarters of the Marquis de Chastellux.

Attempts to revive the former trade economy following the war met with limited success. Providence, which was located at the less vulnerable head of Narragansett Bay, had become the government center of Rhode Island during the war, and now surpassed Newport in trade. Nevertheless, 21 ship captains lived on Bridge Street in 1800, and the merchant Samuel Whitehorne constructed a handsome Federal style house at 414-418 Thames Street in 1811. The city's third bank, Newport Bank, opened its doors in 1803 at the Abraham Riviera House on Washington Square, which still houses a bank. However, the Embargo Acts of 1807 and 1809 and the War of 1812 again checked trade, and from 1815 to 1828 Newport remained in a state of suspended animation with a stifled economy and almost no new construction. As a result of the devastation and inactivity of approximately 30 years, Newport has few of the square Federal mansions which are common in Providence, and Newport has kept its colonial character.

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A few industries were also established on the waterfront just outside the district, but Newport had no substantial water power, little industrial tradition, and a limited hinterland, and thus did not develop a strong industrial economy. Instead the rejuvenation of the town's economy was based in a revival of its previously established resort trade. As early as the 1720s, West Indian and South Carolinian colonists had migrated north to Newport in the summer, and in the 1840s Newport emerged as one of the country's preeminent resorts, initiating its second great period of prominence.

The seasonal influx of well-to-do urban families from the south and the cities of New York, Philadelphia, Boston, and Baltimore infused the town with attributes of wealth, luxurious taste, and a cosmopolitan flavor. Newport's population overall increased from 8,000 in 1840 to 20,000 in 1885, accompanied by a construction boom of summer and year-round houses.

Some of the forces driving Newport's growth in this period occurred beyond the district in the center of town. The extensive U. S. Navy presence on Goat and Coaster's Harbor Islands outside the district indirectly influenced the district's development in the late nineteenth and early twentieth centuries. The Naval Academy had moved temporarily from Annapolis to Newport during the Civil War; a naval torpedo station was established on Goat Island in 1869. The U. S. Army also maintained a presence in Newport, based at Fort Adams. For soldiers and sailors, central Newport was an off-base destination.

The decade of the 1840s coincided with the introduction of steamboat service just outside the district, and later train service into the district. These transportation improvements contributed to the increased number of summer visitors and gradually also the number of day visitors. Both train and steamboat service continued into the mid-twentieth century.

The most visually impressive and architecturally significant products of this period are the imposing summer houses on ample grounds erected for seasonal residents outside the district to the east, south, and southwest. Yet, the district remained the heart and core of Newport, where churning activity supported development elsewhere. Shops, professional offices, services, banks, some government offices, and houses of worship were clustered within the old colonial town, particularly along Thames Street and Spring Street and at Washington Square. The residential streets housed owners and employees of these establishments as well as people who worked on the waterfront and in the mansions. Several large hotels, constructed in the 1840s and no longer extant, accommodated summer visitors.

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Some large houses were built on the Hill near Bellevue Avenue and the Point shoreline in up-to-date styles, and more modest houses infilled the side streets. The district contains Newport's greatest concentration of Greek Revival buildings ranging from the elaborate Governor Van Zandt House (70 Pelham Street, 1836) to the restrained Charles Sherman House (128 Mill Street, between 1825 and 1850). Fine examples of Italianate, Stick Style, and Queen Anne houses built for wealthy summer residents abound.

For the most part, however, the district neighborhoods were solidly working and middle class. The smaller houses were both single and multi-family, simple and sturdy, and often with minimal ornamentation. The ethnic pattern of the district grew increasingly divers. The first and largest immigrant group were the Irish. Arriving in the 1820s to build Fort Adams, they grew to a substantial population by 1840. The Irish concentrated in the southern Thames Street area and were joined by a small Italian community in the late nineteenth century.

The expansion of population created a housing shortage for the working class in the latter half of the nineteenth century. Tenements, such as those constructed by William S. Cranston at 343 and 345 Spring Street, and other speculative rental properties built by local investors helped alleviate the problem, although the congested neighborhoods of the town center had little land for new buildings.

By the third quarter of the nineteenth century, civic improvements were undertaken by the town and by wealthy philanthropists, including the construction of fire stations, the Cutting Memorial Chapel and the Mary Street YMCA. The convergence of the wealthy summer residents, the military, and town needs are illustrated in the Army and Navy YMCA of 1911. Given by a noted Cincinnati philanthropist in honor of her two sons and designed by a New York architect, the large building prominently located on Washington Square served as a haven for soldiers and sailors on leave. Washington Square retained its key governmental role, which had diminished when City Hall was moved to Broadway, with the erection of Newport County Court House in 1926.

The courthouse was the last major building erected within the district. Newport center fell into decline in the 1930s as the town's economy stalled, the building boom ended, the waterfront mills closed, seaport activity halted, and the number of summer visitors dwindled.

Newport's colonial houses, considered old and unfashionable for decades, had begun to receive attention around the nation's Centennial

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celebration in 1876. The rich assemblage offered numerous design sources for the emerging Colonial Revival style, and the district's houses played a major part in its development. Charles F. McKim, a pioneer in the Colonial Revival, undertook one of the earliest restorations in 1872 at the Thomas Robinson House, 64 Washington Street, where he installed artfully quaint, if not academically correct, "colonial" style woodwork. In 1876, he remodeled the interior of the Dennis House, now St. John's Rectory, enlarging the rear room and moving the stair to create a large living hall with carefully studied Colonial Revival detail. In the twentieth century, principles of restoration shifted to a conservative and accurate approach. Norman M. Isham set the standard for early historic preservation in Rhode Island, and the foundation for more recent efforts, in several projects at the Wanton-Lyman-Hazard House, Trinity Church, Brick Market, and the Colony House between about 1915 and 1930.

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### Verbal Boundary Description and Justification

The Newport Historic District is a roughly L-shape area along the north and east sides of Newport Harbor. The boundaries are as follows:

#### Van Zandt Avenue to Broadway:

Beginning at the northwest corner of the district at a point on the Newport Harbor shoreline extrapolated by continuing on the south edge of Van Zandt Avenue westward to the shoreline, the boundary follows east along the south edge of Van Zandt Avenue to its intersection with Farewell Street. Here the boundary turns and runs southward along the west edge of Farewell Street to its intersection with America's Cup Boulevard (former alignment of Walnut Street) where Farewell Street turns and heads southeastward. The boundary continues southeastward along the west edge of Farewell Street to a point opposite the northern lot line of 57-59 Farewell Street (Plat 18 Lot 161), just northwest of the intersection with Warner Street. Here the boundary turns, crosses Farewell Street, and follows the rear lot lines of properties on the northwest side of Warner Street, to the northeast corner of 22 A & B Warner Street (Plat 18 Lot 17) where it turns again and follows the northeast line of Lot 17 to Warner Street, crosses Warner Street and continues northeastward along the southeast side of Warner Street to the intersection with Kingston Avenue (formerly Spruce Street). It crosses Kingston Avenue and follows along the northwest boundary of 69 Kingston Avenue (Plat 13 Lot 46) to the northeast corner of the lot. Here the boundary turns and proceeds southeastward along the rear lot lines of number 69 and the remaining properties on the east side of Kingston Avenue to West Broadway (formerly Tanner Street).

Here the boundary turns and heads southwest along the west side of West Broadway to a point opposite the rear (north) line of Plat 18 Lot 123 (parking lot for 15 Oak Street), just north of the intersection with Oak Street. The boundary turns and heads southeast following the rear lot line of Lot 123 and the remaining properties on the east side of Oak Street to Broadway.

#### Broadway to Memorial Boulevard:

At Broadway, the boundary turns and runs southeastward along the north edge of Broadway to a point opposite the south line of Bull Street. It turns again and crosses Broadway, then follows southeastward along the south edge of Bull Street to Mount Vernon Street. It crosses Mount Vernon Street and continues along the north lot line of 27 Mount Vernon Street (Plat 21, Lot

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93) to the northeast corner of the lot, where it turns and follows the rear line of Lot 93 and the other properties on the east side of Mount Vernon Street north of the intersection with Sherman Street. At the northwest corner of 34 Sherman Street (Plat 21, Lot 109) the boundary turns and proceeds southeastward along the rear lot lines of properties on the north side of Sherman Street up to and including 42 Sherman Street (Plat 21, Lot 197).

It then crosses Sherman Street and turns to run southeastward following the northwest edge of Whitfield Place to the intersection with Touro Street. At Touro Street, the boundary turns and proceeds southeastward along the eastern edge of Touro Street, crossing Whitfield Place, and following as it angles south and becomes Bellevue Avenue (at the intersection with Kay Street). It crosses Redwood Street, then turns and runs east along the south edge of Redwood Street and the north property line of the Redwood Library, 50 Bellevue Avenue (Plat 25, Lot 90, 99), then south along the east lot line of the Library, then west along the south lot line of the Library and the north edge of Old Beach Road back to Bellevue Avenue. Here it turns and continues south along the eastern edge of Bellevue Avenue, across Memorial Boulevard (formerly Levin Street) to a point opposite the south line of the intersection with William Street.

Memorial Boulevard to Thames Street at Pope Street:

At the point on the east side of Bellevue Avenue opposite the south line of the intersection with Williams Street, the boundary turns and heads west, crossing Bellevue Avenue and running along the south edge of Williams Street to the northeast corner of 26 Thomas Street. Here it turns southward following the east and south lines of Lot 95 to the southwest corner of the lot on Thomas Street, where the road angles west and changes to Golden Hill Street.

The boundary crosses Thomas Street and continues westward along the north edge of Golden Hill Street, crosses Spring Street, turns, and proceeds southward along the west edge of Spring Street to the intersection with Pope Street. At Pope Street, it turns westward and follows the north edge of Pope Street to Thames Street.

Thames Street at Pope Street to Van Zandt Avenue:

At the northeast corner of the intersection of Pope Street and Thames Street, the boundary continues westward, crosses Thames Street to the Brick Market (127 Thames Street, Plat 24, Lot 1). It leaves Thames Street to



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follow the south, west and north lot lines of Lot 1, returns to Thames Street and continues northward along the west side of Thames Street to the intersection with Marlborough Street. Crossing Marlborough Street, it turns and runs westward along the north edge of Marlborough Street to America's Cup Avenue, to a point opposite the intersection of the south edge of Bridge Street. Here it turns westward, crosses America's Cup Avenue, and proceeds westward along the south edge of Bridge Street to the intersection with Third Street, where it turns and runs southward along the east edge of Third Street to the intersection with Marsh Street. Here the boundary turns westward, crosses Third Street and follows westward along the north side of Marsh Street to the intersection with Washington Street. It turns again and heads northward along the east side of Washington Street to a point opposite the southern line of Battery Park, 12 Washington Street (Plat 12, Lot 15). Here it turns, crosses Washington Street, and follows the south lot line of the park westward to the Newport Harbor shoreline, where it turns again and proceeds northward along the shoreline to the point of beginning at the intersection with Van Zandt Avenue.

## BOUNDARY JUSTIFICATION

The boundaries of the Newport National Historic Landmark District are selected to encompass the highly unified concentration of seventeenth-century, eighteenth-century, and nineteenth- through early twentieth-century buildings within the historic center of Newport. They generally conform to the compact eighteenth-century town limits as documented in historic maps (Stiles 1757). The harbor front itself west of Thames Street and south of Marsh Street is excluded due to extensive demolition and new construction associated with urban renewal, together with recent large-scale developments which have destroyed most of the historic fabric and ambience. Beyond the district to the north, east, and south, the neighborhood fabric developed primarily in the nineteenth and twentieth centuries. The district is fundamentally distinguished by its outstanding assemblage of colonial seaport period buildings and streetscapes which are infilled with later resort period construction. It continues to serve as the city's center today.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS

1. STATE Rhode Island		2. THEME(S). IF ARCHEOLOGICAL SITE, WRITE "ARCH" BEFORE THEME NO. Theme XX Architecture (Colonial)	
3. NAME(S) OF SITE Newport Historic District		4. APPROX. ACREAGE 50 acres	
5. EXACT LOCATION (County, township, roads, etc. If difficult to find, sketch on Supplementary Sheet) Newport, Newport County.			
6. NAME AND ADDRESS OF PRESENT OWNER (Also administrator if different from owner) Varied, public and private (The Preservation Society of Newport County, Washington/ Square, Newport, R. I.)			
7. IMPORTANCE AND DESCRIPTION (List briefly the historic structures important and what to include in survey)			

Boundaries of the Historic District: Houses on both sides of and located within the area enclosed by the following streets: Beginning at the junction of Thames and Bridge Streets, west on Bridge St. to Second St., south (left) on Second Street to Marsh St.; west (right) on Marsh St. to Washington Street, north (right) on Washington St. to Chestnut St., east (right) on Chestnut Street to Third St., south (right) on Third St. to Walnut St., west (left) on Walnut St. to Farewell St.; southeast (right) on Farewell Street to Warner St., northeast (left) on Warner Street to Kingston Ave., southeast (right) on Kingston Ave. to West Broadway, southwest (right) on West Broadway to Oak Street, left (southeast) on Oak Street to Broadway, southwest (right) on Broadway to Bull Street, left (southeast) on Bull Street to Mt. Vernon St., right (southwest) on Mt. Vernon St. to Touro St., left (southeast) on Touro St. to Bellevue Ave., south (right) on Bellevue Ave. to William St., west (right) on William St. to Thomas St. and Golden Hill, south (left) on Thomas St. and Golden Hill to Spring St., south (left) on Spring St. to Pope St., west (right) on Pope St. to Thames St., and north (right) on Thames St. (about one mile) to its junction with Bridge St., the beginning point.

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Newport's numerous Georgian structures lavishly illustrate the mid-18th century architectural history of one of the colonies' major ports. Because of the work of Richard Munday, master carpenter, and of Peter Harrison, the most distinguished and brilliant of the colonial architects, Newport's Georgian public buildings rank among the most advanced and academic in style of those erected in the colonies during the 18th century. Newport's unique architectural character as a colonial city, however, lies not only in its

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See page 4.

9. REPORTS AND STUDIES (Mention best reports and studies, as, NPS study, HABS, etc.)

Historic American Building Survey:

10. PHOTOGRAPHS* ATTACHED: YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	11. CONDITION Varied	12. PRESENT USE (Museum, farm, etc.) Stores and residences	13. DATE OF VISIT Sept. 18, 1967
14. NAME OF RECORDER (Signature) <i>Charles W. Snell</i>	Charles W. Snell	15. TITLE Historian	16. DATE January 29, 1968

\* DRY MOUNT ON AN 8 X 10 1/4 SHEET OF FAIRLY HEAVY PAPER. IDENTIFY BY VIEW AND NAME OF THE SITE, DATE OF PHOTOGRAPH, AND NAME OF PHOTOGRAPHER. GIVE LOCATION OF NEGATIVE, IF ATTACHED, ENCLOSE IN PROPER NEGATIVE ENVELOPES.

(IF ADDITIONAL SPACE IS NEEDED USE SUPPLEMENTARY SHEET, 10-317a, AND REFER TO ITEM NUMBER)

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS  
SUPPLEMENTARY SHEET

This sheet is to be used for giving additional information or comments, for more space for any item on the regular form, and for recording pertinent data from future studies, visitations, etc. Be brief, but use as many Supplement Sheets as necessary. When items are continued they should be listed, if possible, in numerical order of the items. All information given should be headed by the item number, its name, and the word (cont'd), as  
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Page 2.

STATE Rhode Island	NAME(S) OF SITE Newport Historic District
-----------------------	--

7. Continued:

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Newport was founded in May 1639 by a small band of men, under the leadership of John Clarke and William Coddington, from Massachusetts. Early industries were farming, fishing, and shipbuilding. By 1680 Newport had become a thriving seaport town of some 400 houses and a large-scale trade with the middle and southern Colonies, the West Indies, and Europe. At the beginning of the 18th century Rhode Island was more concerned than any other Colony with the African slave trade, and Newport quickly became the chief Rhode Island slave center. Many fortunes were amassed in the slave trade. Fifty or sixty Newport vessels were engaged in this traffic, and their owners were among the leading merchants of the city.

By 1761 Newport had 888 dwelling houses and 439 warehouses and stores. Newport's era of greatest prosperity was from 1740 to 1775, and its numerous surviving historic structures largely date from these golden years.

This brilliant outlook, however, was completely undermined by the outbreak of the Revolution. On December 8, 1776, the British army, under General Henry Clinton, occupied Newport and retained possession until October 25, 1779. The city's population declined from 9,209 in 1774 to 5,229 by 1776 and continued to decrease. By 1784 it amounted to only 4,000. Under the pressure of the American blockade, house after house was torn down by the British to meet the need for firewood, until some 480 buildings of various kinds were destroyed. American troops reoccupied Newport on October 26, 1779. The French army arrived at Newport on July 10, 1780 and remained there until June 1781.

With the coming of peace, Newport's former trade failed to revive, and not until the first decade of the 19th century did the city slowly begin to recover from the effects of the Revolution. This revival was checked and the city went into another decline as a result of the Embargo Acts of 1807

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STATE Rhode Island	NAME(S) OF SITE Newport Historic District
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7. Continued:

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Condition

Newport's history--the era of great prosperity from 1740 to 1775, and the two great depressions of 1775 to 1800 and 1815 to 1830, are clearly visible in the city's surviving historic architecture.

Seventeenth century Newport was a town of some 400 houses, nearly all built of wood and with only a handful constructed of stone. These structures were all medieval in design and construction. Only 10 of these early houses, the largest number in any Rhode Island town, have survived. All of these, however, were heavily remodeled or incorporated as wings into larger structures that were erected during the 18th century. The best preserved, although considerably remodeled, of Newport's 17th century structures is the Wanton-Lyman-Hazard House.

By the mid-18th century, as a result of its great wealth, Newport had rebuilt itself, changing from a medieval looking town of steep-pitched roofs, turrets, and overhanging cornices to an urban center of Georgian churches, public buildings, and houses. The new or remodeled buildings were still nearly all constructed of wood and as late as 1793 there were still only six brick structures in the town, including the Brick Market and Old State House.

There were about 1,100 buildings standing in Newport at the beginning of the Revolutionary War. Of these, at least 300 are still standing today and another hundred, erected between 1784 and 1840 and illustrative of the Federal and Greek Revival styles, have also survived. Built during the depression years, these latter structures, are largely overshadowed by the many fine pre-Revolutionary houses. The 400 historic structures are largely concentrated near the waterfront and situated within 18th century limits of the town. Modern structures in this area are few and do not seriously mar the general historical setting.

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8. Continued:

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NATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS

1. STATE Rhode Island		2. THEME(S). IF ARCHEOLOGICAL SITE, WRITE "ARCH" BEFORE THEME NO. Theme XX Architecture (Colonial)	
3. NAME(S) OF SITE Newport Historic District		4. APPROX. ACREAGE 50 acres	
5. EXACT LOCATION (County, township, roads, etc. If difficult to find, sketch on Supplementary Sheet) Newport, Newport County.			
6. NAME AND ADDRESS OF PRESENT OWNER (Also administrator if different from owner) Varied, public and private (The Preservation Society of Newport County, Washington/ Square, Newport, R. I.)			

7. IMPORTANCE AND DESCRIPTION (List the objects, structures, sites, etc., pertinent and characteristic to the site)

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NHLM

THEME: Architecture

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INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Newport Historic District

AND/OR COMMON

Newport

2 LOCATION

STREET & NUMBER

CITY, TOWN

Newport

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

1st

STATE

Rhode Island

VICINITY OF

CODE  
44

COUNTY

Newport

CODE  
005

3 CLASSIFICATION

- CATEGORY
- DISTRICT
  - BUILDING(S)
  - STRUCTURE
  - SITE
  - OBJECT

- OWNERSHIP
- PUBLIC
  - PRIVATE
  - BOTH
- PUBLIC ACQUISITION
- IN PROCESS
  - BEING CONSIDERED

- STATUS
- OCCUPIED
  - UNOCCUPIED
  - WORK IN PROGRESS
- ACCESSIBLE
- YES: RESTRICTED
  - YES: UNRESTRICTED
  - NO

- PRESENT USE
- AGRICULTURE
  - COMMERCIAL
  - EDUCATIONAL
  - ENTERTAINMENT
  - GOVERNMENT
  - INDUSTRIAL
  - MILITARY
  - MUSEUM
  - PARK
  - PRIVATE RESIDENCE
  - RELIGIOUS
  - SCIENTIFIC
  - TRANSPORTATION
  - OTHER:

4 OWNER OF PROPERTY

NAME multiple (for information contact The Preservation Society of Newport County)

STREET & NUMBER

Washington Square

CITY, TOWN

Newport

VICINITY OF

STATE

Rhode Island

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Newport City Hall

STREET & NUMBER

Washington Square

CITY, TOWN

Newport

STATE

Rhode Island

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historic American Buildings Survey: see individual properties

DATE

multiple

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR SURVEY RECORDS

Library of Congress/Annex

CITY, TOWN

Washington

STATE  
D.C.

# DESCRIPTION

## CONDITION

EXCELLENT  
 GOOD  
 FAIR

DETERIORATED  
 RUINS  
 UNEXPOSED

## CHECK ONE

UNALTERED  
 ALTERED

## CHECK ONE

ORIGINAL SITE  
 MOVED DATE \_\_\_\_\_

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Although most of Newport's distinguished buildings from the early period are from the eighteenth century there are still some important seventeenth-century houses, as well as many post colonial and Greek Revival structures which have survived. Newport is also fortunate in that nine early public buildings remain.

The earliest, the Quaker Meeting House, dates from the seventeenth century. In the eighteenth century, six very fine buildings were constructed between 1726 and 1763. Three of them, Trinity Church and the Colony House, both national historic landmarks, and the Sabbatarian Meeting House, now partially gone, are connected with Richard Munday, an architect-builder who worked before 1740. The other three, Redwood Library and Brick Market, both national historic landmarks, and the Touro Synagogue, a national historic site, were built ten to twenty years later by Peter Harrison, one of the most famous and accomplished of America's early architects. St. Paul's Methodist Church on Marlborough Street represents the style of the early nineteenth century as does the Rhode Island Union Bank, built in 1818 and designed by the well known carpenter architect and writer of pattern books, Asher Benjamin.

Newport's unique character as a colonial town lies not only in its public buildings but in the many rows of small houses which survive throughout the old part of the city. These give a coherent architectural background which forms a unified district joining the public buildings and larger houses of the wealthy merchants.

There were about eleven hundred buildings standing in Newport at the beginning of the Revolutionary War. According to records about three hundred houses were destroyed by the British during their occupation. In 1950 over four hundred houses built before 1840 were still standing. Many of these were removed during the urban renewal project of the late 1960's along the waterfront area, but the majority of the buildings outside this section remain. Interest in the preservation of these buildings had led to renewed activity in the restoration of the old section of town.

Some one hundred old houses have survived in the Point section alone. The Jonathan Nichols-Hunter house at 54 Washington Street, also a national historic landmark, the Thomas Robinson House at 64, the Captain John Warren House at 62, as well as the Finch, Rivera, and Dennis houses were all built during the days when Washington Street was called Water Street, the scene of much of Newport's shipping. Houses like the Hunter House once had wharves and shops adjoining as well as extensive gardens. The Captain John Warren House, built shortly after 1736, is typical of the development of the area. The house was originally two stories with one chimney but was remodeled by Captain Warren by 1774, into a central-hall house with two chimneys. It has a gambrel roof with excellent interior panelling and stairway. The fanlight door was added between 1786 and 1822, and the house has been little altered since this time. A similar development also occurred for the Hunter House which is an enlargement of an earlier structure.

(Continued)

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

Historic houses line the crooked old Shipwrights Street now called Bridge. In 1800 twenty-one sea captains lived on Bridge Street where earlier Townsends and Goddards lived and made their furniture. Christopher and Job Townsend's houses are both still standing at Numbers 72 and 19. Number 25 Bridge Street, built before 1727, was enlarged and altered sometime between 1736 and the Revolution. It is now a two-story, hip-roofed, square house with a central hallway and two chimneys. The stairway has twisted balusters, and the parlors have panelling which dates back as far as 1730. The former doorway had a pineapple-crowned pediment, a design encouraged by Newport's trade with the West Indies and found on many doors including the Colony House and the Hunter House. The later two still remain but the one at Number 25 Bridge Street was replaced in 1800 with a pediment from Bristol.

Public and religious buildings as well as many fine mansions and small houses are found in the central part of Newport as you move inland from the harbor. Among these are the Wanton-Lyman-Hazard House, and the Vernon House, both national historic landmarks, the Whitehorse Taven, Pitts Head Tavern and the Jireh Bull House, all typical of the larger frame structures of the period.

The Wanton-Layman Hazard House, probably built around 1695, represents the architectural transition from the seventeenth-century to the eighteenth century. While its framing methods illustrate the construction of houses of the early period, the elaboration of structural detail and ornamentation reflects the changes which began early in the eighteenth century and developed into Georgian design of mid-century. The Vernon House also began as an earlier structure from the turn of the century. It was enlarged around 1760 into a formal Georgian mansion of frame construction, rusticated and sanded to imitate ashlar masonry with a wide classic doorway, modillioned and dentiled cornice and a low hipped roof with a flat balustraded deck. The Whitehorse and Pitt's Head Taverns are very characteristic of the larger houses of Newport with their gambrel roofs, plain pedimented doors and clapboarded walls that rise from the sidewalk's edge. The Jireh Bull House is another example of this basic style.

Many nameless rows on old streets, built at the sidewalks edge, sometimes side to the street or end to the street; some covered with gable roofs, some with gambrel or gable-on-hip roofs, all frame and clapboard construction and all contributing to the architectural cohesiveness of the district remain in large numbers throughout the area. There are remarkably few modern intrusions in the residential areas and in the pre-1830 business district. The most extensive modern intrusion is along the redeveloped waterfront area. Although the merits of the shops and condominium apartments are a matter of debate, the new construction at least does not disrupt the scale of the area and blends in as far as materials used. A new large motel was built on an island in the middle of Newport Harbor, thus removing a potentially adverse intrusion from

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CONTINUATION SHEET

ITEM NUMBER 7

PAGE 3

the historic area. The new buildings in the 1830 business district around Washington Square, although slightly larger in scale do not disrupt the whole to a very great degree.

# SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1639, 1680, 1740-1775 BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

Newport, Rhode Island provides unique architectural heritage in the many colonial structures which have survived. In addition to the great numbers of smaller more modest houses, mansions of the wealthy merchants illustrate the property which flourished in the years prior to the Revolution. Buildings designed by Richard Munday, a noted local master carpenter and by Peter Harrison, perhaps the most distinguished and best qualified of colonial architects, gave Newport's Georgian public buildings a high rank among the most advanced and academic in style of those built in the colonies during the eighteenth century. In addition to the many outstanding individual examples of Georgian design, scores of smaller dwellings line the streets of the old town, some well maintained and others rundown. None are distinguished in design or detail but all are harmonious in scale and materials. In mass, scale and texture, the physical evidence of Newport places it as near to the eighteenth century as to our own.

## HISTORY

Newport was founded in May 1639 by a small band of men under the leadership of John Clarke and William Coddington, from Massachusetts. Early industries were farming, fishing, and shipbuilding. By 1680 Newport had become a thriving seaport town of some 400 houses and had a large-scale trade with the middle and southern colonies, the West Indies, and Europe. At the beginning of the eighteenth century Rhode Island was more concerned than any other colonies with the African slave trade, and Newport became the chief New England slave center. Many fortunes were amassed in the slave trade. Fifty or sixty Newport vessels were engaged in this traffic and their owners were among the leading merchants of the city so that by mid-century, Newport was the most prosperous seaport on the eastern coast. Craftsmen produced the best furniture, silver, pewter and clocks which were exported to other colonies as well as providing comfort for the wealthy of the city.

By 1761 Newport had 888 dwelling houses and 439 warehouses and stores. Newport's era of greatest prosperity was from 1740 to 1775, and numerous surviving structures date from these golden years.

This prosperous development, however, was completely undermined by the outbreak of the Revolution. On December 8, 1776, the British army, under General Henry Clinton, occupied Newport and retained possession until October 25, 1779. The city's population declined from 9,209 in 1774 to 5,229 by 1776. By 1784 it amounted to only 4000. Under the pressure of the American blockade, house after house was torn down by the British to meet the need for firewood, until

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NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

some 480 buildings were destroyed. American troops reoccupied Newport on October 26, 1779. The French army arrived at Newport on July 10, 1780 and remained there until June 1781.

With the coming of peace, Newport's former trade failed to revive, and not until the first decade of the nineteenth century did the city slowly begin to recover from the effects of the Revolution. This revival was checked, and the city fell into another decline as a result of the Embargo Acts of 1807 and 1809, and the War of 1812. From 1815 to 1828 Newport remained in a state of suspended animation and it was not until the 1830's that the city again began to prosper. This time its growth was as a summer resort and not as a port, a characteristic still true today.

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NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 1

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# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Downing, Antoinette P., and Scully, Vincent J. Jr., The Architectural Heritage of Newport, Rhode Island, 1640-1915, revised edition, New York, 1967.  
 Morrison, Hugh, Early American Architecture, New York, 1952.  
 Randall, Anne, Newport, A Tour Guide, Newport, Rhode Island, 1970.

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY: C. 250

UTM REFERENCES

A	19	307000	4596590	B	19	307360	4594490
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	19	306160	4594460	D	19	306120	4596520
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

(See Continuation Sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME/TITLE Patricia Heintzelman, Architectural Historian, Landmark Review Project;  
original form prepared by Charles Snell, 1968

ORGANIZATION  
Historic Sites Survey

STREET & NUMBER  
1100 L Street NW.

CITY OR TOWN  
Washington

DATE  
October 1975  
 TELEPHONE  
202-523-5464  
 STATE  
D.C. 20240

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL      STATE      LOCAL     

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

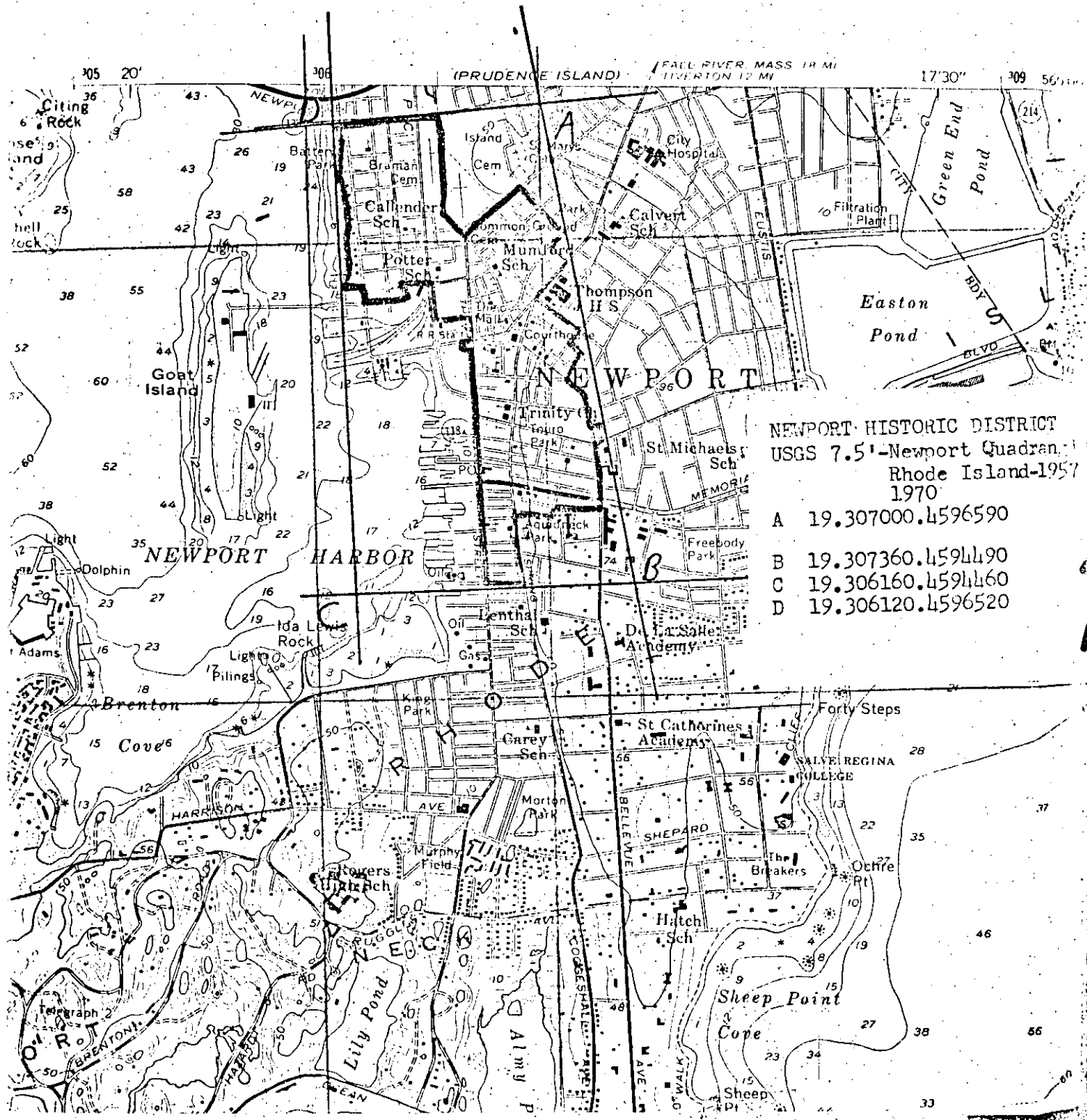
DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER



NEWPORT HISTORIC DISTRICT  
 USGS 7.5' Newport Quadrangle  
 Rhode Island-1957  
 1970

- A 19.307000.4596590
- B 19.307360.4594490
- C 19.306160.4594460
- D 19.306120.4596520

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

THEME: Architecture

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# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

## 1 NAME

HISTORIC Newport Historic District

AND/OR COMMON  
Newport

## 2 LOCATION

STREET & NUMBER

CITY, TOWN

Newport

\_\_\_ VICINITY OF

\_\_\_ NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT

1st

STATE

Rhode Island

CODE  
44

COUNTY  
Newport

CODE  
005

## 3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

## 4 OWNER OF PROPERTY

NAME multiple (for information contact The Preservation Society of Newport County)

STREET & NUMBER  
Washington Square

CITY, TOWN

Newport

\_\_\_ VICINITY OF

STATE

Rhode Island

## 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC  
Newport City Hall

STREET & NUMBER  
Washington Square

CITY, TOWN

Newport

STATE

Rhode Island

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historic American Buildings Survey: see individual properties

DATE multiple  FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR SURVEY RECORDS  
Library of Congress/Annex

CITY, TOWN

Washington

STATE

D.C.

# DESCRIPTION

<b>CONDITION</b>		<b>CHECK ONE</b>	<b>CHECK ONE</b>
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Although most of Newport's distinguished buildings from the early period are from the eighteenth century there are still some important seventeenth-century houses, as well as many post colonial and Greek Revival structures which have survived. Newport is also fortunate in that nine early public buildings remain.

The earliest, the Quaker Meeting House, dates from the seventeenth century. In the eighteenth century, six very fine buildings were constructed between 1726 and 1763. Three of them, Trinity Church and the Colony House, both national historic landmarks, and the Sabbatarian Meeting House, now partially gone, are connected with Richard Munday, an architect-builder who worked before 1740. The other three, Redwood Library and Brick Market, both national historic landmarks, and the Touro Synagogue, a national historic site, were built ten to twenty years later by Peter Harrison, one of the most famous and accomplished of America's early architects. St. Paul's Methodist Church on Marlborough Street represents the style of the early nineteenth century as does the Rhode Island Union Bank, built in 1818 and designed by the well known carpenter architect and writer of pattern books, Asher Benjamin.

Newport's unique character as a colonial town lies not only in its public buildings but in the many rows of small houses which survive throughout the old part of the city. These give a coherent architectural background which forms a unified district joining the public buildings and larger houses of the wealthy merchants.

There were about eleven hundred buildings standing in Newport at the beginning of the Revolutionary War. According to records about three hundred houses were destroyed by the British during their occupation. In 1950 over four hundred houses built before 1840 were still standing. Many of these were removed during the urban renewal project of the late 1960's along the waterfront area, but the majority of the buildings outside this section remain. Interest in the preservation of these buildings had led to renewed activity in the restoration of the old section of town.

Some one hundred old houses have survived in the Point section alone. The Jonathan Nichols-Hunter house at 54 Washington Street, also a national historic landmark, the Thomas Robinson House at 64, the Captain John Warren House at 62, as well as the Finch, Rivera, and Dennis houses were all built during the days when Washington Street was called Water Street, the scene of much of Newport's shipping. Houses like the Hunter House once had wharves and shops adjoining as well as extensive gardens. The Captain John Warren House, built shortly after 1736, is typical of the development of the area. The house was originally two stories with one chimney but was remodeled by Captain Warren by 1774, into a central-hall house with two chimneys. It has a gambrel roof with excellent interior panelling and stairway. The fanlight door was added between 1786 and 1822, and the house has been little altered since this time. A similar development also occurred for the Hunter House which is an enlargement of an earlier structure.

(Continued)

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**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

Historic houses line the crooked old Shipwrights Street now called Bridge. In 1800 twenty-one sea captains lived on Bridge Street where earlier Townsends and Goddards lived and made their furniture. Christopher and Job Townsend's houses are both still standing at Numbers 72 and 19. Number 25 Bridge Street, built before 1727, was enlarged and altered sometime between 1736 and the Revolution. It is now a two-story, hip-roofed, square house with a central hallway and two chimneys. The stairway has twisted balusters, and the parlors have panelling which dates back as far as 1730. The former doorway had a pineapple-crowned pediment, a design encouraged by Newport's trade with the West Indies and found on many doors including the Colony House and the Hunter House. The later two still remain but the one at Number 25 Bridge Street was replaced in 1800 with a pediment from Bristol.

Public and religious buildings as well as many fine mansions and small houses are found in the central part of Newport as you move inland from the harbor. Among these are the Wanton-Lyman-Hazard House, and the Vernon House, both national historic landmarks, the Whitehorse Tavern, Pitts Head Tavern and the Jireh Bull House, all typical of the larger frame structures of the period.

The Wanton-Layman Hazard House, probably built around 1695, represents the architectural transition from the seventeenth-century to the eighteenth century. While its framing methods illustrate the construction of houses of the early period, the elaboration of structural detail and ornamentation reflects the changes which began early in the eighteenth century and developed into Georgian design of mid-century. The Vernon House also began as an earlier structure from the turn of the century. It was enlarged around 1760 into a formal Georgian mansion of frame construction, rusticated and sanded to imitate ashlar masonry with a wide classic doorway, modillioned and dentiled cornice and a low hipped roof with a flat balustraded deck. The Whitehorse and Pitt's Head Taverns are very characteristic of the larger houses of Newport with their gambrel roofs, plain pedimented doors and clapboarded walls that rise from the sidewalk's edge. The Jireh Bull House is another example of this basic style.

Many nameless rows on old streets, built at the sidewalk's edge, sometimes side to the street or end to the street; some covered with gable roofs, some with gambrel or gable-on-hip roofs, all frame and clapboard construction and all contributing to the architectural cohesiveness of the district remain in large numbers throughout the area. There are remarkably few modern intrusions in the residential areas and in the pre-1830 business district. The most extensive modern intrusion is along the redeveloped waterfront area. Although the merits of the shops and condominium apartments are a matter of debate, the new construction at least does not disrupt the scale of the area and blends in as far as materials used. A new large motel was built on an island in the middle of Newport Harbor, thus removing a potentially adverse intrusion from

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CONTINUATION SHEET

ITEM NUMBER 7

PAGE 3

the historic area. The new buildings in the 1830 business district around Washington Square, although slightly larger in scale do not disrupt the whole to a very great degree.

# SIGNIFICANCE

MOD

## AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

HISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1639, 1680, 1740-1775 BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

Newport, Rhode Island provides unique architectural heritage in the many colonial structures which have survived. In addition to the great numbers of smaller more modest houses, mansions of the wealthy merchants illustrate the property which flourished in the years prior to the Revolution. Buildings designed by Richard Munday, a noted local master carpenter and by Peter Harrison, perhaps the most distinguished and best qualified of colonial architects, gave Newport's Georgian public buildings a high rank among the most advanced and academic in style of those built in the colonies during the eighteenth century. In addition to the many outstanding individual examples of Georgian design, scores of smaller dwellings line the streets of the old town, some well maintained and others rundown. None are distinguished in design or detail but all are harmonious in scale and materials. In mass, scale and texture, the physical evidence of Newport places it as near to the eighteenth century as to our own.

## HISTORY

Newport was founded in May 1639 by a small band of men under the leadership of John Clarke and William Coddington, from Massachusetts. Early industries were farming, fishing, and shipbuilding. By 1680 Newport had become a thriving seaport town of some 400 houses and had a large-scale trade with the middle and southern colonies, the West Indies, and Europe. At the beginning of the eighteenth century Rhode Island was more concerned than any other colonies with the African slave trade, and Newport became the chief New England slave center. Many fortunes were amassed in the slave trade. Fifty or sixty Newport vessels were engaged in this traffic and their owners were among the leading merchants of the city so that by mid-century, Newport was the most prosperous seaport on the eastern coast. Craftsmen produced the best furniture, silver, pewter and clocks which were exported to other colonies as well as providing comfort for the wealthy of the city.

By 1761 Newport had 888 dwelling houses and 439 warehouses and stores. Newport's era of greatest prosperity was from 1740 to 1775, and numerous surviving structures date from these golden years.

This prosperous development, however, was completely undermined by the outbreak of the Revolution. On December 8, 1776, the British army, under General Henry Clinton, occupied Newport and retained possession until October 25, 1779. The city's population declined from 9,209 in 1774 to 5,229 by 1776. By 1784 it amounted to only 4000. Under the pressure of the American blockade, house after house was torn down by the British to meet the need for firewood, until

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# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY c. 250

UTM REFERENCES

A	1 9	3 0 7 0 0 0	4 5 9 6 5 9 0	B	1 9	3 0 7 3 6 0	4 5 9 4 4 9 0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1 9	3 0 6 1 6 0	4 5 9 4 4 6 0	D	1 9	3 0 6 1 2 0	4 5 9 6 5 2 0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

(See Continuation Sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME/TITLE Patricia Heintzelman, Architectural Historian, Landmark Review Project;  
original form prepared by Charles Snell, 1968

ORGANIZATION

Historic Sites Survey

DATE

October 1975

STREET & NUMBER

1100 L Street NW.

TELEPHONE

202-523-5464

CITY OR TOWN

Washington

STATE

D.C. 20240

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

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STATE     

LOCAL     

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TITLE

DATE

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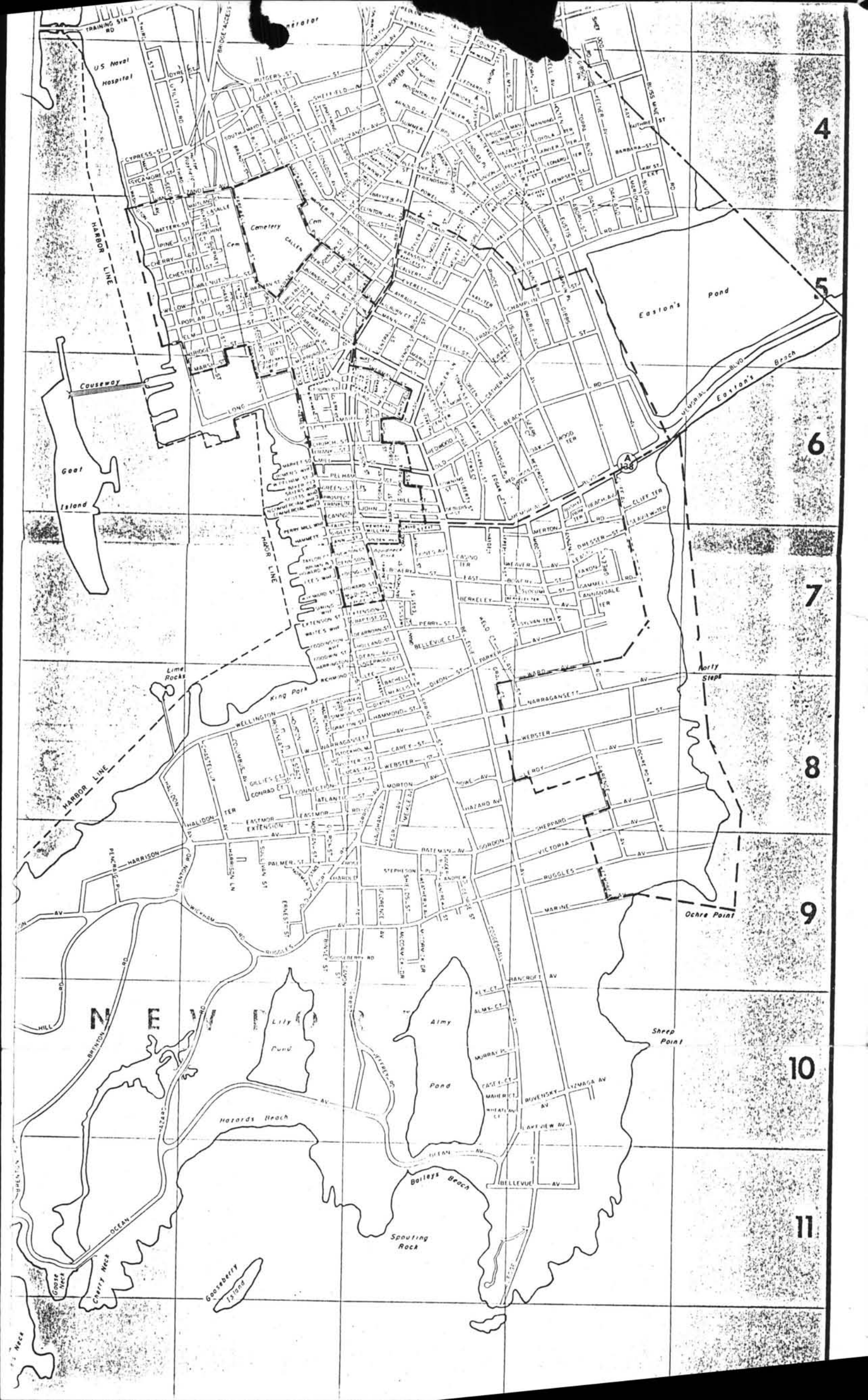
DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER



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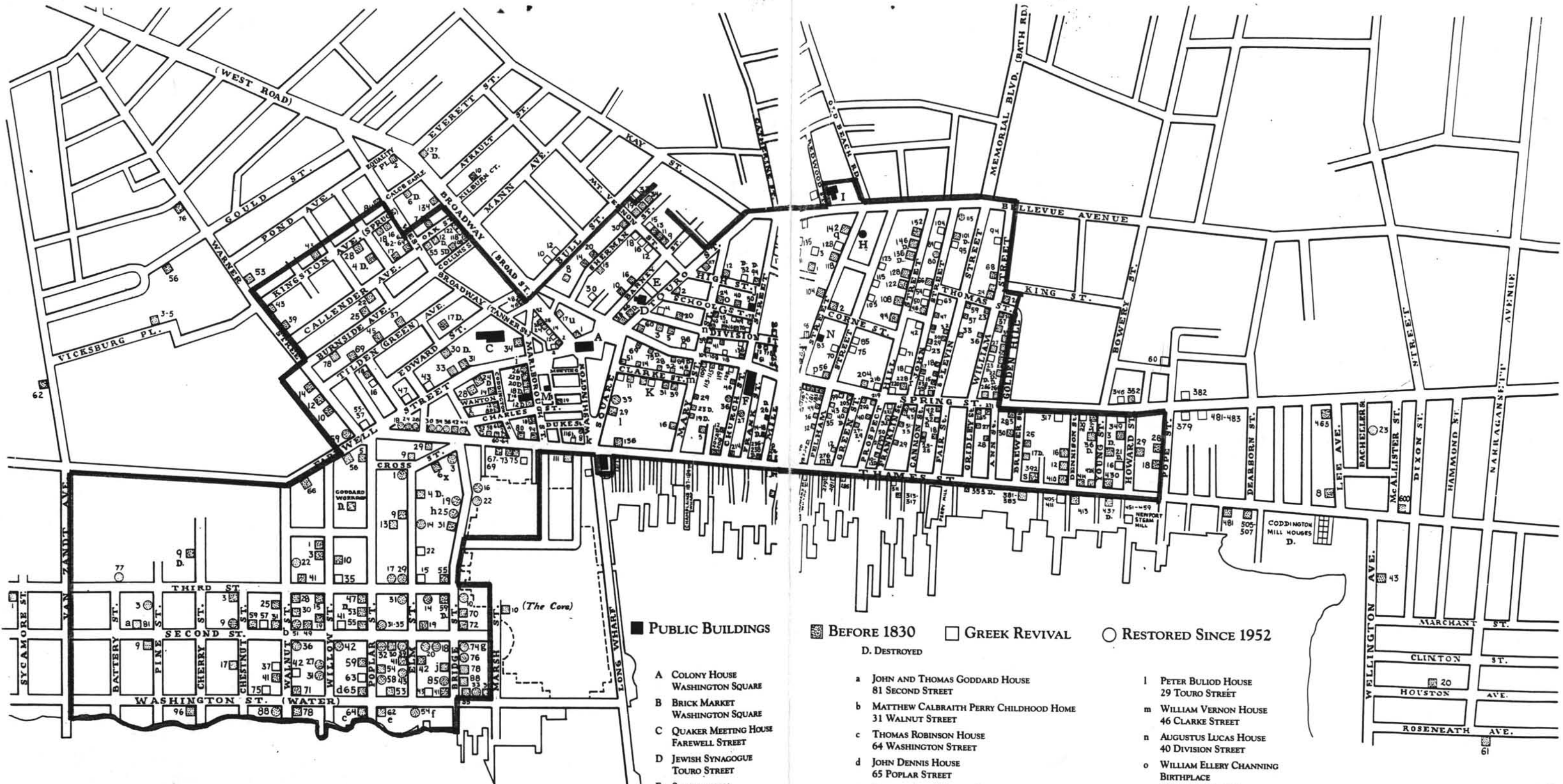
8

9

10

11





NEWPORT NHL DISTRICT BOUNDARIES  
 AS DRAWN BY VHADAMS 7/22/92

*A Plan of  
 Newport, Rhode Island*



- PUBLIC BUILDINGS
  - ▨ BEFORE 1830
  - GREEK REVIVAL
  - RESTORED SINCE 1952
  - D. DESTROYED
- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>A COLONY HOUSE<br/>WASHINGTON SQUARE</li> <li>B BRICK MARKET<br/>WASHINGTON SQUARE</li> <li>C QUAKER MEETING HOUSE<br/>FAREWELL STREET</li> <li>D JEWISH SYNAGOGUE<br/>TOURO STREET</li> <li>E SABBATARIAN<br/>MEETING HOUSE<br/>TOURO STREET</li> <li>F TRINITY CHURCH<br/>SPRING AND CHURCH<br/>STREETS</li> <li>G TRINITY CHURCH SCHOOL<br/>SCHOOL AND<br/>MARY STREETS</li> <li>H STONE MILL<br/>MILL STREET</li> <li>I REDWOOD LIBRARY<br/>BELLEVUE AVENUE</li> <li>J MASONIC HALL<br/>50 SCHOOL STREET</li> <li>K NEWPORT ARTILLERY<br/>CLARKE STREET</li> </ul> | <ul style="list-style-type: none"> <li>a JOHN AND THOMAS GODDARD HOUSE<br/>81 SECOND STREET</li> <li>b MATTHEW CALBRAITH PERRY CHILDHOOD HOME<br/>31 WALNUT STREET</li> <li>c THOMAS ROBINSON HOUSE<br/>64 WASHINGTON STREET</li> <li>d JOHN DENNIS HOUSE<br/>65 POPLAR STREET</li> <li>e CAPTAIN JOHN WARREN HOUSE<br/>62 WASHINGTON STREET</li> <li>f JONATHAN NICHOLS HOUSE<br/>54 WASHINGTON STREET</li> <li>g CHRISTOPHER TOWNSEND HOUSE<br/>74 BRIDGE STREET</li> <li>h CAPTAIN PETER SIMON HOUSE<br/>25 BRIDGE STREET</li> <li>i WHITE HORSE TAVERN<br/>26 MARLBOROUGH STREET</li> <li>j PITT'S HEAD TAVERN<br/>BRIDGE STREET</li> <li>k NEWPORT NATIONAL BANK<br/>WASHINGTON SQUARE</li> </ul> | <ul style="list-style-type: none"> <li>l PETER BULIOD HOUSE<br/>29 TOURO STREET</li> <li>m WILLIAM VERNON HOUSE<br/>46 CLARKE STREET</li> <li>n AUGUSTUS LUCAS HOUSE<br/>40 DIVISION STREET</li> <li>o WILLIAM ELLERY CHANNING<br/>BIRTHPLACE<br/>24 SCHOOL STREET</li> <li>p JOHN BANISTER TOWN HOUSE<br/>56 PELHAM STREET</li> <li>q GOVERNOR TILLINGHAST HOUSE<br/>142 MILL STREET</li> <li>r CAPTAIN JOHN MAWDSLEY HOUSE<br/>228 SPRING STREET</li> <li>s FRANCIS MALBONE HOUSE<br/>392 THAMES STREET</li> <li>t JOHN BLISS HOUSE (NOT SHOWN)<br/>BLISS ROAD</li> <li>u WANTON-LYMAN-HAZARD HOUSE<br/>17 BROADWAY</li> <li>x THOMAS WALKER HOUSE<br/>6 CROSS STREET</li> </ul> |
|---|--|--|



## United States Department of the Interior

NATIONAL PARK SERVICE  
1849 C Street, N.W.  
Washington, D.C. 20240

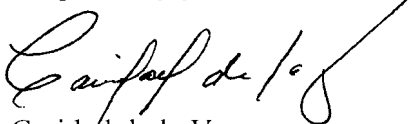
January 21, 2011

Mr. Edward F. Sanderson, SHPO  
Rhode Island Historic Preservation & Heritage Commission  
Old State House  
150 Benefit Street  
Providence, RI 02903

Dear Mr. Sanderson:

Enclosed you will find a final copy of the updated documentation and boundary expansion for the Newport Historic District National Historic Landmark. This copy is for your records. If you have any questions please feel free to contact me at (202) 354-2253.

Respectfully yours,

  
Caridad de la Vega

Historian  
National Park Service, National Historic Landmarks Program

Enclosure (1)  
CD

NATIONAL HISTORIC LANDMARK NOMINATION

NPS Form 10-900

USDI/NPS NRHP Registration Form (Rev. 8-86)

OMB No. 1024-0018

NEWPORT HISTORIC DISTRICT

United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

1. NAME OF PROPERTY

Historic Name: Newport Historic District (Updated Documentation and Boundary Revision)

Other Name/Site Number:

2. LOCATION

Street & Number: Bounded roughly by Van Zandt Avenue, Newport Harbor, Thames Street, Pope Street, William Street, Bellevue Avenue, Bull Street, Broadway, and Kingston Street

Not for publication:

City/Town: Newport

Vicinity:

State: RI

County: Newport

Code: 005

Zip Code: 02840

3. CLASSIFICATION

Ownership of Property
Private: X
Public-Local: X
Public-State: X
Public-Federal: X

Category of Property
Building(s):
District: X
Site:
Structure:
Object:

Number of Resources within Property

Contributing
1331
10
2
1343

Noncontributing
120 buildings
1 sites
0 structures
objects
121 Total

Number of Contributing Resources Previously Listed in the National Register: 1305

Name of Related Multiple Property Listing:

Nov. 24, 1968

**NEWPORT HISTORIC DISTRICT**

United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

**4. STATE/FEDERAL AGENCY CERTIFICATION**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this \_\_\_ nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria.

\_\_\_\_\_  
Signature of Certifying Official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal Agency and Bureau

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

\_\_\_\_\_  
Signature of Commenting or Other Official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal Agency and Bureau

**5. NATIONAL PARK SERVICE CERTIFICATION**

I hereby certify that this property is:

- \_\_\_ Entered in the National Register
- \_\_\_ Determined eligible for the National Register
- \_\_\_ Determined not eligible for the National Register
- \_\_\_ Removed from the National Register
- \_\_\_ Other (explain):

\_\_\_\_\_  
Signature of Keeper

\_\_\_\_\_  
Date of Action

**NEWPORT HISTORIC DISTRICT**

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**6. FUNCTION OR USE**

<p>Historic:</p> <p>DOMESTIC COMMERCE/TRADE SOCIAL GOVERNMENT EDUCATION RELIGION FUNERARY RECREATION AND CULTURE AGRICULTURE/SUBSISTENCE DEFENSE LANDSCAPE</p>	<p>Sub: Single Dwelling; Multiple Dwelling Business; Financial Institution Civic Capitol; Fire Station; Post Office; Courthouse School; Library Religious Facility; Church School; Church-related Residence Cemetery Sports Facility; Outdoor Recreation Processing Arms Storage Park</p>
<p>Current:</p> <p>DOMESTIC COMMERCE  SOCIAL GOVERNMENT EDUCATION RELIGION</p>	<p>Sub: Single Dwelling; Multiple Dwelling; Hotel Business; Professional; Financial Institution; Specialty Store; Restaurant Civic Post Office Library; School Religious Facility; Church School; Church-related</p>
<p>Residence</p> <p>FUNERARY RECREATION AND CULTURE LANDSCAPE</p>	<p>Cemetery Theater; Museum; Sports Facility; Outdoor Recreation Park</p>

**7. DESCRIPTION**

ARCHITECTURAL CLASSIFICATION:

- COLONIAL: Post-medieval, Georgian
- EARLY REPUBLIC: Federal
- MID 19<sup>TH</sup> CENTURY: Greek Revival, Gothic Revival, Italian Villa
- LATE VICTORIAN: Gothic, Italianate, Second Empire, Queen Anne, Stick Style, Renaissance
- LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS: Colonial Revival, Classical Revival, Beaux Arts

MATERIALS:

- Foundation:
- Walls: Wood (clapboard, shingle)
- Roof:
- Other:



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National Register of Historic Places Registration Form

**SUMMARY**

The Newport Historic District (designated a National Historic Landmark in 1968) possesses extraordinary significance for its nationally important colonial architectural heritage, including both outstanding individual examples of Georgian design, and a significant concentration of smaller modest houses. One of English colonial America's great seaport cities, Newport also retains a singular collection of buildings from its first two centuries. The circumstances of the city's later development have preserved the core of the colonial city.

The district's buildings are a laboratory of colonial architecture and the interrelationship between vernacular and academic architecture. The artistic design and craftsmanship traditions include not only the works of notable builders and architects, but also the houses and shops of illustrious furniture makers and other artisans. Valuable physical evidence of Newport's first period of exploration and settlement is preserved in buildings, street plan, and open spaces; in their exceptional number, density, and state of preservation, the district's historic resources portray the life of a colonial city.

The district is significant not only for its seventeenth- and eighteenth-century architectural legacy, but also for its nineteenth- and early twentieth-century buildings and intact neighborhoods and streetscapes—they chronicle the forces which shaped the city during its historic period from 1639 to the 1940s. Over the full course of Newport's progression from an agricultural and maritime settlement to a colonial seaport, an industrial and military center, and finally a summer resort, influential individuals, ideas, and events are embodied in the physical fabric of this district. Together, they form a highly distinctive entity, exceptional in its quality and character.

This nomination presents a boundary expansion for the district to include the Common Burying Ground, begun in 1640. This cemetery is a significant part of the story of the early years of Newport, and it presents the nation's social and artistic development in microcosm. As a resting place for everyman and anyman, the Common Burying Ground reflects Roger Williams', the founder of Rhode Island, concept of brotherhood.

The nomination also provides additional and updated documentation for the district, including a more complete survey of all of the resources in the district, and whether they contribute or not to the national significance, excluded from the original 1968 documentation.

**Describe Present and Historic Physical Appearance.**

The Newport Historic District is a dense, waterfront, urban concentration of over 1,300 residential, commercial, institutional, and public buildings, along with a historic designed park and cemetery landscapes, constructed between the 1670s and the early twentieth century.

The district forms the core of the historic maritime town of Newport and the city's present-day downtown. It contains three distinct sub-sections: the largely residential Point section north of the harbor, bordered by Van Zandt Avenue on the north and Farewell Street on the east; the West Broadway area, encompassing the major commercial spine along Broadway and its residential side streets, bordered by Warner and Kingston Avenues and Broadway; and the Hill, rising from Newport Harbor eastward to Bellevue Avenue from Washington Square south to Pope Street, historically known as Mile's End. Washington Square, formerly known as the Mall or Parade, is the geographic and symbolic center, the heart of early settlement, civic, and mercantile activities, and the pivotal hub linking the district's neighborhoods.

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The district's character is that of a highly distinctive and well-preserved colonial city overlain with later nineteenth- through early-twentieth-century development. The colonial seaport city is defined by an outstanding collection of nearly 300 surviving seventeenth- and eighteenth-century buildings and by an irregular pattern of streets established in the eighteenth century. The presence of several hundred nineteenth-century buildings attests to the city's new era of growth as a summer resort from about 1840 into the early twentieth century when infill construction occurred in conjunction with the erection of fashionable mansions outside the town center. Contained within the district are singular examples of colonial and nineteenth-century public and domestic architecture representing the work of important period architects and builders, numerous exemplary high-style buildings, and, of equal importance, rows of small, vernacular houses and shops. Buildings are predominantly of wood-frame construction with gable, gambrel, hip, or mansard roofs and clapboard or shingle sheathing, one to three stories in height, and are set either close to or exactly at the sidewalk line on small lots. The handful of brick and stone buildings are mostly non-domestic. A variety of outbuildings, fences, lot landscaping treatments, walkway paving materials, and small public open spaces help complete the tightly woven texture of the streetscapes.

Major changes within the district in the twentieth century have been associated with urban renewal and harbor improvements from the 1950s through the 1970s and are concentrated along Thames Street. The waterfront and wharf areas west of Thames Street and south of Marsh Street have been excluded from the district due to demolition and relocation of historic buildings, the construction of new buildings, and the introduction of America's Cup Boulevard, a modern high-running street along the waterfront. While the impact of these activities is undeniable, the effects are localized, and modern intrusions within the district are few. Substantial numbers of buildings in the waterfront areas and throughout the district have been restored through the efforts of private individuals, organizations, and the city. Those buildings that were moved and preserved on new sites within the district continue a well documented tradition of at least two hundred years in Newport. The district contains over 1400 buildings, structures, and sites that contribute to its historic and architectural significance as a colonial seaport and nineteenth- and early twentieth-century resort community.

Newport is located at the southern end of Aquidneck Island, the largest island in Narragansett Bay, and sits at the entrance to the bay. The protected natural harbor on the western shore and the island's fertile soils and abundant forest resources provided important amenities for early settlement in the seventeenth century. Initial settlement in 1639 focused on the area around Washington Square and the waterfront to the south. Due in part to the lack of a single religious-political organizing force, the town's streets grew organically in response to convenience, topography, and land grant boundaries rather than a formalized plan. Over the next half century, a wide swath covering the land between present-day Broadway and West Broadway and between Marlborough Street and Washington Square was set aside as the "Great Common." Its northwest edge followed a stream that ran along West Broadway and Marlborough Street to the vicinity of the first wharf, Marlborough Wharf. At the east end of the Common was the town spring at the base of Griffin (now Touro) Street leading up the hill to Jews Street (now Bellevue Avenue). The primary north-south streets are Thames Street along the water's edge and Spring Street to the east.

By 1680, the town had over four hundred houses, and the compact part covered at least a mile in length by 1712, with ongoing wharf construction along the shore edge outside the district. Construction of merchants', artisans', and craftsmens' houses and wharves on Easton's Point occurred in the first half of the eighteenth century following a more regular grid plan of streets and house lots. This basic framework of the town plan,

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begun by 1640, was in place by 1758 as recorded in a detailed manuscript map drawn by Rev. Ezra Stiles.<sup>1</sup> It structured the town's growth for approximately 350 years, and its limits help to define the boundaries of the Newport Historic District.

Houses of the initial settlement period were similar to other Rhode Island and New England seventeenth-century dwellings: modest-scale, blocky, wood structures with gable roofs, large chimneys, and small windows. The form derived from English precedents. Approximately ten seventeenth-century houses survive in Newport, and they are valuable records of early building traditions, although all were altered and expanded by later additions. The most important seventeenth-century buildings in the district, however, are two non-domestic structures. The earliest known structure in the district is the Stone Mill (1673-77) located in Touro Park on Bellevue Avenue, a circular building of local stone with an arcaded ground story. The elongated, wood-frame Quaker Meeting House (1700, later enlarged) on Marlborough Street incorporates a rare example of a square, hip-roof, turreted meetinghouse, the framing of which is visible on the interior.

Newport's appearance as a colonial city coalesced in the first three quarters of the eighteenth century. By the beginning of the Revolutionary War, there were 1,100 buildings including modest seamens', craftsmens', and laborers' houses, stylish merchants' houses, commercial buildings, religious edifices, public buildings, and wharves. The buildings of this period reflect general stylistic shifts from medieval to Georgian aesthetics and the early beginnings of formalized, classically derived architecture and the use of published design sources. This is true primarily of the prominent buildings, but is also evident in the smaller, plainer dwellings. In addition to the remarkably high survival rate of colonial buildings, considerable scholarly information has been compiled on buildings that have been lost, providing a broader understanding of Newport's architectural heritage.

The Quaker Meeting House is the earliest of a group of nine early and very fine public buildings, six of which were constructed between 1729 and 1763. The simple wood-frame Sabbatarian Meeting House (1729, moved 1884 and attached to the rear of the Newport Historical Society), the wood-frame Trinity Church (1735, extended 1762; NHL, 1968) inspired by Christopher Wren, and the prominent brick-and-freestone-trimmed Colony House (Old State House) (1739; NHL, 1960) at the head of Washington Square were connected with Richard Munday, a builder-architect working before 1740. Some ten to twenty years later, Peter Harrison, one of the colonies' first and most accomplished architects, designed three important buildings derived from Palladian ideals articulated in English books in his extensive personal library: the wood-frame Redwood Library (1748; NHL, 1960), the arcaded Brick Market (1760-1772; NHL, 1960), and the brick Touro Synagogue (1763; individual National Historic Site).

The Colony House and Brick Market occupy opposite ends of Washington Square (previously known as the Parade or Mall), helping define Newport's finest early urban open space. The diminutive Liberty Park at Farewell and Marlborough Streets near the Quaker Meeting House is also a remnant of the early Great Common and was set aside as public space before 1729. Beginning in the 1660s, Newporters buried their dead in the Common Burying Ground at the north end of the district. Other burying grounds within the district established during this period include the seventeenth-century Friends Cemetery on Edward Street and the Coddington Burial Ground on Farewell Street (between 1678 and 1700).

The many fine mansions and small houses remaining from the pre-Revolutionary period line the narrow streets of the Point and the Hill overlooking the harbor which was edged with wharves and warehouses. These houses range in form from half-houses to full, five-bay center-chimney dwellings, with gable, gambrel, or gable-on-hip roofs, and are often sited end to the street, reflecting limited land availability. The doorways of more modest

<sup>1</sup> Original at Redwood Library; reproduced in Downing and Scully, 2nd ed., 1967, p. 34.

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houses are typically flat, occasionally with transoms, while the treatment of more substantial houses includes a variety of triangular and segmental pedimented surrounds. The expansion of initially small houses into larger ones commonly occurred, as did the addition of pedimented doorways and trim. Many houses have well preserved floor plans and finely crafted interior finishes, often the work of local artisans.

Modest vernacular buildings comprise a large portion of the district's fabric. Examples of the diminutive gambrel roof cottage, 1 ½-stories tall and usually one room deep, survive at Jonathan Gibbs House (181 Spring Street, 1771), built by Gibbs, a housewright; the Joseph Belcher House (36 Walnut Street, 1760-70), home of a pewterer; and the James Gardner House (23 Bridge Street, ca. 1750). Larger versions, but still one-story, are the Dyer House and Shop (58 Poplar Street, shop ca. 1740, house between 1758 and 1776); the Huntington-Crandall House (59 Poplar Street, before 1758); and the Lucina Langley House (43 Pelham Street, before 1771). Another type of simpler house form is the gable-roof, 2 ½-story half-house illustrated by the Governor Gideon Wanton House (11 Cross Street, ca. 1725) and the Cornell Gideon House (3 Division Street, between 1730 and 1758). The 2 ½-story gambrel-roof dwellings sited end to the street, are represented by dwellings such as the Dr. Samuel Hopkins House (46 Division Street, between 1758 and 1772) and the Capt. William Finch House (78 Washington Street, ca. 1770). The use of brick end walls sometimes occurred, as in the gambrel-roof Caleb Claggett House (22 Bridge Street, ca. 1725). Double houses appear to have been rare, although at least one survives, the gambrel-roof Cozzens House (57-59 Farewell Street, ca. 1765).

Few commercial and industrial buildings remain from this period, but among them is the John Stevens Shop (29 Thames Street, ca. 1757), an unassuming, two-story, gable-roof structure built as a stonecutter's shop. The Point section contains a group of houses and shops built by notable woodworkers of the Townsend family including the Christopher Townsend House and Shop (74 Bridge Street, ca. 1725) and the John Townsend House and Workshop (70-72 Bridge Street, ca. 1750). Several early taverns characteristic of the larger period houses also survive, including the gambrel-roof Pitts Head Tavern (77 Bridge Street, ca. 1726, moved to the present site from Washington Square); the square, gable-on-hip-roof Kings Arms Tavern (6 Cross Street, ca. 1713); and the gambrel-roof White Horse Tavern (16 Farewell Street, before 1693, enlarged eighteenth century).

The houses of wealthy colonial merchants and traders are concentrated near the waterfront on Washington Street (formerly Water Street) in the Point and along the east side of Thames Street, as well as on the Hill overlooking the harbor. Two are preserved as museum houses. The Wanton-Lyman-Hazard House (17 Broadway, ca. 1695, NHL, 1960) is probably the oldest standing dwelling in Newport and embodies seventeenth-century framing techniques along with eighteenth-century Georgian modifications and ornamentation. The steeply pitched, kicked out roof, and coved plaster cornice are echoed in a simpler form on the Rhoades-Pease-King House (32 Clarke Street, ca. 1700). The Hunter House (54 Washington Street, before 1758, NHL, 1968) is a fine gambrel-roof mansion noted for its elegant proportions, elaborate entrance, and exquisite interior which contains a large collection of Townsend and Goddard furniture.

The gambrel roof form remained popular for many substantial 2 ½-story houses constructed with five-bay facades, two interior chimneys, and a pedimented center entry, or expanded to this form. Buildings representative of this group include the John Bannister House (56 Pelham Street, ca. 1751), which possesses a recessed entrance; the Ezra Stiles House (14 Clarke Street, ca. 1756) where Stiles maintained a garden described in his writings; the Captain John Warren House (62 Washington Street, before 1758, enlarged late eighteenth century); and the Thomas Robinson House (64 Washington Street, before 1736, enlarged late eighteenth century). The Rathbun-Gardner-Rivera House, now Newport National Bank, (8 Washington Square, before 1722, enlarged eighteenth century) has served as a bank since 1804.

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The Vernon House (46 Clarke Street, ca. 1708, enlarged ca. 1760, NHL, 1968) illustrates the transformation of early cottages into mansions. The early dwelling is enveloped within an elegant Georgian mansion with rusticated wood sheathing sanded to appear as ashlar masonry, a wide classical doorway, modillion and dentil cornice, and a low hip roof with a balustraded deck. A similar wall treatment is found on the three-story Buliod-Perry House (29 Touro Street, prior to 1755) along with a low hip roof and classically-inspired detailing. The Francis Malbone House (392 Thames, 1758), the last remaining of the fashionable Colonial merchants' houses built on Thames Street, is notable as a three-story, low-hip-roof, brick house with flanking end-gable appendages and Ionic pedimented entrances. One of the best remaining examples of a gable-on-hip roof house in this mode is the Bull-Mawdsley House (228 Spring Street, 1680, later enlarged). Building construction halted in Newport during the Revolutionary War and British occupation of the town from 1776 to 1780. In fact, approximately 400 houses were destroyed for firewood and other uses.

As a result of this devastating period and Newport's slow recovery following the war, the colonial legacy that survives is decidedly distinct from subsequent building phases. In addition, throughout the nineteenth century, the established street patterns of the town changed little, and new construction opportunities were restricted simply by virtue of the limited availability of land. The town, however, was gradually rebuilt, and during the first decades of the nineteenth century vacant lots were filled in with one church, several fine Federal style mansions, and new smaller houses, and the Parade at Washington Square was landscaped. St. Paul's Methodist Church, Marlborough Street (1806), is a restrained wood-frame, two-story, end-gable structure incorporating a multi-stage tower within the main mass. The most elegant of the new houses were three stories in height, of wood or brick, with hipped roofs, segmental and ocular windows, pedimented doorways, leaded fanlights, and delicate ornamentation drawn increasingly from English pattern books. They include the wood-frame Joseph and Robert Rogers House, 35-7 Touro Street (1790), the brick Robert Lawton House, 118 Mill Street (ca. 1809), and the brick Samuel Whitehorne House, 414-418 Thames Street (1811), the last big house erected on Thames Street. Simpler two-story houses with flank gable roofs, five-bay facades, and a focal center entrance include the Daniel Vaughn House, 44 Pelham Street (between 1795 and 1813) and the John Langley House, 28 Church (ca. 1807).

Little if any new construction occurred in the town between 1818 and 1828, but building activity picked up in the 1830s with the town's increasing role as a summer resort. By this time the Greek Revival style was well developed and was the choice for fashionable two-story, wood-frame houses such as the Van Zandt House, 70 Pelham Street (1836), with its monumental temple front. The Levi Gale House, 85 Touro Street (1834), is another good example. Moved from the head of Washington Square, it is a square, flat-roof structure with a center entrance portico and a five-bay facade divided by composite pilasters. The tradition of fine craftsmanship and design continued; the former was built by John Ladd, and the latter was designed by Russell Warren.

Other less elaborate dwellings with pedimented end gable roofs, paneled pilasters, and Greek Revival details included the William Crandall House, 63 Poplar Street (1833) and the Charles Sherman House, 128 Mill Street (between 1825 and 1850). Also dating from this period is the Newport Artillery Company Headquarters, 23 Clarke Street (1835), an end-gable stone building erected by Alexander McGregor, the Scottish stonemason responsible for Fort Adams (1824, NHL, 1987), located at the south entrance to Newport Harbor outside the district. Several churches were also constructed during this period including Saint Mary's Church, 250 Spring Street (1848-52), the First Baptist Church, 30 Spring Street (1846), and the Old African Methodist Episcopal Church, 3 Johnson Court (ca. 1857).

Toward the middle of the nineteenth century, Newport's taste shifted in favor of the picturesque and romantic in residential design and dictated the kinds of buildings erected into the early twentieth century. A few fully

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articulated expressions of period styles occur in houses built for wealthy residents. The majority, however, are more modest endeavors showing influences of current design preferences in the use of elements such as L-plans, lively ornamentation, grouped and arched windows, and porches. The early Victorian houses include examples with a variety of cross gable roofs and sawn ornamental trim, such as the semi-Gothic *cottage ornée*, the D. Turner House, 10 School Street (before 1850), and the William W. Marvel Cottage, 6 Pope Street (ca. 1870), a simple house with gable roof, open porch, and elaborate pierced and curved bargeboards and porch trim. Bracketed Italianate buildings, often with mansard roofs, a heavier looking type based in masonry precedents, began to appear in the 1850s. They include the 1 ½-story Philip Rider House, 80 Pelham Street (between 1860 and 1876), the 2 ½-story Crandall House, 57 Poplar Street (ca. 1854), the William S. Cranston Houses, 343 and 345 Spring Street (ca. 1870), and the Charles H. Burdick House, 353 Spring Street (ca. 1855). The three-story Butler House (92 and 94 Pelham Street, ca. 1865) depicts the in-town Italianate villa with a flat roof and overhanging cornice on the end tower section.

The larger houses constructed in the town center after the Civil War tended to cluster along the edges of Bellevue Avenue adjacent to the newly fashionable residential neighborhoods to the east and southeast of the district, and on Washington Street near the water. The Stick Style is exemplified in the district by the Sanford-Covell House (72 Washington Street, 1869-70), while the two large Sarah Kendall Houses across the street (47 and 49 Washington Street, between 1860 and 1876, and 1865) exhibit eclectic Queen Anne elements such as sunbonnet gables and turrets. The William H. Smith House and Office (135-137 Pelham Street, 1878-79) and Parkgate (141 Pelham Street, between 1879 and 81), are rambling Victorian houses with multiple gables, hipped turrets, textured shingles, and irregular massing. The small Stick Style Samuel Pratt House (49 Bellevue Avenue, 1871) is distinguished by its colored slate sheathing and elaborate trim. It has been attributed to Richard Morris Hunt. Few Shingle Style houses were erected, but the J. W. Bigelow Stable (79 Second Street, between 1876 and 1883) survives from an estate designed by McKim, Mead & White.

The eclectic Queen Anne style was employed for many of the smaller infill houses built during the last few decades of the nineteenth century, exemplified by the Mary C. Ailman House (50 Second Street, between 1883 and 1893) with its end-gable roof, turned-post porch, spindle work, and tinted ribbon windows. Other examples are the Hannah Lynch House (182 Spring Street, 1899) and the Hyde House (87 Spring Street, 1898) which combines clapboard and shingle sheathing with a bow window and low window and door pediments with carved undulating ornament. Butted against its eighteenth-century neighbor to the south, it also illustrates the perpetual scarcity of building lots. The Queen Anne red and buff brick John Radford House (63-65 Mill Street, at the corner of Spring Street, 1895) has two bow windows on Spring Street.

Augmentation of the main commercial spines of Thames Street and Broadway with two- and three-story brick commercial blocks, attests to the need for provisions and services for Newport's summer resort and seaport economy and an expanding U. S. Navy presence in the town. While first floors have been altered, the massing and upper stories of many surviving eclectic Late Victorian buildings are well preserved. Examples include the W. Sherman Building (138-142 Thames Street, 1890s), D. W. Sheehan Building (250 Thames Street, 1894), Kinsley Building (286 Thames Street, 1892), and George A. Weaver Building (19-23 Broadway, 1892). Spring Street developed as a secondary commercial thoroughfare in the nineteenth century and retains excellent rows of small shops interspersed among the residential buildings. Purpose-built shops, sometimes combined with upper story residential use, include the brick-and-granite-trimmed 3-story block of the R. S. and W. B. Franklin Bakery (105-107 Spring Street, 1876), ornamented with a wheatsheaf on the date stone; 135-137 Spring Street (between 1893 and 1907); and the Theo R. Helme Building (148-160 Thames Street, between 1859 and 1876). Storefronts were also added to existing wood-frame houses, of which the Abigail Cahoone House (104-106 Spring Street, before 1777) and the Borden House (134 and 136 Spring Street, before 1758) are representative.

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Small neighborhood shops, such as the one-story, wood-frame William F. Tripp Market (83 Third Street, between 1893 and 1907) were also scattered throughout the district.

Churches, schools, and firehouses of brick, brownstone, and granite provided public services and places of worship for town center residents: The Renaissance Revival Callendar School (11 Willow Street, 1862), the brick-and-shingle Steam Fire Company #1 (25 Mill Street, 1886), the brick-and-granite Fire Station #2 (16 Young Street, 1877), and the brownstone Gothic Revival St. John the Evangelist Church (61 Washington Street, 1894). Other improvements at the turn of the century focused on the creation and enhancement of open space as parks and for recreation: Touro Park was re-landscaped; the Olmsted Brothers firm was engaged for new layout and planting at Washington Square; and Ellery Park was created in 1919. The baseball diamond and bleachers at Cardine's Field (West Marlborough Street) were also constructed in 1919.

The era of prosperity continued into the twentieth century, but opportunities for new construction were severely restricted by the town's dense urban fabric, and long term effects of the Depression were evident in the 1920s and 1930s. A few Colonial Revival style houses, plain end-gable houses, and bungalows were tucked into the existing Point neighborhood. The major buildings from the first four decades of the twentieth century are masonry commercial, institutional, and civic buildings: Mary Street YMCA (41 Mary Street, 1893, 1907); the Beaux-Arts Army and Navy YMCA (Washington Square, 1911, individual NR); the Cutting Memorial Chapel (301 Spring Street, 1916); the brick Georgian Revival Newport County Courthouse (Washington Square, 1926); the classically detailed, brick-and-buff-terra cotta Telephone Building (142-146 Spring Street, 1925); and Savings Bank of Newport (10 Washington Square, 1929).

By mid-century, the effects of Newport's slackened economy were undeniable; new construction essentially halted and existing buildings suffered from reduced maintenance. The lull's positive impact was in encapsulating the old town as it appeared in the first decades of the twentieth century. From the 1950s through the 1980s while urban renewal programs decimated the historic building fabric along the waterfront, public and private restoration efforts saved and revitalized hundreds of buildings within the district. Today, the Newport Historic District is an extraordinarily well-preserved area that retains the physical record of all periods of its development with remarkably few modern intrusions. Of the approximately 1,300 total buildings within the district, nearly one-quarter were built before 1825, one-quarter between 1825 and 1870, and the majority of the remaining half between 1870 and 1920.

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**8. STATEMENT OF SIGNIFICANCE**

Certifying official has considered the significance of this property in relation to other properties:

Nationally: X Statewide:    Locally:   

Applicable National Register Criteria:

A X B    C X D   

Criteria Considerations (Exceptions):

A X B X C    D X E    F    G   

NHL Criteria:

1 and 4

NHL Exceptions:

1, 2, and 5

NHL Theme(s):

III. Expressing Cultural Values  
     5. Architecture, landscape architecture, and urban design  
 I. Peopling Places  
     4. Community and neighborhood

Areas of Significance:

Architecture  
 Community Planning and Development

Period(s) of Significance:

1636-1944

Significant Dates:

Significant Person(s):

Cultural Affiliation:

Architect/Builder:

Peter Harrison

Historic Contexts:

XVI. Architecture  
     A. Colonial  
     B. Georgian  
     C. Federal  
     D. Greek Revival  
     E. Gothic Revival  
     G. Renaissance Revival  
         I. Italian Villa  
     I. Second Empire  
     J. Stick Style  
     K. Queen Anne  
     M. Period Revivals  
         1. Georgian  
         5. Neo-Classical  
         6. Beaux-Arts



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- V. Historic District
- W. Regional and Urban Planning
  - 1. Urban Areas
- X. Vernacular Architecture

- XXX. American Ways of Life
  - D. Urban Life

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**State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.****SUMMARY STATEMENT OF SIGNIFICANCE**

The Newport Historic District (designated a National Historic Landmark in 1968) possesses extraordinary significance for its nationally important colonial architectural heritage, including both outstanding individual examples of Georgian design and a significant concentration of smaller modest houses. One of colonial America's great seaport cities, Newport, also retains a singular collection of buildings from its first two centuries. The circumstances of the city's later development have preserved the core of the colonial city. The district's buildings are a laboratory of colonial architecture and the interrelationship between vernacular and academic architecture. The artistic design and craftsmanship traditions include not only the works of notable builders and architects, but also the houses and shops of illustrious furniture makers and other artisans. Valuable physical evidence of Newport's first period of exploration and settlement is preserved in buildings, street plan, and open spaces, in their exceptional number, density, and state of preservation, the district's historic resources portray the life of a colonial city.

The district is significant not only for its seventeenth- and eighteenth-century architectural legacy, but also for its nineteenth- and early twentieth-century buildings and intact neighborhoods and streetscapes, that chronicle the forces which shaped the city during its historic period from 1639 to the 1940s. Over the full course of Newport's progression from an agricultural and maritime settlement to a colonial seaport, an industrial and military center, and finally a summer resort, influential individuals, ideas, and events are embodied in the physical fabric of this district. Together, they form a highly distinctive entity, exceptional in its quality and character.

The history of the town's development in the areas of commerce, maritime history, politics/government, community planning and development, landscape architecture, religion, and social history are captured within the district. Residents of the district, which is both the historic and present-day center of Newport, included noteworthy statesmen, scholars, artisans, and merchants. In the early twentieth century, economic decline was accompanied by pioneering interests in historic preservation, the foundation of the district's intact existence today.

The period of significance for the district begins in 1639 when the town was settled, and ends in 1944. During this long period Newport experienced two distinct and vigorous periods of growth and prosperity: from about 1680 to 1774 as a leading colonial seaport, and from about 1840 to the mid-1940s as a premier fashionable summer resort.

The district was largely built-out by the mid-1920s when Rhode Island and Newport entered a recessionary prelude to the Great Depression, and few buildings were constructed during the 1930s and early 1940s. Despite the moribund development of these latter decades, several very important institutions and civic organizations built new quarters during this period, including the Bank of Newport, the Christian Science Church, and the Odd Fellows. Several of these buildings are architecturally significant, reflecting in their modes the earlier buildings of Newport and suggesting the persistence of classical ideals in the architecture of the city. The end date of the period of significance is the date of construction for the last of these civic and institutional buildings—the USO Building, at 28 West Broadway. Built by the Federal Works Administration as a recreational center for African-American sailors and soldiers stationed in Newport, the building is architecturally unprepossessing but nevertheless important in the history of Newport—it continues the important theme of recreation as an aspect of Newport's history.

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This nomination presents a boundary expansion for the district to include the Common Burying Ground begun in 1640. This cemetery is a significant part of the story of the early years of Newport, and it presents the nation's social and artistic development in microcosm. As a resting place for everyman and anyman, the Common Burying Ground reflects Roger Williams, the founder of Rhode Island, concept of brotherhood.

The nomination also provides additional and updated documentation for the district, including a more complete survey of all of the resources in the district and whether they contribute or not to the national significance, than the original 1968 documentation.

## HISTORY

Newport was founded in May 1639 by colonists from Massachusetts Bay via Portsmouth, led by John Clarke, William Brenton, William Coddington, and the Eastons. Cultured, wealthy, with high political and social standing in England and the colonies, these settlers explicitly embraced religious freedom, tolerance, and separation of church and state. Language to that effect appeared in the statutes drawn up in 1640, and John Clarke is credited with drafting similar text for Rhode Island's colonial charter of 1663. This liberal outlook set Newport (like Providence which was founded on religious freedom in 1636) apart from more conservative New England towns, both in the people it attracted and the favorable climate for commerce it created.

The colonists drawn to Newport were initially Baptists rather than the dominant New England Puritans. By the mid-eighteenth century, they were joined by others drawn by the town's tolerance, especially Quakers and Jews, along with smaller numbers of Episcopalians, Congregationalists, and Moravians. The Society of Friends flourished in Newport. Quakers dominated trade and politics into the mid-eighteenth century, and the town's diverse religious identity was a significant factor in the development patterns of commercial associations, family relations, government, and physical plan.

By 1680, Newport had emerged as a thriving seaport of over four-hundred houses, arranged around a still-legible, irregular town plan of streets along the harbor and the hill. With no established church and thus no central architectural focus determined by church and government buildings, the town grew in response to topography, location of waterfront commercial areas, and property boundaries. Early agriculture within the town center quickly gave way to commerce and pressure for house lots, reflected in the sale of the Quaker Easton family's lands on the Point in 1711.

Construction of wharves was simultaneous with building the first houses, and by 1680 Newport merchants had formed The Proprietors of the Long Wharf to promote shipping. With Boston, Newport led the colonies in shipbuilding. Early industries supporting the agricultural/maritime economy included grist and saw mills, tanneries, cooperages, breweries, and bakeries. The town supported shipwrights and housewrights, blacksmiths, masons, cordwainers, mechanics, shopkeepers, silversmiths, and artisans. Benedict Arnold's stone mill from the 1870s, is the oldest and sole surviving agricultural/industrial structure in the district, and its form is unique in the country.

Although all of Newport's extant seventeenth-century buildings were modified in later years, enough structural fabric survives to provide valuable documentation of vernacular English medieval domestic building traditions transported to the colonies and adapted to a combination of heavy timber frames and massive masonry chimneys. At least five truly vernacular buildings remain, with at least ten seventeenth-century buildings. The most notable is the Wanton-Lyman-Hazard House (17 Broadway, 1695, NHL, 1960).

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Few public buildings were erected in Newport until the last two decades of the century. The first Colony House was built in 1687, as well as eight or nine churches which have all been torn down. The earliest surviving public building, the simple Quaker Meeting House erected in 1699 on Marlborough Street, reveals an unusually rare example of an early hip-roof and turreted meetinghouse. Its austerity reflects the Quaker belief in the "plain," and it stands in strong contrast to the exuberance of the extant early eighteenth-century public buildings. By the mid-eighteenth century, Newport was at the height of its prosperity and ranked among the leading colonial ports, alongside Boston, New York, Philadelphia, and Charleston. Despite war and British trade restrictions, it was a bustling free port, engaged in profitable trade with the Caribbean, Atlantic seaboard towns, England, and Portugal. Almost all the 120 Newport-owned vessels that sailed these routes were built in the town. Lumber from Honduras, salt from the Mediterranean, molasses and sugar from the West Indies, as well as hemp, fish, flour, rice, flaxseed, and whale oil were all carried on Newport vessels.

Many merchants also participated in the triangular trade and directly in the slave trade. Newport merchants also participated in the Rhode Island plantation system prevalent on Aquidnick Island and the Rhode Island mainland to the west, an agricultural pattern which relied on slave labor and large country estates. Throughout its colonial period Newport had a substantial African-American community, perhaps a tenth of the city's population. Many blacks who came to Newport—slave, free, and indentured-- were born in the West Indies, and many were highly skilled craftsmen.

The spectrum of trading exhibited some broad distinctions along religious lines, with Quakers involved in West Indies commerce and Jewish merchants particularly promoting whale oil and spermaceti candle making. However, fluidity tied to the most profitable or consistent trade categories was more the rule, and the vigor of involvement was universal, whether by Abraham Redwood or Aaron Lopez, Newport's wealthiest Quaker and Portuguese Jew.

Newport's expansive religious principles, aggressive mercantile character, and cosmopolitan social life were derided in the seventeenth and eighteenth centuries by prominent Massachusetts clergymen, London officials, and others as extremist and dangerous. In fact, most Newporters were political and religious moderates concerned with pursuing the main chance. Some traders verged on piracy, and some were deeply involved in the slave trade, but most were more commonplace.

In the eighteenth century, Newport became an intellectual and cultural center. Music, art, publishing, and medical science flourished. Newport is the site of one of the colonies' first public libraries, the Redwood (NHL, 1960), located in the original building designed by Peter Harrison, its colonial book collection largely intact. The Franklin Press, founded in 1729, was one of the earliest in America. In 1758, the *Newport Mercury* newspaper began publication. The lively cultural life of Newport is documented in the furniture, silver, paintings, and clocks produced by its artists and artisans, and in the records, correspondence, accounts, and printed materials which document the identities and accomplishments of the town's carpenters, masons, wrights, and smiths. But above all else, it is the district's buildings that testify to the vitality of this colonial city.

The written record also provides strong evidence of the town residents' interest in horticulture and garden design, including cultivation of imported plants and construction of hot houses, summerhouses, and other garden structures. Despite the inherently ephemeral nature of historic landscapes, some important evidence of the very earliest designed landscapes survives. Abraham Redwood's octagonal garden house, now on the grounds of the Redwood Library, the Clarke Street garden site of Rev. Ezra Stiles's early silkworm cultivation, burying grounds, and open spaces of the "Great Common," are important records of colonial garden and open space design.

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By far the most important of the first-century landscapes is the Common Burying Ground, a graveyard occupying a twelve-acre site at the north end of the district, overlooking the Point and Narragansett Bay. Established officially in 1681, the Common Burying Ground was used even earlier—some stones date to the 1660s. There are over 4,500 gravestones in the graveyard, and they are an unparalleled resource, both in terms of their artistic merit and the information they contain about an early city. Many stones were carved by artisans of singular merit. They contain substantial genealogical information, and the burial practices and funerary symbols they depict are significant. Further, these stones reflect important aspects of Newport's early history—the economic success of its maritime economy, its religious toleration, and the presence of a substantial African-American community. There is a collection of over fifty seventeenth-century markers, a few of which may have been imported directly from England, but many of which appear to be in the style of noted Boston carver William Mumford. The work of carver John Stevens, along with markers made by his descendants, dominates the graveyard into the nineteenth century. Stevens emigrated from England and established his house and shop close to the Common Burying Ground in 1705.

The northernmost section of the Common Burying Ground is perhaps the most significant section—designated for “outsiders,” the stones in this section mark the graves of non-resident military personnel, an early Greek community, and other considered beyond the limits of the dominant culture. The great majority of the “outsiders” are African Americans, and in fact, the Common Burying Ground has the largest collection of funerary markers for a colonial black community in the United States. The imagery, placement, and texts of these stones are a significant resource for the study of this community, both its own definitions of identity and its relationship to the larger culture. Of special note are two rare markers from the 1760s carved by Pompey Stevens (the slave name of Zingo Stevens)—they are the rarest of artifacts, signed work from a colonial-era African-American artisan.

Newport possesses perhaps the densest concentration of colonial buildings of any city in the country. Some are of transcendent individual significance in the development of American architecture. Some are distinctively designed and crafted illustrations of their type and period. The majority, however, are vernacular and simple renditions of domestic building. Taken in sum, their value lies in their sheer numbers and cohesiveness, within which variety abounds. They chart both the transformation of Newport from a seventeenth-century town to a prominent colonial seaport and the progression of American architecture from traditional folk building ways performed by carpenters to the most sophisticated period designs produced by expert architect-builders and the country's first true architects. The flowering of talent, patronage, and wealth is remarkably well documented in the district.

The local architect-builder, Richard Munday's Trinity Church of 1726 (NHL, 1968), closely allied to ecclesiastical designs by the English architect Christopher Wren, and his Colony House of 1739 [Old State House] (NHL, 1960) signal the emergence of self-conscious design in public buildings. Munday was also responsible for other Newport buildings, including two Malbone houses, now gone. Further, the district includes three great commissions from one of the nation's first and most accomplished architects, Peter Harrison-- Redwood Library (1748), Touro Synagogue (1763), and the Brick Market (1760-72) (NHL, 1960). Designed by the nation's first interpreter of Palladio, they document the introduction of classical design and the use of academic published reference sources and illustrate Harrison's skill in transforming the flat drawings into three-dimensional works of art.

Credit for these beautifully mature evocations of the architect's art belongs in part to the vision of the leaders of Newport, such as Henry Collins, Abraham Redwood, Peter Bours, Dean George Berkeley, and Isaac Touro, and influential organizations: the Trinity Church and Colony House building committees, the Proprietors of Long

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Wharf who arranged for construction of Market House, the Philosophical Society and founders of Redwood Library, and the members of Touro Synagogue. Their legacy includes one of the few remaining unaltered colonial church spires, a transitional and original statehouse design, the first temple-front public building in the colonies, the oldest synagogue standing in the United States, and a handsome market building squarely within the current English academic taste.

In 1761, Newport had 888 dwelling and 439 warehouses and stores. Fully two-thirds of the dwellings in the Point section alone were two-stories in height. Colonial merchants built elegant houses with broad gambrel roofs and broken and scroll pediments in Richard Munday's time before 1750. After mid-century, merchants' houses increasingly approached academic correctness with low-hipped roofs, classic balustrades and doorways in designs likely influenced by Peter Harrison's buildings. A comparison of the Hunter House (54 Washington Street, before 1758, NHL, 1968) with the Francis Malbone House (392 Thames Street, 1758), Vernon House (46 Clarke Street, ca. 1708, ca. 1760, NHL, 1968), or the Bull-Mawdsley House (228 Spring Street, 1680, 1748) will suffice as illustration, although many other examples exist. Similar changes are evident in smaller houses, where the gambrel roof was gradually replaced by the gable form, running cornices supplanted cornices broken out around windows, and classically-inspired doorways appeared.

Craftsmen and artisans were strongly encouraged and respected in eighteenth-century Newport, and their output furnished many of the finer homes. Contributing to the town's aesthetic and economy by using local and imported raw materials to manufacture items for local and export sales, Newport craftsmen produced some of the best furniture, silver, pewter, and clocks on East Coast. At least ninety-nine cabinetmakers and seventeen chair makers were working in the town.

The houses and shops of the Townsends and Goddards, whose furniture is still highly prized, are located in the Point section near the site of former wharves with direct access to shipping for export to the West Indies and Charlestown. At least fourteen members of the Townsend family engaged in furniture making. Christopher and Job Townsend lived and worked at 72 and 19 Bridge Street, and John Townsend's grandson, also a cabinetmaker, resided at 78 Bridge Street. The home of cabinetmakers John and Thomas Goddard at 81 Second Street originally stood on the corner of Washington and Willow Streets before being moved in the late nineteenth century. William Claggett, maker of the clock located since 1731 in the Sabbatarian Meetinghouse, lived in the house at 16 Bridge Street. John Stevens' stone cutting shop run by members of Stevens' family since 1705 and most recently the sculpture studio of a Stevens descendent, remains at 29 Thames Street. William Hookey, goldsmith at 6 Coddington Street and Jonathan Otis, silversmith at 87 Spring Street, were two of at least eight fine metal workers. Still standing on Corne Street is the late-eighteenth-century barn purchased by Italian mural painter Michel Felice Corne in 1822, and converted to a dwelling. Among his commissions Corne painted the Hancock House in Boston, a Derby house in Salem, and extant murals in the Sullivan Dorr House (College Hill NHL District), Providence. He is best known for his Great Lakes scenes, and fragments of murals that decorated his own house are in the Newport Historical Society collections. Other painters associated with Newport include Gilbert Stuart, Robert Feke, and John Smibert.

Of the colonial taverns, White Horse Tavern begun in 1673 has the distinction of holding the oldest tavern license in the country. Pitts Head Tavern was owned by Henry Collins, son of silversmith Arnold Collins, and a notable patron of letters and the arts. Dr. Hopkins, pastor of the First Congregational Church and hero of Harriet Beecher Stowe's *The Minister Wooing*; Christopher Ellery; and Isaac Touro, the rabbi for whom the synagogue was named, all lived in houses still standing on Division Street. William Ellery Channing lived in the house at the southeast corner of School and Mary Streets. The Rev. Ezra Stiles, scholar, pastor of the Second Congregational Church, librarian of Newport's Redwood Library, and later president of Yale College, lived on Clarke Street.

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The Peter Buliod House (29 Touro Street, ca. 1760), formerly on the Touro Street side of Washington Square, became the home of the Rhode Island Bank, Newport's first bank in 1795. In 1818, it was bought by Oliver Hazard Perry, the hero of Lake Erie during the War of 1812. His brother, Matthew Calbraith Perry, who was instrumental in opening Japan to western trade, resided as a child at 31 Walnut Street.

Newport's colonial period prosperity was diminished by trade restrictions and then destroyed by the outbreak of the Revolutionary War. The bitterest Stamp Act riot occurred at the Wanton-Lyman-Hazard House (17 Broadway), then the home of Governor Richard Ward, and another took place in front of 40 Division Street, the residence of stampmaster Augustus Johnston.

The Declaration of Independence was read from Colony House balcony in 1776. Newport's key strategic location at the mouth of Narragansett Bay made it a prime target for the British. On December 8, 1776, the British Army under Gen. Henry Clinton occupied Newport, retaining possession until October 25, 1779. Soldiers were billeted in houses and churches and they scoured the town for firewood (destroying about 400 buildings) and food. Many Newporters, both Loyalists and colonists, left, and the population dropped from 9,209 in 1774 to 5,229 by 1776. By 1784, it had declined even further to only 4,000.

American troops reoccupied the town on October 26, 1779. The French Army arrived at Newport on July 10, 1780, and remained until June 1781. Gen. Rochambeau kept headquarters at the Vernon House on Clarke Street, and was visited here by George Washington. The senior French officers were billeted in houses throughout the town, including the Capt. John Warren House (62 Washington Street), headquarters for Adm. de Ternay; and the Thomas Robinson House (64 Washington Street), headquarters of Vicomte de Noailles; and Bull-Mawdsley House, headquarters for the Marquis de Chastellux.

Attempts to revive the economy following the war met with only very limited success. Providence, located at the protected head of Narragansett Bay, had become the governmental center of Rhode Island during the war and now surpassed Newport as a shipping center. Newport's primacy as a port was never again as certain as it had been. Nevertheless, twenty-ship captains lived on Bridge Street in 1800, and the merchant Samuel Whitehorne constructed a handsome Federal style house at 414-418 Thames Street in 1811. The third bank in the town, Newport Bank, opened its doors in 1803 at the Abraham Rivera House on Washington Square, which still houses the bank. The Embargo Acts of 1807 and 1809 and the War of 1812 limited maritime trade even further. From 1815 to 1828 Newport remained in a state of suspended animation with a stifled economy and almost no new construction. As a result of the devastation and inactivity of approximately thirty years, Newport has few of the square Federal mansions which fill Providence and other ports of the national period, preserving its colonial character.

A few industries were also established on the waterfront just outside the district, but Newport had no natural waterpower, no industrial tradition, and a limited island hinterland, and thus did not develop a strong industrial economy. Instead the rejuvenation of the town's economy was based on an expansion of an earlier theme as a desirable place of summer residence. As early as the 1720s, West Indian and South Carolinian colonists had migrated north to Newport in the hot summer, and in the 1840s, Newport emerged as one of the country's preeminent resorts, initiating its second great period of prominence.

This relatively specialized role set Newport apart from the other coastal and increasingly industrialized towns of the eastern seaboard, having more in common with other resort communities such as the spas at Saratoga, New York, and later the mountainous Berkshires of western Massachusetts. The seasonal influx of well-to-do urban families from the south and major cities of New York, Philadelphia, Boston, and Baltimore infused the town

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with attributes of wealth, sophisticated taste, and community interests brought from other parts of the country. Newport's population overall increased from 8,000 in 1840 to 20,000 in 1885, accompanied by a construction boom of summer and year-round houses.

The major forces driving Newport's growth in this period occurred beyond the center of town. The U.S. Navy's presence on Goat and Coaster's Harbor Islands outside the district indirectly influenced the district's development in the late nineteenth and early twentieth centuries. The Naval Academy had moved temporarily from Annapolis to Newport in 1861 during the Civil War, and arrived to stay in 1869. The U.S. Army also maintained a presence in Newport, based at Fort Adams. For soldiers and sailors, Newport's center was an off-base destination.

The decade of the 1840s coincided with the introduction of steamboat service, and later train service just outside the district. These transportation improvements contributed to the increased number of summer visitors and gradually also the number of day visitors. Both train and steamboat service continued into the twentieth century.

The most visually impressive and architecturally significant products of this period are the imposing summer houses on ample grounds erected for seasonal residents outside the district to the east, south, and southwest, along Bellevue Avenue and Ocean Drive. Yet, the district remained the heart and core of Newport, where commercial, governmental, and institutional activity supported development elsewhere. Shops, professional offices, services, banks, some government offices, and houses of worship were clustered within the old colonial town, particularly along Thames and Spring Streets and at Washington Square. The residential streets housed owners and employees of these establishments, as well as people who worked on the waterfront and in the mansions. Several large hotels, constructed in the 1840s (no longer extant) accommodated summer visitors.

Some large houses were built on the Hill near Bellevue Avenue and the Point shoreline in up-to-date styles, and more modest houses filled in the side streets. The district contains Newport's greatest concentration of Greek Revival buildings ranging from the elaborate Gov. Van Zandt House (70 Pelham Street, 1836) to the restrained Charles Sherman House (128 Mill Street, between 1825 and 1850). Houses in the later nineteenth-century Italianate, Stick Style, and Queen Anne styles built for wealthy summer residents are also represented.

For the most part, however, the district neighborhoods were solidly working and middle class. The smaller houses were both single- and multi-family, simple and sturdy, and often with minimal ornamentation. The population expansion created a housing shortage for the working class in the latter half of the nineteenth century. Tenements, such as those constructed by William S. Cranston at 343 and 345 Spring Street and other speculative rental properties built by local investors, helped alleviate the problem, although the congested urban neighborhoods of the town center had little land for new buildings.

By the third quarter of the nineteenth century civic improvements were undertaken by the city and by wealthy philanthropists, including the erection of fire stations, Cutting Memorial Chapel, and the Mary Street YMCA. The convergence of the wealthy summer residents, the military, and town needs is illustrated in the Army and Navy YMCA of 1911. Given by a noted Cincinnati philanthropist in honor of her two sons and designed by a New York architect, the large building prominently located on Washington Square served as a haven for soldiers on leave. Washington Square retained its key governmental role, which had diminished when City Hall was moved to Broadway with the erection of Newport County Court House in 1926. Newport's center fell into decline in the 1940s as the town's economy stalled, the nineteenth-century building boom ended, the waterfront mills closed, seaport activity halted, and summer attendance and lavishness dwindled.



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The mid-twentieth century found the district well preserved but unfashionable and, in some neighborhoods, shabby. But the resource, a nationally significant intact group of hundreds of colonial buildings--simple and sophisticated, vernacular and high-style—remained in place. Through a particular set of historical circumstances, Newport's center has been preserved far better than most colonial towns. The economic slump following the Revolution meant that new buildings did not replace the old in substantial numbers. With only a small industrial base throughout the nineteenth century, Newport's early houses were not replaced by new buildings needed for factory workers. And Newport has never suffered the kind of catastrophic fires that appear so often in the history of other densely-developed, mainly wooden cities.

In the decades since mid-century, the Newport Historic District has again become a center of interest—this time for the quality and number of its historic buildings. They have attracted and inspired new residents in Newport who have spent care and attention on the restoration and rehabilitation of the district's neighborhoods. An as-yet-incomplete chapter in the history of the district, the role of the preservation movement here in Newport will no doubt come to be seen as critical in the development of preservation philosophy and activity.

Newport's colonial houses began to receive attention as artifacts of the nation's history around the nation's centennial celebration in 1876. The rich assemblage offered numerous design sources for the emerging colonial revival style, and the district's houses played a part in its development. Charles F. McKim undertook one of the earliest restorations in 1872 at the Thomas Robinson House (64 Washington Street), where he installed artfully quaint if not academically correct, "colonial" style woodwork. In 1876, he remodeled the interior of the Dennis House, now St. John's Rectory, enlarging the rear room and moving the stair to create a large living hall with colonial revival details.

In the twentieth century, principles of restoration shifted to a more conservative and accurate approach. Architect Norman Isham set the standard for early historic preservation in Rhode Island and led the initial restoration efforts in several projects including Trinity Church and the Colony House in the 1910s, '20s, and '30s. In 1884, the Newport Historical Society purchased the Seventh-Day Baptist Meetinghouse and moved it to Touro Street, preserving one of the district's great treasures. In the 1920s, the society acquired and restored the Wanton-Lyman-Hazard House and the Friends Meetinghouse. In the post-World War II decades, even as redevelopment activities reshaped parts of Newport just outside the district, several organizations were active in the preservation of substantial numbers of historic buildings, including Operation Clapboard and the Newport Restoration Foundation.

## CONCLUSION

Newport, Rhode Island, provides a unique architectural heritage in the many colonial structures which have survived. In addition to the great numbers of smaller, more modest houses, mansions of the wealthy merchants illustrate the prosperity which flourished in the years prior to the Revolution. Buildings designed by Richard Munday, a noted local master carpenter and by Peter Harrison, perhaps the most distinguished and best qualified of the colonial architects, gave Newport's Georgian public buildings a high rank among the most advanced and academic in style of those built in the colonies during the eighteenth century. In addition to the many outstanding individual examples of Georgian design, scores of smaller dwellings line the streets of the old town. In mass, scale, and texture, the physical evidence of Newport places it as near to the eighteenth century as to the twenty-first.

The district is significant not only for its seventeenth- and eighteenth-century architectural legacy, but also for its nineteenth- and early twentieth-century buildings and intact neighborhoods and streetscapes—they chronicle the forces which shaped the city during its historic period from 1639 to the 1940s. The history of the

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town's development in the areas of commerce, maritime history, politics/government, community planning and development, landscape architecture, religion, and social history are captured within the district. In the early twentieth century, economic decline was accompanied by pioneering interests in historic preservation, the foundation of the district's intact existence today.

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**NEWPORT HISTORIC DISTRICT****Page 24**

United States Department of the Interior, National Park Service

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“White Horse Tavern,” National Register of Historic Places Registration Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1972.

“Whitehorne House,” National Register of Historic Places Registration Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1971.

Maps:

1777, Charles Blaskowitz, published by Wm Faden, London.

1780, French Royal Corps of Engineers, MS, Library of Congress, Map Division, Rochambeau Map No.41.

1850, Henry F. Walling, Providence.

1850, M. Dripps, New York.

1859, M. Dripps, New York.

1862, Henry F. Walling, Providence.

1870, D.G. Beers, Philadelphia (in the Rhode Island Atlas).

1876, G. M. Hopkins, Philadelphia.

1883, Sampson & Murdock, Philadelphia.

1903, E. Sanborn Company, New York.

1923, E. Sanborn Company, New York.

## Previous documentation on file (NPS):

Preliminary Determination of Individual Listing (36 CFR 67) has been requested.

Previously Listed in the National Register.

Previously Determined Eligible by the National Register.

Designated a National Historic Landmark. NR # 68000001, 11/24/1968

Recorded by Historic American Buildings Survey: #

Recorded by Historic American Engineering Record: #

## Primary Location of Additional Data:

State Historic Preservation Office

Other State Agency

Federal Agency

Local Government

University

Other (Specify Repository):

**NEWPORT HISTORIC DISTRICT**

United States Department of the Interior, National Park Service

**10. GEOGRAPHICAL DATA**

Acreeage of Property: approximately 260 acres

UTM References:	Zone	Easting	Northing
A	19	307000	4596590
B	19	307360	4594490
C	19	306160	4594460
D	19	306120	4596520

**Verbal Boundary Description:**

The Newport Historic District is a roughly L-shaped area along the north and east sides of Newport Harbor. Numbers given in this description are Newport Assessor's plats and lots, to be read as "plat number/lot number."

**Van Zandt Avenue to Broadway:**

Beginning at the northwest corner of the district, at the NW corner of 9/352, the boundary follows east along the south edge of Van Zandt Avenue to its intersection with Farewell Street. Here the boundary turns and runs southward along the east edge of Farewell Street to its intersection with America's Cup Avenue (former alignment of Walnut Street) where Farewell Street turns and heads southeastward. The boundary continues southeastward along the east edge of Farewell Street to a gate opening in the fence surrounding Island Cemetery and Common Burial Ground. From the gate, the line runs southeast along a line drawn from the gate to a point on the north side of Warner Street directly opposite its intersection with Burnside Street (at the westernmost point of 13/17). The line cuts through 13/53 and follows a rough line of trees, an unpaved footpath, and a chain-link fence.

From Warner Street the boundary moves to the north corner of 18/17, where it turns again and follows the southeast side of Warner Street to the intersection with Kingston Avenue.

The boundary crosses Kingston Avenue and follows along the northwest boundary of 13/46 to the north corner of the lot. Here the boundary turns and proceeds southeastward along the rear lot lines of properties on the east side of Kingston Avenue (from 13/46 through 14/193) to Dr. Marcus Wheatland Boulevard (formerly West Broadway) to the west corner of 14/193.

Here the boundary turns and heads southwest, crossing Wheatland Boulevard to the north corner of 18/123, along the rear lot lines 18/178, 166, and 137 to the east corner of 18/131 at Broadway, then along the northeast edge of Broadway to its intersection with Bull Street.

**Broadway to Spring Street:**

At a point opposite the southwest line of Bull Street, the boundary turns and crosses Broadway, then follows southeastward along the southwest edge of Bull Street to Mount Vernon Street, then crosses Mt. Vernon Street and passes along the lot line of 21/93) to the north corner of the lot, where it turns and follows the rear line of 21/93 and 94 until it meets the northeast line 21/109.

The boundary then turns southeast along the rear lot lines of 21/111, 117, and 197. At the west corner of 21/197, the line passes to the easternmost corner of 21/118, then moves northwest to the eastern corner of 21/192, then

**NEWPORT HISTORIC DISTRICT**

United States Department of the Interior, National Park Service

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National Register of Historic Places Registration Form

along the southeast lines of 21/192 to the intersection with Whitfield Place. From that point, the boundary passes along the northwest lines of 21/107, 106, 105, 104-4, and 104 to the intersection with Touro Street.

The boundary crosses Touro Street, then runs in a roughly southerly direction along the west side of Touro Street as it becomes Bellevue Avenue to a point opposite the northwest corner of 25/99 (the Redwood Library); the boundary then turns east and passes along the south line of Redwood Street, the west side of Cottage Street, and the north side of Old Beach Road, to meet Bellevue Avenue once more.

The line crosses Bellevue Avenue, then passes roughly south along the west side of Bellevue to the westernmost point of 28/151. Then the boundary moves west along the north side of William Street to the southeast corner of 28/92, crosses William Street to the northeast corner of 28/101, then passes south along the west side of King Street to the southeast corner of 28/139, then west along the south lines of 28/139 and 109. From the southwest corner of 28/109, the boundary passes north to the southernmost point of 28/106 (crossing Golden Hill Street). From this point, the boundary moves along the north side of Golden Hill Street to its intersection with Spring Street.

Spring Street to Brick Market:

At the intersection of Golden Hill Street and Spring Street, the boundary crosses Spring Street to the northeast corner of 27/164, then goes south along the street line of Spring Street to its intersection with Pope Street at the southeast corner of 32/92. The line then passes along the north side of Pope Street to its intersection with Thames Street at the southwest corner of 32/78-4, and turns north along the east side of Thames Street until it reaches the northwest corner of 24/11.

From there the boundary crosses Thames Street to the southeast corner of 24/1 (the Brick Market) and passes west, north, and east along the south, west, and north lines of 24/1, to meet Thames Street once more.

Brick Market to Van Zandt Avenue:

From the northeast corner of 24/1, the line passes across Thames Street to the southeast corner of 17/220, then north along the west lot lines of 17/220 and 221 to the northwest corner of 17/221. From that point, the line crosses Thames Street to meet the southeast corner of 17/235 then passes along the north line of West Marlborough Street to its intersection with America's Cup Avenue. The boundary then moves north along the east side of America's Cup Avenue until it crosses Bridge Street and meets the southwest corner of 17/51. From that point, the line passes along the southern lot lines of 16/51, 52, 53, and 54, to the southwest corner of 16/54. It then crosses Bridge Street to meet the northwest corner of 16/81 and moves along the east lot lines of 16/81, 87-4, and 88, then along the north line of Marsh Street to the southeast corner of 16/94, and along the south side of 16/94 to Washington Street. From there, the line crosses Washington Street and continues roughly west, north, and east around the irregular boundary of 16/232 and 236 to the southwest corner of 16/32. From there the boundary follows the shoreline of Newport Harbor to the point of beginning.

Boundary Justification:

The boundaries of the Newport Historic District are selected to encompass the highly unified concentration of seventeenth-century, eighteenth-century, and nineteenth- through early twentieth-century buildings within the historic center of Newport. The boundaries generally conform to the compact eighteenth-century town limits as documented in historic maps.

**NEWPORT HISTORIC DISTRICT**

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National Register of Historic Places Registration Form

The harbor front itself, west of Thames Street and south of Marsh Street, is excluded due to extensive urban renewal demolition and new construction along with recent large-scale developments which have destroyed some of the historic fabric and ambience. Beyond the district to the north, east, and south, the neighborhood character developed primarily in the nineteenth and twentieth centuries.

The district is fundamentally distinguished by its outstanding assemblage of colonial seaport period buildings and streetscapes which are filled-in with later construction. It continues to serve as the city's center today.



**NEWPORT HISTORIC DISTRICT**

United States Department of the Interior, National Park Service

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National Register of Historic Places Registration Form

**11. FORM PREPARED BY**

Name/Title: Rhode Island Historical Preservation and Heritage Commission

Address: 150 Benefit Street  
Providence, RI 02903

Telephone: 401-222-2078

Date: January 2007

Edited by: Patty Henry, Historian  
National Park Service  
National Historic Landmarks Program  
1849 C St., NW (2280)  
Washington, DC 20240

Telephone: (202) 354-2216

DESIGNATED A NATIONAL HISTORIC LANDMARK

November 24, 1968

UPDATED DOCUMENTATION AND BOUNDARY REVISION APPROVED

October 6, 2008

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## **Appendix B: Consensus Determination of Eligibility Forms**

**UNITED STATES NAVAL HOSPITAL NEWPORT HISTORIC DISTRICT (CDOE)**

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United States Department of the Interior  
National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

---

### 1. Name of Property

---

historic name U. S. Naval Hospital Newport

other names/site number \_\_\_\_\_

---

### 2. Location

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street & number \_\_\_\_\_ not for publication \_\_\_\_\_

city or town Newport vicinity \_\_\_\_\_

state Rhode Island code RI county Newport code 005

zip code 02840

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### 3. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this \_\_\_ nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant \_\_\_ nationally \_\_\_ statewide \_\_\_ locally.  
( \_\_\_ See continuation sheet for additional comments.)

Signature of certifying official \_\_\_\_\_

Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.  
( \_\_\_ See continuation sheet for additional comments.)

\_\_\_\_\_  
 Signature of commenting or other official

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 State or Federal agency and bureau

**4. National Park Service Certification**

I, hereby certify that this property is:

- |  |       |       |
|--|-------|-------|
| <input type="checkbox"/> entered in the National Register                  | _____ | _____ |
| <input type="checkbox"/> See continuation sheet.                           |       |       |
| <input type="checkbox"/> determined eligible for the National Register     | _____ | _____ |
| <input type="checkbox"/> See continuation sheet.                           |       |       |
| <input type="checkbox"/> determined not eligible for the National Register | _____ | _____ |
| <input type="checkbox"/> removed from the National Register                | _____ | _____ |
| <input type="checkbox"/> other (explain): _____                            |       |       |

\_\_\_\_\_  
 Signature of the Keeper

\_\_\_\_\_  
 Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**

(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**

Contributing	Noncontributing	
<u>9</u>	<u>6</u>	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
_____	_____	Total

Number of contributing resources previously listed in the National Register: None

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

### 6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	Health Care	Sub:	Hospital
	Defense		Naval Base- Hospital

Current Functions (Enter categories from instructions)

Cat:	Health Care	Sub:	Hospital
	Defense		Naval Base- Hospital

### 7. Description

Architectural Classification (Enter categories from instructions):

Late 19<sup>th</sup> & 20<sup>th</sup> Century Revivals  
Italian Renaissance  
Colonial Revival

Materials (Enter categories from instructions)

foundation	Brick, concrete
roof	Slate, asphalt
walls	Brick, weatherboard
	concrete
other	Granite

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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**8. Statement of Significance**

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**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance** (Enter categories from instructions):

Health/Medicine  
Architecture  
Military  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1913-1920  
1940-1945  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1913 built and commenced operation  
1917 diphtheria epidemic  
1918 swine influenza pandemic  
1954 USS *Bennington* disaster

**Significant Person** (Complete if Criterion B is marked above)

\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

U.S. Navy Bureau of Yards and Docks  
\_\_\_\_\_

**Narrative Statement of Significance** (Explain the significance of the property on one or more continuation sheets.)

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**9. Major Bibliographical References**

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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository Naval Education and Training Center- Newport, Public Works Office  
\_\_\_\_\_



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## 10. Geographical Data

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Acreeage of Property: 14.1

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing	
1	<u>19</u>	<u>306240</u>	<u>4596760</u>	3	<u>19</u>	<u>306200</u>	<u>4597110</u>
2	<u>19</u>	<u>306230</u>	<u>4597110</u>	4	<u>19</u>	<u>306200</u>	<u>4597065</u>

See continuation sheet.

**Verbal Boundary Description** (Describe the boundaries of the property on a continuation sheet.)

*See Continuation Sheet*

**Boundary Justification** (Explain why the boundaries were selected on a continuation sheet.)

*See Continuation Sheet*

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## 11. Form Prepared By

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name/title Richard M. Casella, Senior Architectural Historian

organization Louis Berger & Associates, Inc. date June 25, 1998

street & number 100 Halsted Street telephone 973-678-1960

city or town East Orange state NJ zip code 07019

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## Additional Documentation

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(Submit the following items with the completed form:)

Continuation Sheets

Maps: A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs: Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

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**Property Owner**

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(Complete this item at the request of the SHPO or FPO.)

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 1

**U.S. Naval Hospital Newport  
Newport, Rhode Island**

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The Newport Naval Hospital Historic District is located on the mainland of Aquidneck Island, about 250 yards southeast of Coasters Harbor Island. The 14.1-acre property is polygonal in shape and occupies a level waterfront site between Third Street and Coasters Harbor. Buildings and parking lots occupy most of the grounds today, and some of the presently open areas were the sites of structures in the past. The entire shoreline of the property is protected by a seawall or by riprap. A stone pier, roughly 200' long, projects into the harbor at the southern end of the grounds.

The layout of the original buildings at the Newport Naval Hospital was planned to take advantage of the sweeping water views of Newport Harbor and Narragansett Bay, while conforming to a standard grid plan of streets. The main hospital building is centrally located on the southern parcel, facing the water, with a sweeping lawn gently sloping down to the shore. Officer housing is also given prominent locations near the water but not obstructing the view of the main hospital building. Support buildings, including the laundry, boiler plant, storehouses, and garages, are located to the rear of the main hospital building and adjacent to Third Street. Gated entrances along Third Street (some of which are now closed) provide convenient access to these buildings by supply and service vehicles.

**1. Main Hospital Building (1913):** The centerpiece of the district, this building retains a high degree of architectural integrity, including much of its Italian Renaissance Revival detailing. The three-story, brick, H-plan structure features a low hipped roof with wide projecting eaves supported by scrolled modillions, both flat and semicircular window headings, projecting brick pilasters at the corners and between the window bays across the main center block, and a contrasting belt course of cut stone at the third-floor level. The ends of the two south-facing wings terminate in polygonal two-story bays with triple windows. The original wood window units have been replaced with insulated aluminum frame windows. Two more wings and a rear ell were added to the original T-shaped Main Hospital Building in 1940, completing what is now an H-plan with a rear projection. Designated building No. 1 on Navy plans.

**2. Heating Plant (1913-1914):** This two-story brick building is distinguished by four one-and-one-half-story, semicircular arched, fixed, divided light windows which extend across the east and west facades. The lower third of one of the window bays on the west side is infilled with plywood and a steel mesh door. The south wall has two window bays of the same design, while the north wall is solid, without openings. The building is flat roofed, with a tall brick interior chimney stack. Originally the heating plant adjoined the brick Laundry Building (No. 31, ca. 1920), which was recently demolished. Designated building No. A-6 on Navy plans.

**3. Garage (1914):** This two-story, brick, rectangular-plan building has a low hipped slate roof capped with three metal ventilators, and wide overhangs supported by scrolled modillions. The building's Italian Renaissance Revival details mimic those of the Main Hospital Building and include jack lintels or segmental arch openings with keystones over door and window openings. Windows are the

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

original Section 7 Page 2

**U.S. Naval Hospital Newport  
Newport, Rhode Island**

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original wood 6/6 and 8/8 double hung, double-mulled in the end bays of the north and south sides. Designated building No. 7 on Navy plans.

**4. Storehouse (1914).** This brick, two-story, rectangular-plan building has Italian Renaissance Revival details in keeping with the Main Hospital Building, low hipped roofs, and wide overhangs supported by scrolled modillions. Additional common details include jack lintels with keystones, single and paired 6/6 and 8/8 windows, and segmental arch openings in some instances over doors or large fixed-window openings. Designated building No. 8 on Navy plans.

**5. Nurses' Home (1942),** located to the rear of the Main Hospital Building, was built on the site of the previous Nurses' Quarters, a wood frame structure dating to 1918, which was demolished for the new building. The Nurses' Home is a brick, two-story, U-plan, Colonial Revival building. It features a slate-clad hipped roof, brick quoins, roof dormers, and a half-round portico supported by Doric columns and surmounted with a balustrade. Designated building No. 45 on Navy plans.

**6. Garage (ca. 1940):** This small wood-frame building is L-shaped and has six overhead garage doors, a hipped asphalt roof, and drop siding. Designated building No. 33 on Navy plans.

**7. Quarters A-B (1923)** is a two-story, Colonial Revival-style house, with a brick main block with a slate hipped roof, flanked on the north and south side with identical two-story frame "sleeping porches." The porches feature triple 6/6 windows running continuously around the three sides on both levels.

**8. Quarters F (1926)** is a two-story, side-gabled brick house in the Colonial Revival style, with a slate roof, roof dormers, and a rear one-story porch enclosed with 6/6 windows.

**9. Transformer Vault (1942)** is a windowless concrete box with steel doors. Vault A-60 is stylized with flat pilasters at the corners and a horizontally stepped parapet. Designated building No. A-60 on Navy plans.

Within the Naval Hospital Newport Historic District are six noncontributing buildings. The Switch House (No. 30, 1920) is a very small brick electrical vault, partly buried on the slope near the shore in front of the main hospital building. This structure houses electrical components of the submarine electrical cable which served Goat Island and is not associated with the hospital. The five other buildings were all built after World War II and therefore do not contribute to the significance of the district. These buildings include the Storeroom (No. 55), Gate House (No. 57), Electrical Substation (No. 59), Chapel (No. 62) and Transformer Vault (No. 993).

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 8 Page 3

**U.S. Naval Hospital Newport  
Newport, Rhode Island**

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The original permanent buildings of the Newport Naval Hospital survive largely intact. As a group, they represent the unified plan adopted by the Navy for hospital construction just prior to World War I, and as such are representative of the theme of architecture and engineering of 20th-century military buildings. Although alterations and additions have diminished the integrity of some of the buildings, collectively they are still able to clearly portray the distinctive characteristics of their type and time. The district thus meets National Register Criterion C.

This district contains nine contributing buildings and six noncontributing buildings.

Contributing buildings are:

- Main Hospital Building (No. 1)
- Heating Plant (No. A6)
- Garage (No. 7)
- Storehouse (No. 8)
- Storehouse (No. A33)
- Quarters A/B
- Quarters F
- Laundry (No. 31) (Demolished)
- Nurses' Home (No. 45)
- Electrical Substation (No. A60)

Noncontributing buildings are:

- Switch House (No. 30)
- Storeroom (No. 55)
- Gate House (No. 57)
- Electrical Substation (No. 59)
- Chapel (No. 62)
- Transformer Vault (No. 993)

Medical facilities for naval personnel at Newport were initially provided from a dispensary in the Seaman Gunners' Building at the Torpedo Station on Goat Island, established in March 1881, and from the doctor on board the USS *New Hampshire*, moored at the Naval Training Station on Coasters Harbor Island. A medical facility was established on shore at the training station sometime around 1886. The departure of the *New Hampshire* in 1889 reduced the medical coverage at the station and by 1894 a frame building was erected on the west side of Coasters Harbor Island, approximately in the location of the present power station, to function specifically as a naval hospital.

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 8 Page 4

**U.S. Naval Hospital Newport  
Newport, Rhode Island**

---

In 1909, the Navy acquired 16 acres of waterfront land in Newport opposite Coasters Harbor Island for a new hospital. In April 1913, with construction of the new three-story brick hospital almost complete, 20 patients and most medical activities were moved into the new site under the direction of Dr. Francis S. Nash. The rush to move into the facility was prompted by the impending arrival of the fleet for its annual visit. The main hospital building has a large central block which serves as the main entrance and contains administrative offices. The main block is flanked by the north and south wards and to the rear by the octagonally shaped solarium section. A passage from the solarium section connects to a large rectangular block which originally contained the galley, dispensary, mess hall, storeroom, morgue, and operating room. Construction of the initial buildings of the facility continued through the summer of 1913. In the meantime, 28 measles patients were housed in tents on the hospital grounds which served as the first isolation wards, and the medical staff was housed in various accommodations in Newport.

Between 1913 and June 1918, the date of the earliest facility plan which could be located, the hospital complex was expanded to include four main structures of "permanent" brick construction, consisting of the main hospital, heating plant, storehouse, and garage; and 18 "temporary" wooden structures, consisting of nine wards, a mess hall, a Hospital Corps barracks, a Nurses' Quarters, a laboratory, four workshops and a "gasolene" station. The four permanent structures remain today, while none of the original temporary structures survive.

In 1916, prior to the entrance of the United States into World War I, the Navy's Bureau of Medicine and Surgery and Bureau of Yards and Docks prepared plans and drawings for two large hospital bases, each to accommodate 5,000 patients, one to be located on the east coast and the other on the west coast. Once the U.S. entered the war on April 6, 1917, these plans were abandoned. Instead, the Navy's existing hospital centers were urgently expanded using Army-designed wood frame barracks buildings which could be procured and erected the fastest. Nine barracks buildings were erected at the Newport Hospital in 1917, expanding the bed capacity to 390. The former hospital building on Coasters Harbor Island was converted to the Hospital Corps School and Surgeons' Quarters.

In 1917 the hospital assisted in treating victims of a diphtheria epidemic which broke out in Newport, primarily among Naval reservists who were being housed at various locations around the city because of billeting shortages. Three of the wards were used to house the contagious patients, and by the end of the year 423 patients were in the hospital. In September 1918 the influenza pandemic reached Newport and the hospital began treating those infected. Approximately 1,200 patients were admitted over the course of the public health crisis.

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 8 Page 5

**U.S. Naval Hospital Newport  
Newport, Rhode Island**

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Following World War I, with the emergency need under control, plans were drawn for larger and more efficient hospital layouts, with buildings specifically designed to meet the needs of hospital service. A permanent laundry facility (demolished) was built next to the heating plant in 1920 and quarters for officers were erected in 1923 (Quarters A-B) and 1926 (Quarters F). Between World Wars I and II, the hospital performed its normal peacetime duties of providing medical care to naval personnel and their dependents stationed in the area.

With the onset of World War II in Europe, expansion of naval activity and personnel in Narragansett Bay overtaxed the capacity of the Naval Hospital. Between 1940 and 1945, the hospital staff increased from 245 to 770 members and beds increased from 269 to 1,419. The expansion began with the acquisition of adjoining land, 10 acres in 1937 and 6 acres in 1940, increasing the hospital grounds to 33 acres. In 1940, two large emergency wards were constructed on the open land north of the main hospital building, initiating a building program that continued through the war years. Following the war, the Naval Hospital returned to its peacetime mission as a Navy General Hospital. Most of the temporary structures were demolished and the grounds were cleared and landscaped.

In May 1954, the USS *Bennington* was conducting routine operations in southern New England waters when it was struck by accidental explosions and fire. Ninety-one crewmen were killed instantly and 12 died later, and 203 men were injured. Naval Hospital Newport went into emergency operations status to receive the injured, who were airlifted by helicopter from the ship. Eighty-two men, mostly burn patients, were treated at the hospital.

Since World War II, new construction has been limited primarily to utility and infrastructure improvements. In 1972, the hospital was designated a Naval Regional Medical Center, consolidating medical facilities from Quonset and Davisville, Rhode Island. It continues operations in this capacity today.

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section   9   Page   6  

**U.S. Naval Hospital Newport  
Newport, Rhode Island**

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**Major Bibliographical References**

- Coletta, Paolo E. (editor)  
1985        *United States Navy and Marine Corps Bases, Domestic.* Greenwood Press, Westport, Connecticut.
- U.S. Department of the Navy  
1918,1919, *Conditions, June 30, 1918; Conditions, June 30, 1919. Conditions June 30, 1940.*  
1940        Three maps depicting U.S. Naval Hospital at U.S. Naval Station, Newport, Rhode Island. On file, Naval Education and Training Center, Newport, Rhode Island.
- U.S. Navy Department, Bureau of Yards and Docks  
1921        *War Activities of Bureau of Yards and Docks.* U.S. Government Printing Office, Washington, D.C.
- 1947        *Building the Navy's Bases in World War II.* U.S. Government Printing Office, Washington, D.C.



United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 10 Page 7

**U.S. Naval Hospital  
Newport, Rhode Island**

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UTM References (continued) :

	Zone	Easting	Northing		Zone	Easting	Northing
5	<u>19</u>	<u>306050</u>	<u>4597065</u>	6	<u>19</u>	<u>306060</u>	<u>4596760</u>

Verbal Boundary Description: The district is polygonal in shape, principally consisting of a large rectangle 600' by 1000' with a small rectangular section 100' by 150' projecting from the northeast corner of the main section. The district totals 14.1 acres. Beginning at the southeast corner of the district at a point at the intersection of Cypress and Third Streets, progress north 1150'; turn a 90 degree angle due west and progress 100'; turn a 90 degree angle due south and progress 150' along a driveway to the intersection of Munger Road; turn a 90 degree angle due west and progress along Munger Road 500' to the shore of Newport Harbor; turn a 90 degree angle due south and progress along the shoreline 1000' to the intersection of Cypress Street; turn a 90 degree angle due east and progress east along Cypress Street 600' to the point of beginning. Also see boundary delineation on accompanying base map.

Boundary Justification: The boundary encompasses those elements of the Naval Hospital Newport which have been determined by the Navy and the Rhode Island State Historic Preservation Officer to contribute to the significance of the property. The boundary follows established historic physical and visual boundaries of the property and encloses a significant concentration of buildings which date from the periods of significance and retain integrity.

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section Photos Page 8

**U.S. Naval Hospital Newport  
Newport, Rhode Island**

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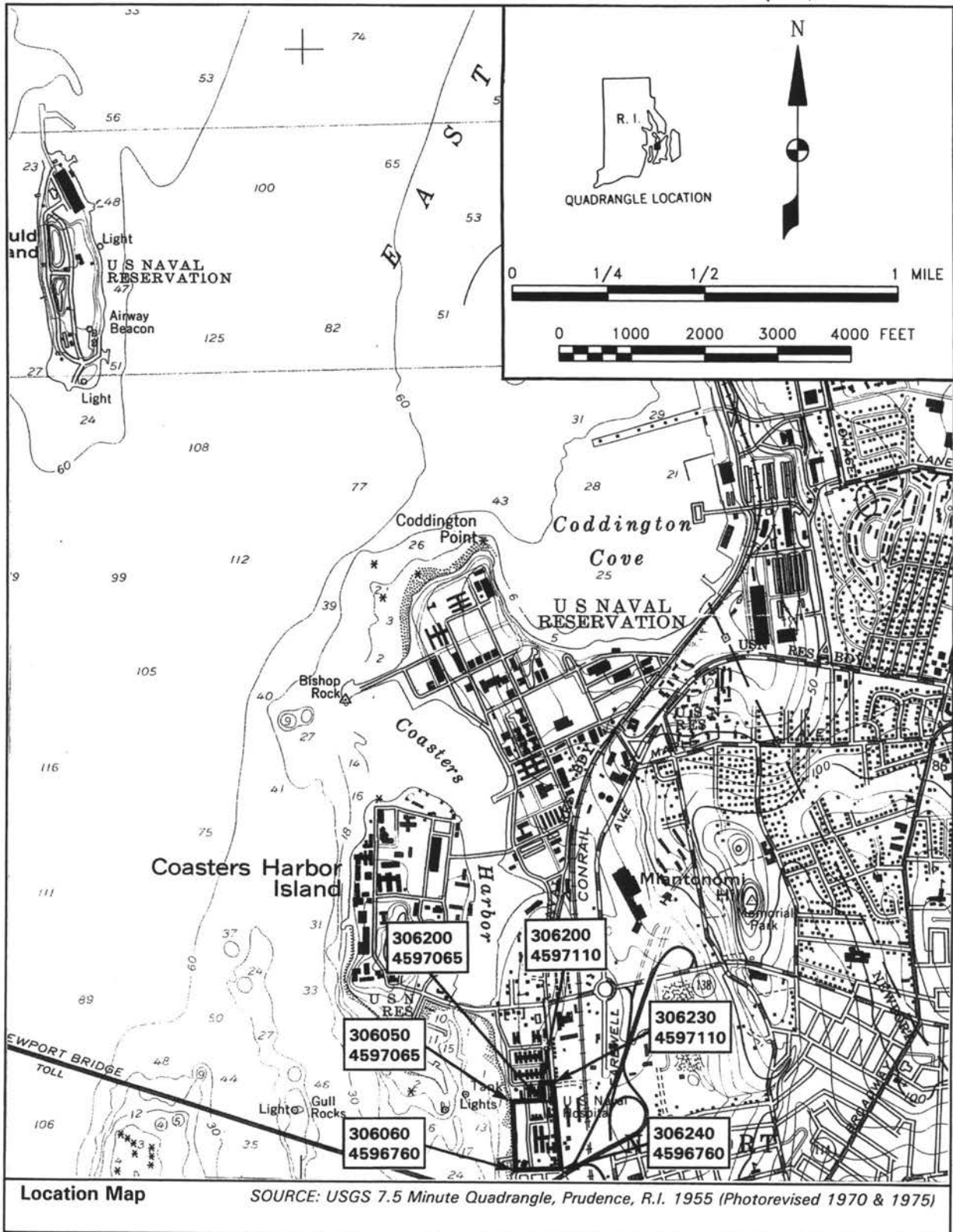
**The following items apply to all 15 photographs:**

1. U.S. Naval Hospital Newport
2. Newport, Rhode Island
3. Richard M. Casella
4. June 1998
5. Louis Berger & Associates, Inc., East Orange, New Jersey 07019

**The following items apply to individual photographs:**

- Photo 1: Overall view of Historic District, looking southeast
- Photo 2: Overall view of Historic District, looking south
- Photo 3: Main Hospital Building, front and north side, looking southeast
- Photo 4: Main Hospital Building, front entrance, looking southeast
- Photo 5: Main Hospital Building, south wings, looking northwest
- Photo 6: Main Hospital Building, rear of south wing and rear wing, looking north
- Photo 7: Hospital Heating Plant, south and west elevations, looking northeast
- Photo 8: Hospital Garage, south and west elevations, looking northeast
- Photo 9: Hospital Storehouse, south and west elevations, looking northeast
- Photo 10: Nurse's Home, front (west) elevation, looking east
- Photo 11: Garage, south and west elevations, looking northeast
- Photo 12: Quarters A/B, south and east elevations, looking northwest
- Photo 13: Quarters F, south and east elevations, looking northwest
- Photo 14: Quarters F, south and west elevations, looking northeast
- Photo 15: Transformer Vault, west and south elevations, looking northeast

Historic District Location  
 U.S. Naval Hospital  
 Newport, Rhode Island

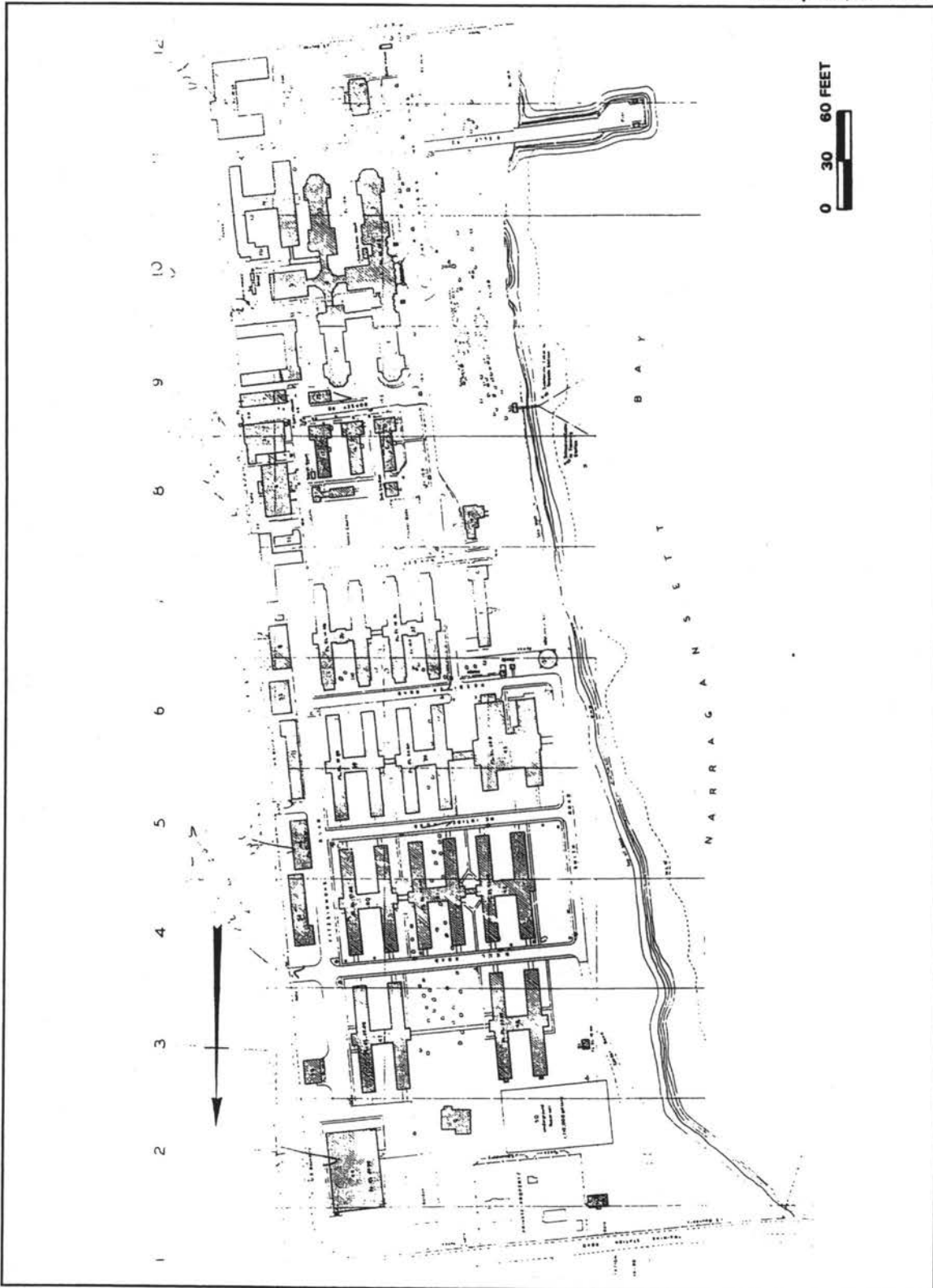


Location Map

SOURCE: USGS 7.5 Minute Quadrangle, Prudence, R.I. 1955 (Photorevised 1970 & 1975)



Historic Site Plan  
U.S. Naval Hospital  
Newport, Rhode Island

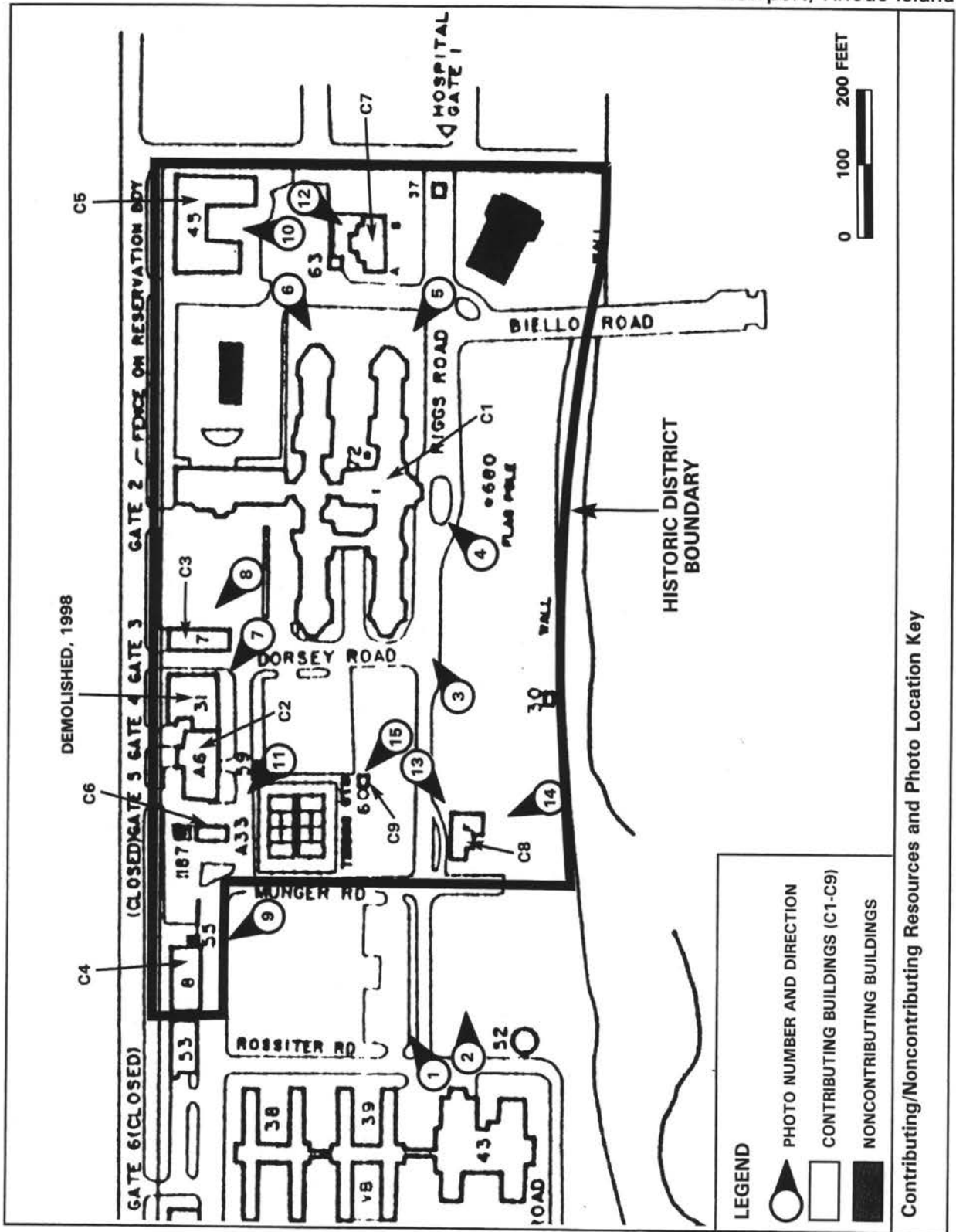


SOURCE: U.S. Department of the Navy 1945

Naval Hospital, Newport, 1945



Site Sketch  
 U.S. Naval Hospital  
 Newport, Rhode Island



Contributing/Noncontributing Resources and Photo Location Key





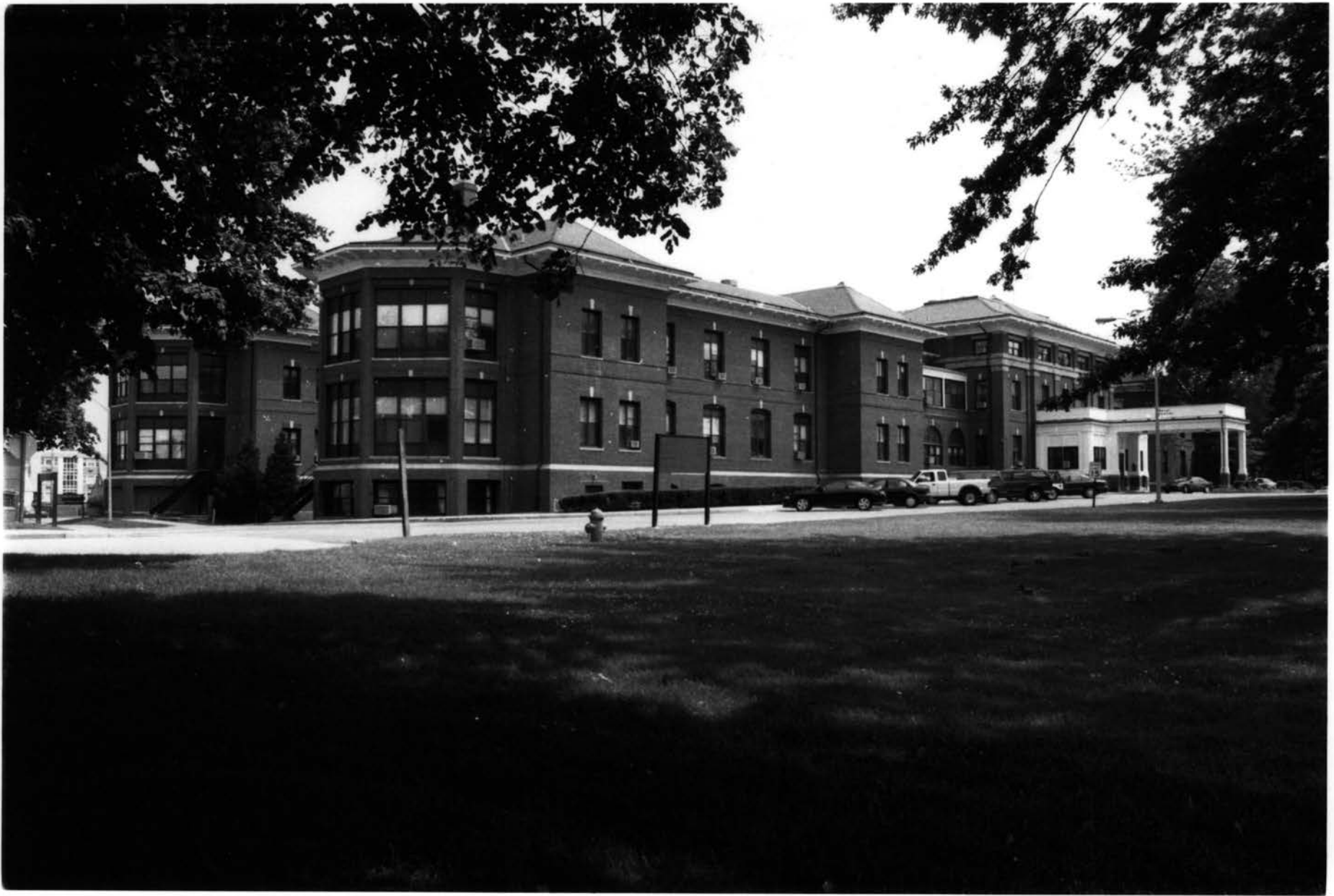
U.S. Naval Hospital Newport

Newport, Rhode Island

Photo # 1



U.S. Naval Hospital Newport  
Newport, Rhode Island  
Photo # 2



U.S. Naval Hospital Newport

Newport, Rhode Island

Photos # 3



U.S. Naval Hospital Newport  
Newport, Rhode Island  
Photos # 4





U.S. Naval Hospital Newport  
Newport, Rhode Island

Photo # 5



U.S. Naval Hospital Newport  
Newport, Rhode Island  
Photo # 6



U.S. Naval Hospital Newport  
Newport, Rhode Island

Photo # 7



U.S. Naval Hospital Newport  
Newport, Rhode Island  
Photo # 8



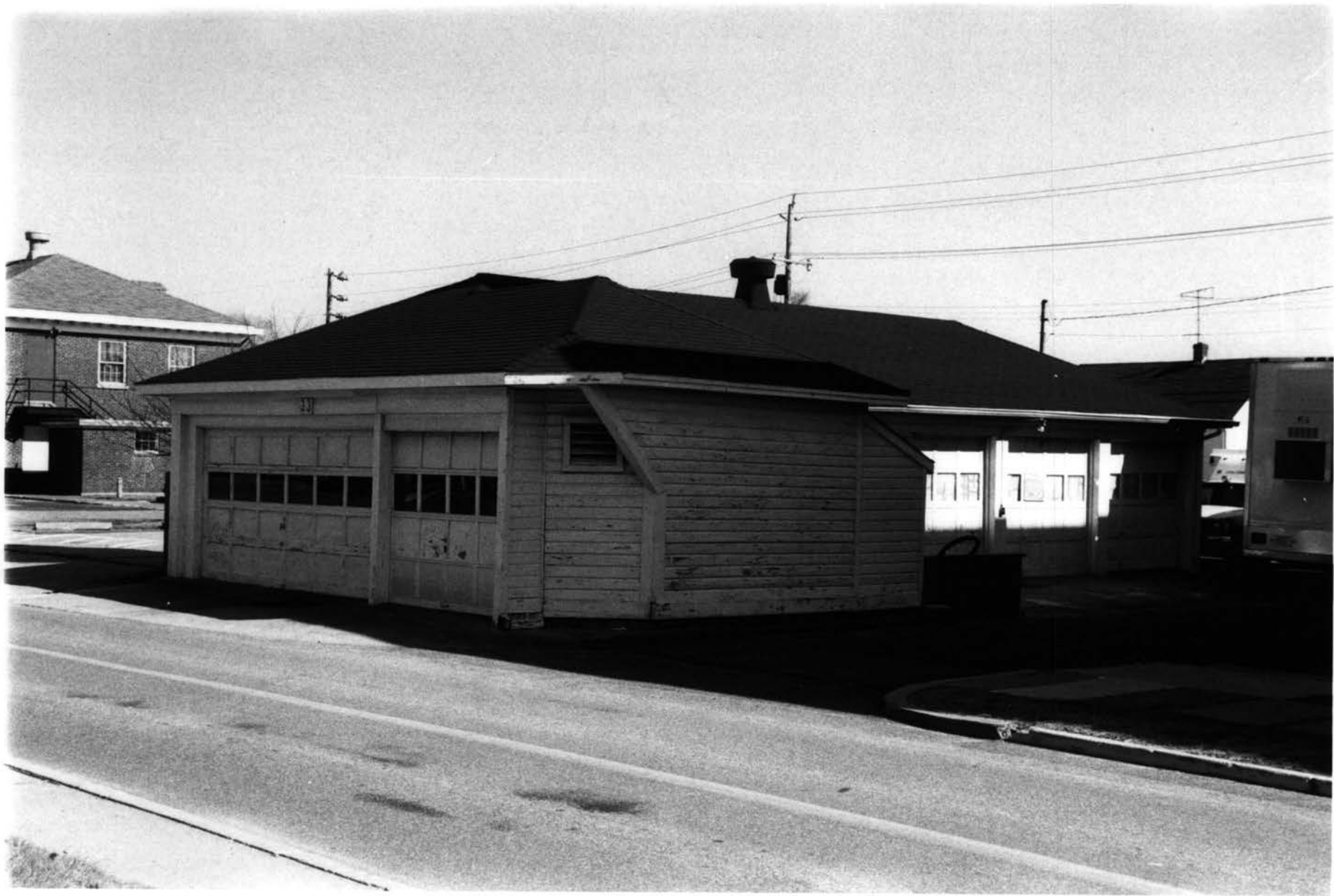


U.S. Naval Hospital Newport  
Newport, Rhode Island  
Photos #9



U.S. Naval Hospital Newport  
Newport, Rhode Island

Photo # 10



V.S. Naval Hospital Newport  
Newport, Rhode Island  
Photo # 11



U.S. Naval Hospital Newport  
Newport, Rhode Island  
Photos # 12





U.S. Naval Hospital Newport  
Newport, Rhode Island  
Photo # 13



U.S. Naval Hospital Newport  
Newport, Rhode Island  
Photos # 14



U.S. Naval Hospital Newport  
Newport, Rhode Island  
Photos #15

**VAN ZANDT AVENUE BRIDGE (CDOE)**

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STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
Department of Transportation

**HISTORIC BRIDGE INVENTORY FORM**

**Identification**

RIDOT Bridge # 287 name(s) VAN ZANDT AVENUE BRIDGE

**Location**

street Van Zandt Avenue feature crossed Newport Secondary Track  
city, town(s) Newport [ ] vicinity of \_\_\_\_\_  
state Rhode Island code RI county Newport code 005

**Ownership**

[ ] private \_\_\_\_\_  
[X] public - local [ ] public - state

**Use**

[X] highway [ ] pedestrian only [ ] closed [ ] other \_\_\_\_\_

**Description**

Form Continuous Concrete Tee-Beam Design \_\_\_\_\_  
Principal material Concrete  
Abutment material Stone/concrete

Date of construction 1932

**Dimensions**

Number of spans 3 Overall length 87' Maximum span length 34'  
Overall width 40' Vertical clearance N  
Height over feature spanned 19' Skew 0°  
Depth of construction 4'

Alterations Concrete facing on abutments (1944)

Surrounding neighborhood Residential, commercial

**Present and historical appearance:**  
The Van Zandt Avenue Bridge consists of a series of eight large reinforced continuous concrete tee-beam stringers over two intermediate supports. The bridge crosses the state-owned double-track right-of-way of the Old Colony Railroad line. Each pier consists of eight square, concrete columns sharing a common six-foot high base, with columns tied together with concrete beams near the top; all joints have large straight diagonal fillets, except for curved fillets where the stringers rest on the columns. The floor is a poured-concrete slab.

Concrete railings feature a series of arched openings, with paneled piers at the ends and above the intermediate supports. There are two brass plaques with names, one for the mayor and alderman and one for the commissioner of public works, engineer, and contractor.

The granite ashlar abutments, built for an earlier bridge, were faced with concrete in 1944.

**Condition and Functional Adequacy**

Overall structural condition 5 Load capacity 5  
Deck geometry 4 Waterway adequacy N  
Underclearances 2 Approach alignment 5

**Statement of Significance**

Level of significance: [ ] national [ ] state [XX] local  
National Register Criteria [XX] A [ ] B [XX] C [ ] D  
Exceptions: [ ] moved [ ] less than 50 years old [ ] other \_\_\_\_\_

Areas of significance	Period of significance	Significant dates
<u>Engineering and Transportation</u>	<u>1932-1945</u>	<u>1932</u>
Significant person (s):	Designer <u>Ernest Wiggin, New Haven, CT</u>	
	Fabricator <u>Charles A. Bassett, Boston</u>	
	Contractor _____	

The Van Zandt Avenue Bridge has historical and engineering significance as a relatively unaltered example of a concrete bridge of the early 1930s constructed by the city of Newport to replace an earlier structure. This bridge is part of a large group eliminated from the initial 1987 survey as being of limited engineering significance. It warrants reconsideration within a broader context of significance that considers the various types of bridges commonly used in the 20th century. It is one of only four concrete continuous tee-beam bridges constructed before 1945 in the state. Three of these bridges are currently determined eligible for listing in the National Register of Historic Places (NRHP) in the state. At the present time, none are listed in the NRHP. Also it is notable as a poured-in-place structure, a method no longer used for constructing concrete bridges. The bridge's chief decorative feature is its railing with Neo-Classical detail of the period.

The bridge cost \$14,000.00 when it was constructed in 1932, money that came from the city's various street-paving accounts. It replaced a deteriorated 1919 steel bridge, reusing the granite block abutments from that structure.

The Van Zandt Avenue Bridge forms the northern boundary of the Newport National Historic Landmark District (NHL 5/24/68), and falls into the district's period of significance: 1639-1942.

**Major Bibliographic References** Clouette, Bruce, and Matthew Roth. Rhode Island Bridge Inventory, 1987 City of Newport, Engineering Division. Drawings L-54 (not built), 37-162 (1944). City of Newport, Public Works Department. Annual Report, typescript, 1932 (copy in Engineering Division).

[ ] RIDOT historical photo file [ ] RIDOT card file [ ] RIDOT drawings  
[X] plaque or other information on bridge

**Previous documentation on file:**

[ ] listed on or [ ] eligible for the National Register date \_\_\_\_\_  
[XX] located within listed district  
name Newport National Historic Landmark District date of listing 5/24/68  
[ ] contributing [ ] noncontributing [xx] undetermined  
[ ] HAER inventory; page \_\_\_\_\_  
[ ] local survey  
[ ] known archaeological site nearby: \_\_\_\_\_

**Geographical Data**

UTM Reference 19 13 06 46 01 4 5 9 6 5 1 0 1 Quadrangle (scale: 1:24000 )  
Newport

**Form Prepared By**

name/title Anne E. Tait and Virginia H. Adams date November, 1994  
organization The Public Archaeology Laboratory, Inc.  
street & number 210 Lonsdale Avenue telephone (401) 728-8780  
city or town Pawtucket state Rhode Island 02860





STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
Department of Transportation

VAN ZANDT AVENUE BRIDGE  
BRIDGE #287  
NEWPORT

Side elevation  
View south  
NP(94)  
PAL(579)-2-16



Side elevation  
View south  
NP(94)  
PAL(579)-2-17





STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
Department of Transportation

VAN ZANDT AVENUE BRIDGE  
BRIDGE #287  
NEWPORT

View south  
side elevation:  
pier and parapet,  
NP(94)  
PAL(579)-2-18



View south  
side elevation: detail  
NP(94)  
PAL(579)-2-19





STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
Department of Transportation

VAN ZANDT AVENUE BRIDGE  
BRIDGE #287  
NEWPORT

View north  
side elevation:  
NP(94)  
PAL(579)-2-20



View north  
side elevation: west abutments  
and approach span  
NP(94)  
PAL(579)-2-21





STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
Department of Transportation

VAN ZANDT AVENUE BRIDGE  
BRIDGE #287  
NEWPORT

View southwest  
parapet, Van Zandt Avenue  
NP(94)  
PAL(579)-2-22



View northwest  
parapet and Van Zandt Avenue  
NP(94)  
PAL(579)-2-23





STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
Department of Transportation

VAN ZANDT AVENUE BRIDGE  
BRIDGE #287  
NEWPORT

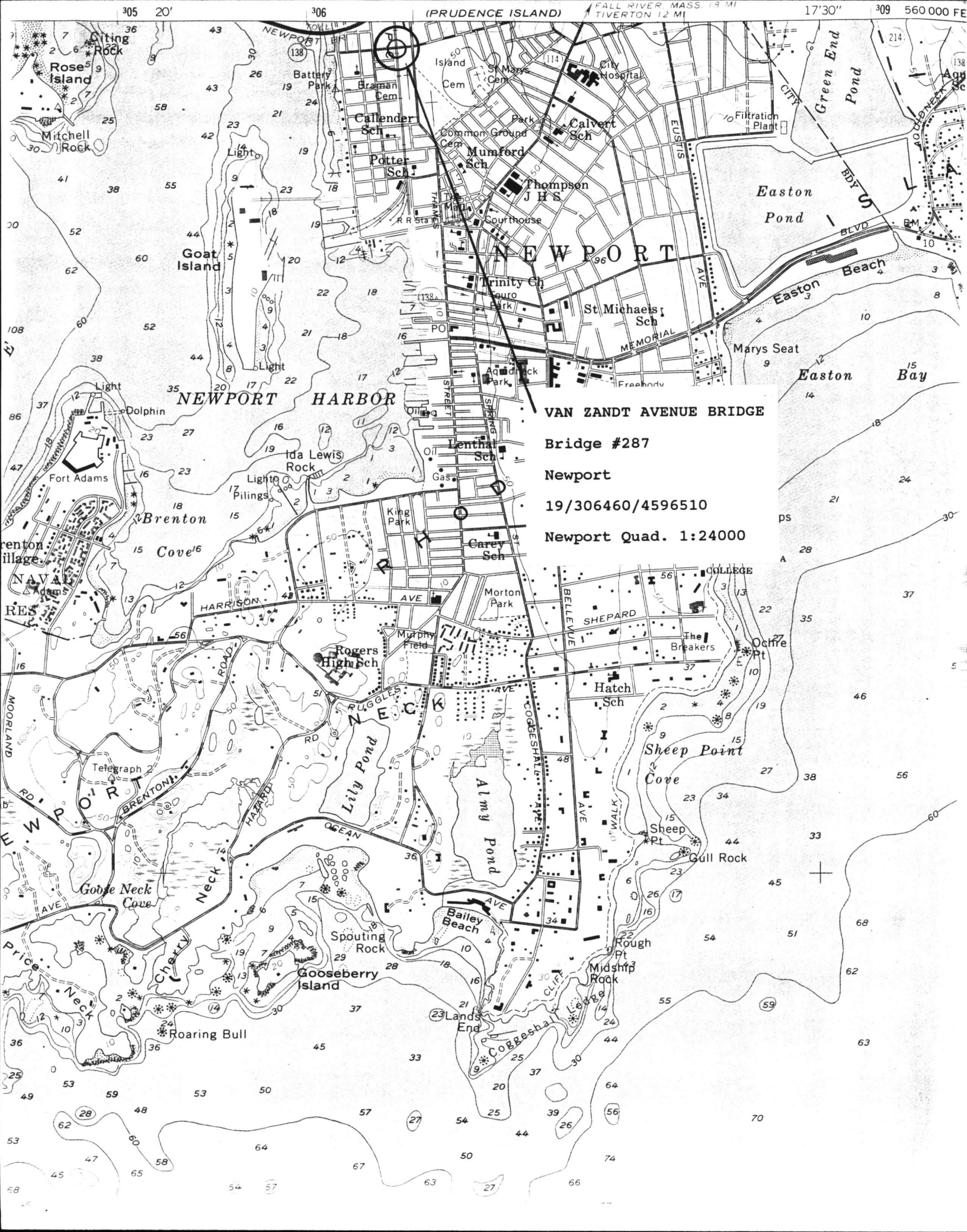
View north  
view of abutment  
and approach spans  
NP(94)  
PAL(579)-2-24



View south  
Plaque  
NP(94)  
PAL(579)-2-25







VAN ZANDT AVENUE BRIDGE

Bridge #287

Newport

19/306460/4596510

Newport Quad. 1:24000

## CONTEXT STATEMENT - CONTINUOUS TEE BEAM

According to the 1992 Rhode Island Department of Transportation List of Bridges Arranged by Structure type, there are currently a total of 5 continuous tee-beam concrete bridges constructed between 1932 and 1959. They range from 39 to 324 feet in length. They are mostly two to three-spans, but one is nine spans.

This group of bridges provides a body of data documenting the range and changes to the continuous tee-beam bridge type over an approximately 30-year period in the middle of the 20th century. While the simple tee-beam bridges were one of the first and most common types of reinforced concrete bridges to be used for highway construction in Rhode Island (the earliest tee-beam bridge was constructed in 1909), the earliest *continuous*-tee beams were not constructed until almost 20 years later. While simple concrete tee beams are supported by piers located at each span, the continuous tee-beam bridge has no breaks or changes over the supporting piers. In total, only five are known to have been constructed, and of these five, four were constructed before 1945. Although no statistics have been gathered, it is likely that some of these bridges have been replaced, and that the remaining bridges represent survivors of a once more common, but now relatively rare bridge type.

D:D:BRIDGES\CONT.T-BEAM  
11/21/94, ast. #579  
revised 2/9/95 ast

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**Appendix C: RIHPHC Inventory Forms and  
Old Colony and Newport Railroad National  
Register of Historic Places Eligibility  
Evaluation**



**OLD COLONY AND NEWPORT RAILROAD  
NATIONAL REGISTER OF HISTORIC PLACES ELIGIBILITY EVALUATION**

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To: Rhode Island Historic Preservation  
and Heritage Commission

Date: June 18, 2019

Memorandum

Project #: 72900.00

From: Quinn R. Stuart, VHB

Re: Old Colony and Newport Railroad  
National Register of Historic Places Eligibility Evaluation

---

## Introduction

This memorandum provides information to support the evaluation of the Old Colony and Newport Railroad for eligibility for the National Register of Historic Places. Included are a description of the railroad's historical background, boundaries, and associated resources, along with an inventory of extant features. Based on this information, a summary of the railroad's National Register significance is provided. Additional information, including historical and current photographs, maps, and engineering drawings, is included as attachments.

## Historical Background

### *The Old Colony Railroad in Rhode Island*

The Old Colony Railroad established a line between Boston and Plymouth, Massachusetts in 1846. In 1854, the Old Colony Railroad merged with the Fall River Railroad (established in 1845) to create the Old Colony & Fall River (OC&FR) Railroad. The OC&FR provided continuous service between Boston and Fall River, where passengers could then connect to steamship lines to travel to New York. In 1863, the OC&FR merged with the Newport & Fall River Railroad, and the following year, the OC&FR completed a line to Newport and changed its name to the Old Colony & Newport (OC&N) Railway. This new service was especially attractive to passengers, who could now make a day trip between Boston and Newport.

In 1872, the OC&N merged with the Cape Cod Railroad, and the consolidated company was named the Old Colony Railroad Company.<sup>1</sup> By 1873, the Old Colony included the main line, which traveled approximately 68 miles between Boston and Newport through Taunton; the Cape Cod Division, which traveled approximately 86 miles between Middleboro and Provincetown; and the South Shore, Duxbury and Cohasset Branch between Braintree and South Duxbury.<sup>2</sup>

By the 1890s, the Old Colony Railroad, as a result of expansions and acquisitions, controlled over 600 miles of track and 56 railroad and steamship companies. These acquisitions included three railroad companies in

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<sup>1</sup> Frank Heppner, *Railroads of Rhode Island* (The History Press: Charleston, NC, 2012), 111-113.

<sup>2</sup> Hager & Handy, *History of the Old Colony Railroad: A Complete History of the Old Colony Railroad from 1844 to the Present Time*. (Ann Arbor, MI: Hager & Handy, 1893), 99.

1 Cedar Street  
Suite 400  
Providence, RI 02903-1023  
P 401.272.8100

Rhode Island: the Newport and Fall River Railroad in 1863, the Providence, Warren & Bristol Railroad in 1875, and the Boston & Providence Railroad and its subsidiaries in 1888. In 1893, the New York, New Haven & Hartford (NY, NH&H) Railroad leased the entire Old Colony system for a term of 99 years. Due to a general lack of ridership in the early twentieth century, in 1935 the NY, NH&H attempted to break its lease and return ownership to the Old Colony stockholders, but this effort failed. Despite a brief resurgence of commuter service in the 1950s, passenger service ended in 1958. In 1969, the NY, NH&H merged with Penn Central Railroad.<sup>3</sup>

### *The Old Colony and Newport Railroad*

In 1846, the Newport and Fall River Railroad was incorporated to build a line between Newport and the Massachusetts state line at Fall River; however, the Commonwealth of Massachusetts did not authorize construction from the end of the line in Fall River to the state border until 1860. As a result, construction on this portion of the line did not begin until 1861. In 1863, the OC&FR acquired the fledgling company and formed the Old Colony & Newport (OC&N) Railway. Construction in Rhode Island proceeded according to schedule, except for the erection of the bridge across the Sakonnet River in Tiverton, which was delayed due to the tidal currents. A stone causeway was eventually built that carried a single track over the Sakonnet River between Tiverton and Portsmouth (see Figure 1).<sup>4</sup> In 1864, the OC&N officially completed the line from Fall River to Newport, providing rail service between Boston and Newport, via Fall River, for the first time. The train ride from Boston to Newport took less than three hours.<sup>5</sup>

The OC&N traveled between Fall River and Newport with stops in Tiverton and Portsmouth. Initially, there were six stations, located at Tiverton (Figure 3), Bristol Ferry (Figure 5), Portsmouth (Figure 6), Melville (aka Portsmouth Grove or Bradford—Figure 8), Middletown (Figure 9), and Newport (Figure 10).<sup>6</sup> In 1866, to increase ridership, the rail company offered special tourist packages, including a \$1 round-trip fare between Boston and Newport on Sundays. The railroad also marketed available land for development along the lines, especially early on in “the Hummocks” in Portsmouth, which was near the Sakonnet River bridge crossing.<sup>7</sup> Improvements to the line during this period included the replacement of the causeway in 1898 with a swing bridge, which remained in use until it was irreparably damaged by a barge in 1988 and removed in 2007 (see Figure 2).

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<sup>3</sup> Heppner, *Railroads of Rhode Island*, 113-114.

<sup>4</sup> RIHPHC, *Historic and Architectural Resources of Portsmouth, Rhode Island: A Preliminary Report* (Providence, RI: RIHPHC, 1979), 9-10.

<sup>5</sup> Donald M. O’Hanley and George L. Kenson, “History of the Newport Line,” 2012, accessed June 2019, <http://www.ocnrr.com/history1.htm>; Hager & Handy, *History of the Old Colony Railroad*, 99.

<sup>6</sup> Hager & Handy, *History of the Old Colony Railroad*, 379.

<sup>7</sup> O’Hanley and Kenson, “History of the Newport Line.”

By the turn of twentieth century, three stations were added to the line: one at the Hummocks (Figure 4), one at Cory's Lane in Portsmouth (Figure 7), and one at Aquidneck. At the terminus of the line in Newport, several spurs extended southwest towards the Old Colony roundhouse and associated sheds, as well as the steamboat (see Figure 11).<sup>8</sup>

The number of available daily passenger trains running between Fall River and Newport grew substantially between the late nineteenth and early twentieth centuries, increasing from six trains in 1869 to 22 in 1919. The peak of passenger usage on the Old Colony and Newport Railroad was during the summers of 1912 and 1913, with 24 trains arriving and departing from the depot between 5:55 in the morning and 11:03 in the evening. There were also two scheduled freight trains a day, special excursions, and private charters available. Connections to steamship and ferry lines could be made at Bristol Ferry in Portsmouth and at Newport at the southern terminus of the line.

A major decline in passenger service on the Old Colony and Newport Railroad occurred in the 1930s, due to the advent of automobile travel and expanded bus services throughout the region. By 1938, daily passenger service ended; thereafter, the line continued to be used for freight. The rail depot was demolished in 1939. Passenger service on the Old Colony line ceased completely in 1958 (see *History of the Old Colony Railroad in Rhode Island* above).<sup>9</sup>

By 1973, only weekly rail service was available between Newport and Portsmouth. In 1976, Penn Central, which had acquired the line through its merger with the New York, New Haven, and Hartford Railroad in 1969, sold the line to Conrail. Conrail in turn sold the southern section to the State of Rhode Island. Beginning in 1979, Rhode Island leased the southern section, including the portions in Newport, Middletown, and at least part of Portsmouth, for tourist rail operations, including the Old Colony & Newport (Scenic) Railroad and the Newport Dinner Train, both of which offered train excursions in the summer months between Portsmouth and Newport. In 2015, the two companies merged to become the Newport & Narragansett Bay Railroad, which is still in operation today.<sup>10</sup>

Over the years, substantial alterations were made to the railroad. None of the original stations or flag stops are still extant.<sup>11</sup> In 1985, the current Newport station was relocated to its present location, just north of the original station. The existing station building was constructed ca. 1900 as an office building for Island Cemetery and was moved elsewhere on the cemetery property in 1915 to be used as a monument

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<sup>8</sup> Sanborn Map Company, *Insurance Maps of Newport, RI, 1884* (New York City, NY: Sanborn Map & Publishing Co., 1884).

<sup>9</sup> O'Hanley and Kenson, "History of the Newport Line."

<sup>10</sup> Karr, *The Rail Lines of Southern New England*, 415-418.

<sup>11</sup> None of the stations were identified during the field inspection or during historical research. It is unknown if any stations or associated buildings were relocated.

showroom. In the 1970s, a private party purchased the unused building and moved it to 19 Elm Street. Later that decade, the Old Colony and Newport Railroad purchased the building and relocated it again to a property on Bridge Street. The building was restored in 1982, and in 1985, it was moved to its present location and re-purposed as a ticket office and visitor information center for the tourist railroad.<sup>12</sup>

### *Industry and Freight along the Old Colony and Newport Railroad*

From the beginning, the railroad also serviced a variety of industrial sites, located between the railroad and the coastline of Aquidneck Island. In 1866, the Taunton Copper Company built a smelting works at Arnolds Point (near present-day Willow Lane) in Portsmouth, where it treated copper for national and international distribution. The company was a relatively large enterprise and had a spur line and a depot, known as Coal Mine Station (aka Portsmouth Station; not extant), on the OC&N line.<sup>13</sup> There were also smaller operations, including an oil works in Tiverton and Portsmouth, indicated on the 1870 Beers' Atlas of Rhode Island.<sup>14</sup>

Since the early twentieth century, Melville Point, Portsmouth had been the location of a large coaling station for the US Navy where barges would load and unload coal using rail-mounted cranes. This required an extensive system of tracks and a rail yard, with elevated lines to the coast off the main line (see Figure 12).<sup>15</sup> During World War II, the U.S. Navy expanded its facilities north from Coddington Point in Newport, and most of the coastline from Newport through Middletown and into Portsmouth came under the Navy's control (see Figure 13). A new supply and research and development facilities were constructed on the east and west side of the railroad at the Coddington Cove Area (see Figure 14) and the fueling station at Melville Point was expanded. The Melville Point Reservation was designated surplus in 2009 and presently comprises at least two private marinas and buildings for boat sales and maintenance.<sup>16</sup> The former rail yard and rail line at Melville Point serve as a base for the Rail Explorers Rhode Island Division and the Newport and Narragansett Bay Railroad Co., both of which use the rail line for recreational purposes.

In the mid-twentieth century, several private industries were established at or near Arnold Point, Portsmouth, just north of the expanded Naval Reservation at Melville Point. The industries that appear to have utilized the rail line in some capacity include the Weyerhaeuser Timber Company (not extant), Pearson Yachts (not extant), and Kaiser Aluminum and Chemical Corporation (not extant).<sup>17</sup> Today, most of these

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<sup>12</sup> John H. Roy, *A Field Guide to Southern New England Railroad Depots and Freight Houses* (Pepperell, MA: Branch Line Press, 2007), 286.

<sup>13</sup> RIHPHC, *Historic and Architectural Resources of Portsmouth*, 8-9.

<sup>14</sup> D.G. & Co. Beers, *Atlas of the State of Rhode Island and the Providence Plantations* (Philadelphia, PA: D.G. Beers & Co. 1870).

<sup>15</sup> RIHPHC, *Historic and Architectural Resources of Portsmouth*, 12-13.

<sup>16</sup> NAVFAC, "Naval Station Newport," accessed June 2019, [https://www.bracpmo.navy.mil/brac\\_bases/northeast/ns\\_newport.html](https://www.bracpmo.navy.mil/brac_bases/northeast/ns_newport.html).

<sup>17</sup> RIHPHC, *Historic and Architectural Resources of Portsmouth*, 12-13.

sites are developed or under development for residential purposes or else are vacant and awaiting development opportunities.

## **Boundaries**

The boundaries of the Old Colony & Newport Railroad are contiguous and follow the rail right-of-way from the Fall River, Massachusetts-Tiverton, Rhode Island border on the north to the point of terminus in Newport on the south. Included in the boundaries are all culverts and bridge structures carrying the track, as well as rail features within the rail right-of-way, including, but not limited to, abutments, mile posts, switches, and ancillary instruments associated with the operation of the railroad (see Attachment 1).

## **Associated Railroad Resources**

Most of the rails, ties, and at least enough of a siding track to identify its location and trajectory are intact throughout the line, except for the southern terminus in Newport at the steamship landing. Date nails were observed in the ties dating from between 1924 and 1931. The stone culverts and bridges appear to date to the mid-twentieth century or earlier, while some concrete culverts and bridge alterations date to the mid-to-late twentieth century.

Development in the mid- and late twentieth century altered the immediate setting of the railroad. None of the stations remain. As described above, Newport's current station was moved from another location in Newport and originally had an unassociated purpose. The Sakonnet River Swing Bridge was removed in 2007, but the approach abutments remain. Many of the industries that utilized the railroad are no longer extant, and many of their sites have been redeveloped into residential communities. Route 138 was constructed over the tracks in Newport ca. 1965. Not long thereafter, the Newport Redevelopment Agency acquired large tracts of land in and around the Long Wharf area. In an effort to combat blight and neglect and accommodate construction of the Long Wharf Mall in the early 1990s, the multiple track system was removed.

## **Inventory**

The attached inventory includes all railroad-related resources identified by VHB staff during site visits conducted on March 18 and 19 and May 21, 2019. It does not include resources that may survive archaeologically (below ground) such as foundations of depots and warehouses, turntables, or associated features. The resources in the attached table (Attachment 2) and map set (see Attachment 3) are listed by Map ID beginning at the Fall River, MA-Tiverton, RI state border at the north and terminating at the current

Newport train station. Representative photographs of the associated railroad resources are included as Attachment 4.

### **Summary of National Register Significance**

The Old Colony & Newport Railroad appears to possess significance under Criterion A in the areas of Community Planning and Development, Recreation/Tourism, and Transportation. The Old Colony Railroad was designed to provide an easier connection from Boston and Fall River to Newport, given its important dock and status as a popular tourist destination and summer resort. The rail company offered special tourist packages to passengers traveling to Newport. Passenger usage peaked in the summers of 1912 and 1913 before rapidly declining in the age of the automobile, with passenger service ending in 1938.

While the Old Colony and Newport Railroad appears to have significance under Criterion A, the railroad lacks integrity in the areas of setting, materials, workmanship, design, feeling, and association. The demolition of the Sakonnet River Swing Bridge, all stations and flag stop shelters, and the ferry and steamboat landings at Bristol Ferry and Newport, along with alterations to many of the associated railroad resources, diminish its integrity of materials, workmanship, and design. In addition, a change in setting, due to late-twentieth and early-twenty-first century demolition of associated industrial buildings, new development along the rail corridor, and a substantial change in its historic use have diminished the railroad's integrity of feeling and association. Due to its overall lack of integrity, the Old Colony & Newport Railroad is not recommended eligible for listing in the National Register.

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Figure 1. Stone railroad causeway across the Sakonnet River looking toward the Portsmouth (background), ca. 1900 (source: PFPL 2019)



Figure 2. Sakonnet River Swing Bridge, ca. 1900 (source: Ozog 2019).



Figure 3. Tiverton Station (right) and Sakonnet River Bridge (background), Tiverton n.d. (source: Ozog 2019).

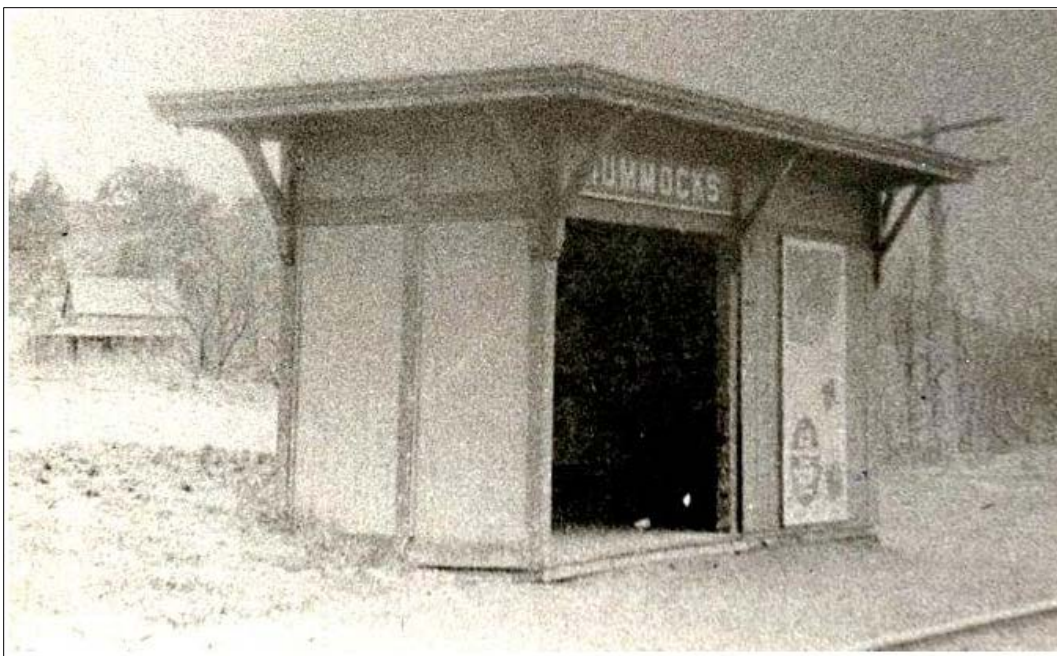


Figure 4. The Hummocks Flag Stop, Portsmouth n.d. (source: Ozog 2019).



Figure 5. Bristol Ferry Station, Portsmouth n.d. (source: Ozog 2019).



Figure 6. Portsmouth (aka Coal Mine) Station, Portsmouth, n.d. (source: PFPL 2019).





Figure 7. Cory's Lane Flag Stop, Portsmouth, n.d. (source: Ozog 2019).

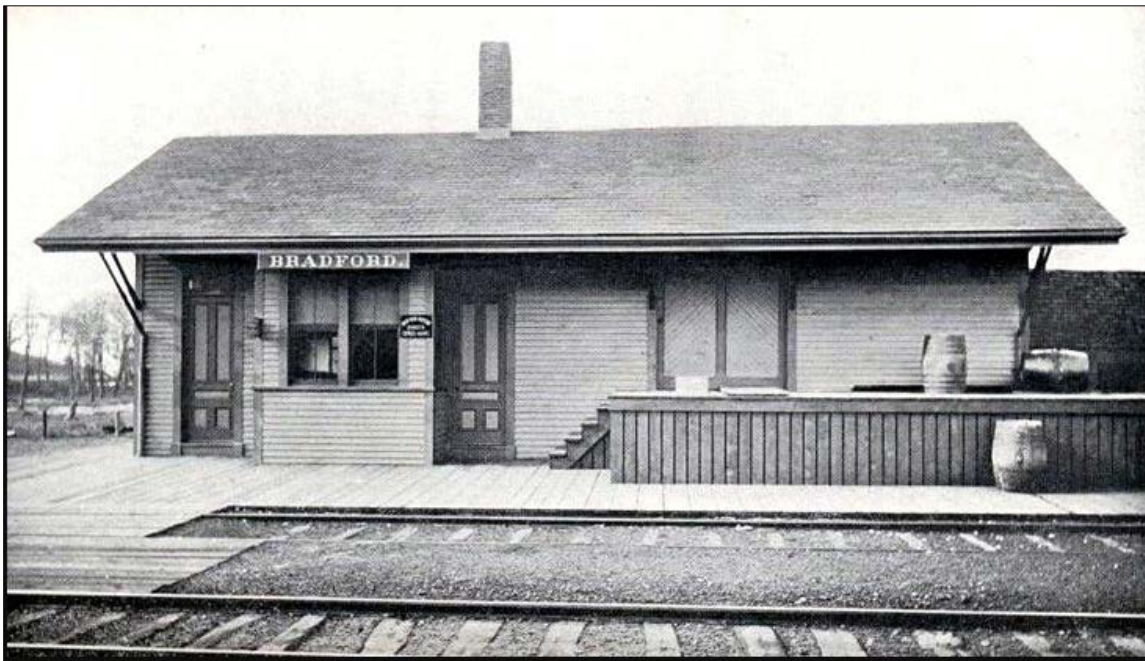


Figure 8. Melville (aka Portsmouth Grove and Bradford) Station, Portsmouth, built 1902, n.d. (source: Ozog 2019).



Figure 9. Middletown Station, Middletown, n.d. (source Ozog 2019).

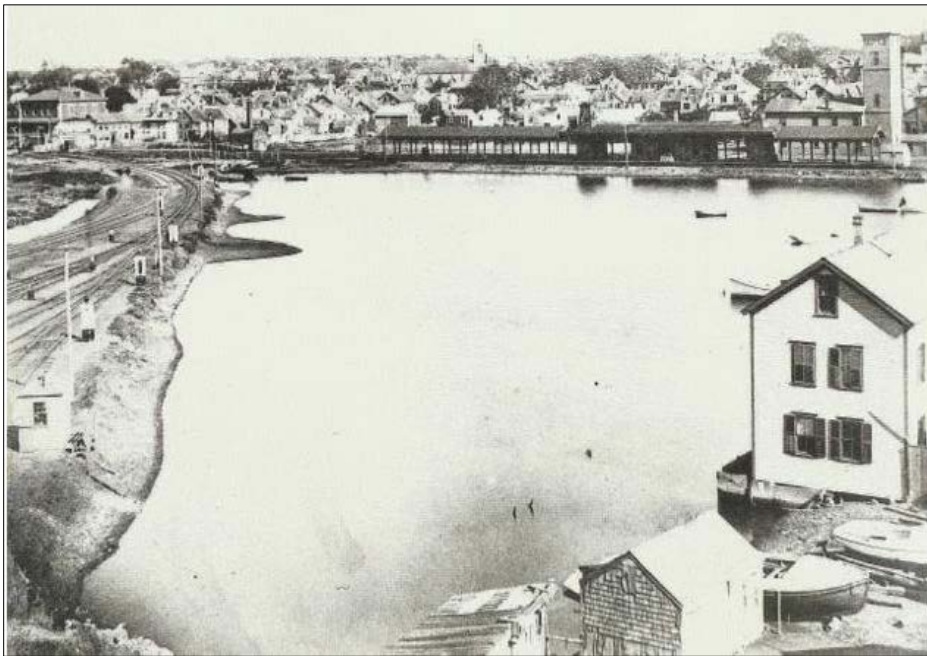


Figure 10. Newport Station and Platform Shelter (background) and Steamboat Landing (left and foreground), n.d. (source: Ozog 2019).



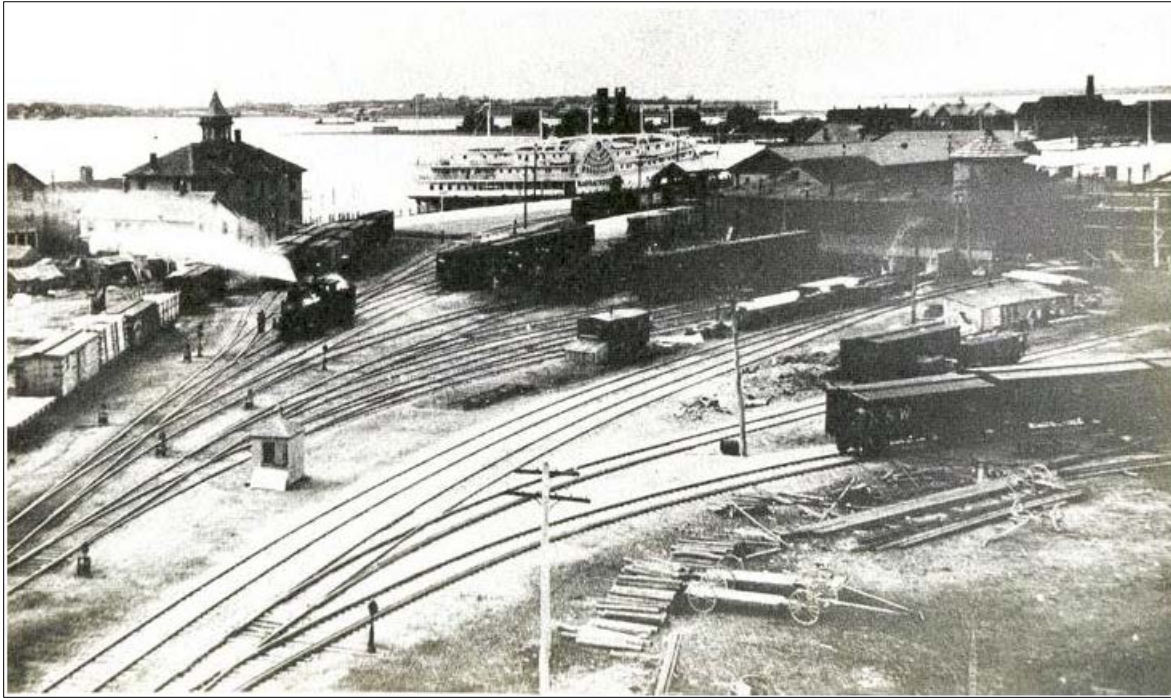


Figure 11. Newport Steamboat Landing (background) and Roundhouse (right), n.d. (source: Ozog 2019).

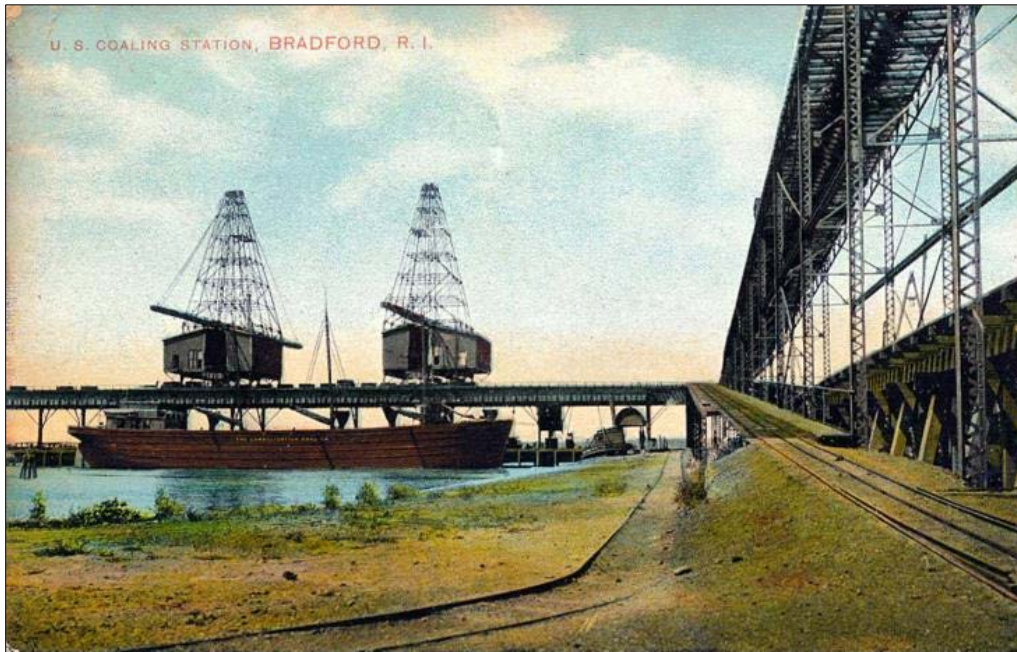


Figure 12. Melville Point, US Navy Coaling Station, n.d. (source: Ozog 2019).

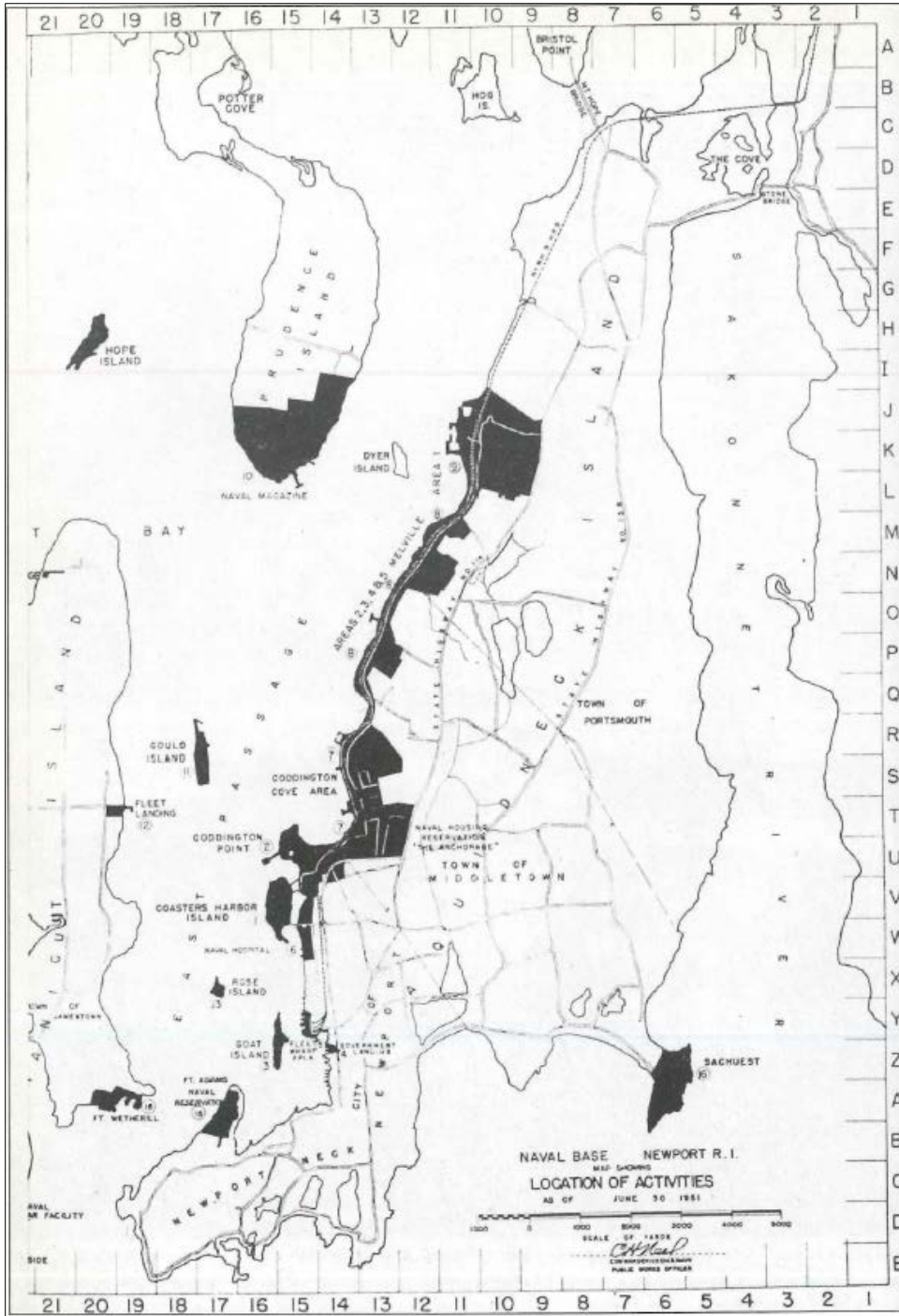


Figure 13. Naval Base Newport, Map Showing Location of Activities, June 10, 1951 (source: Wyld 1997).

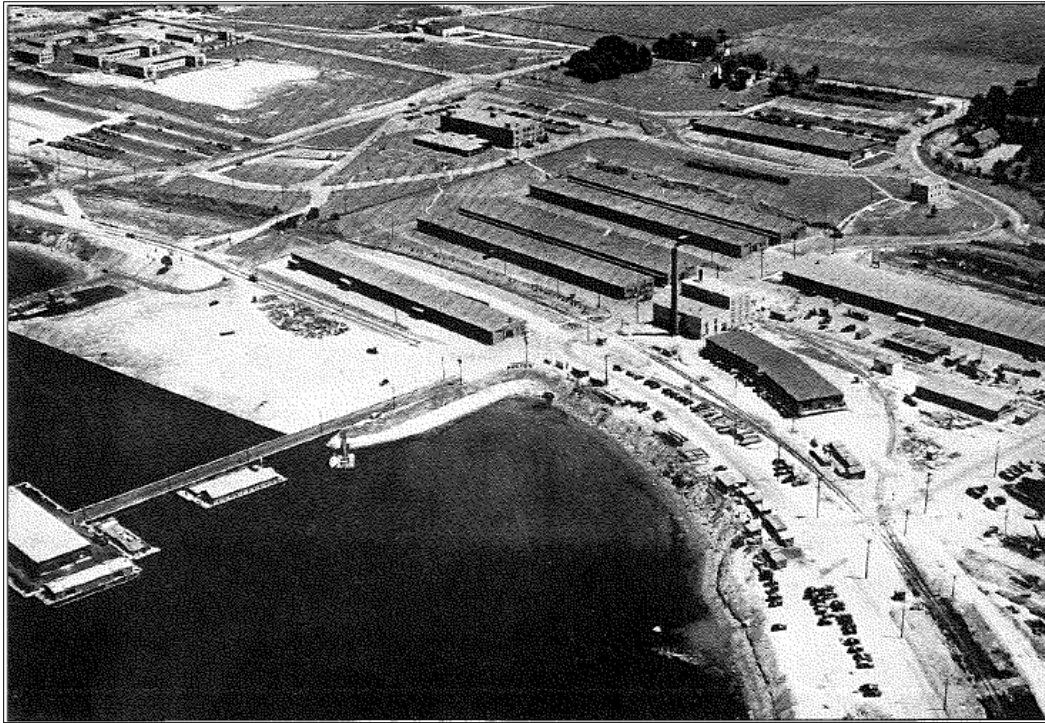
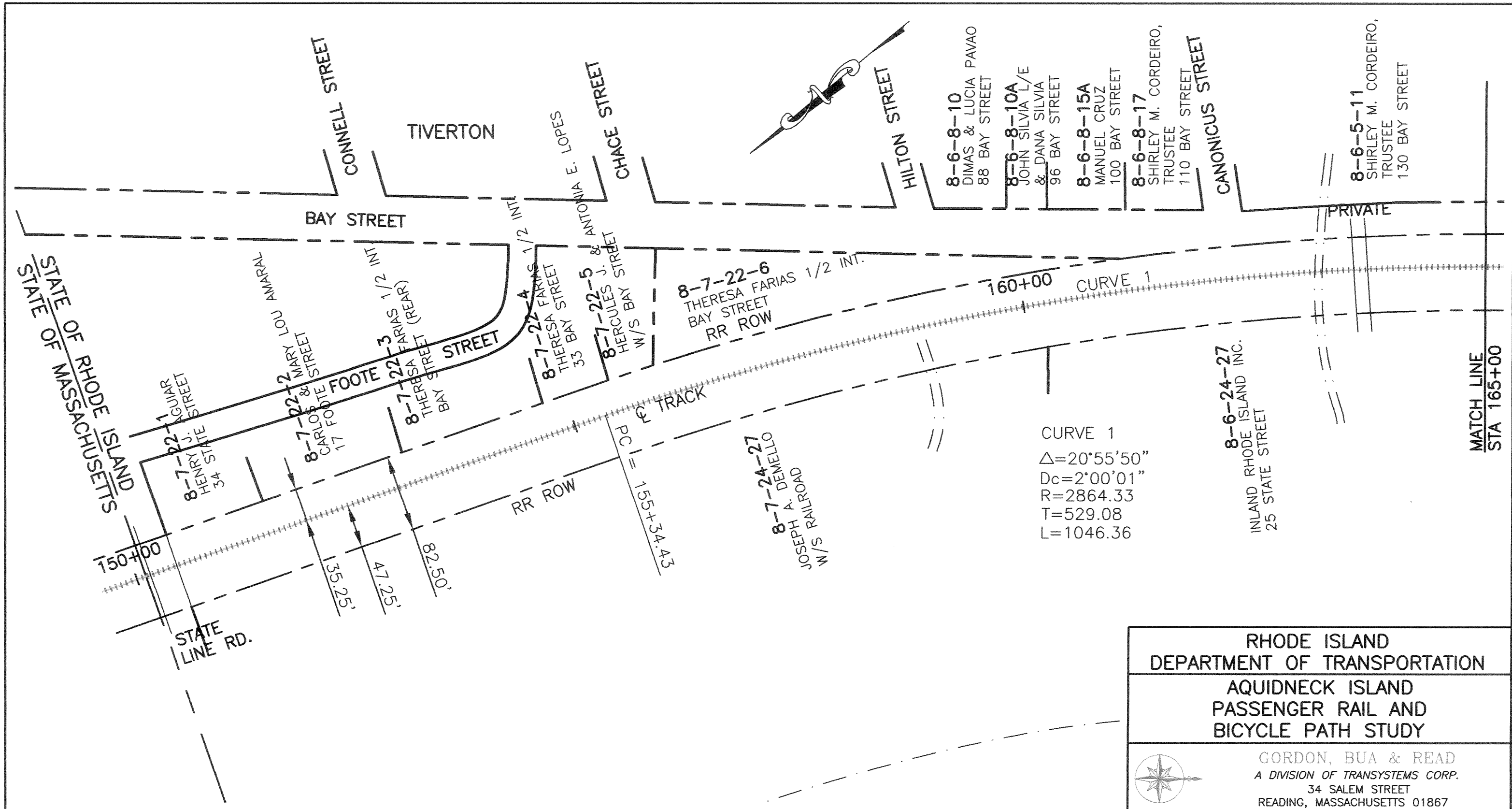
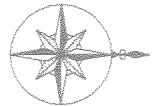



Figure 14. Naval Base Newport, Supply Depot at Coddington Cove Area, 1943 (source: Wyld 1997).







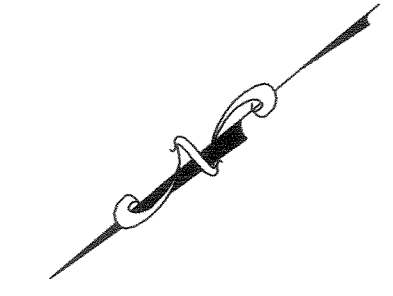
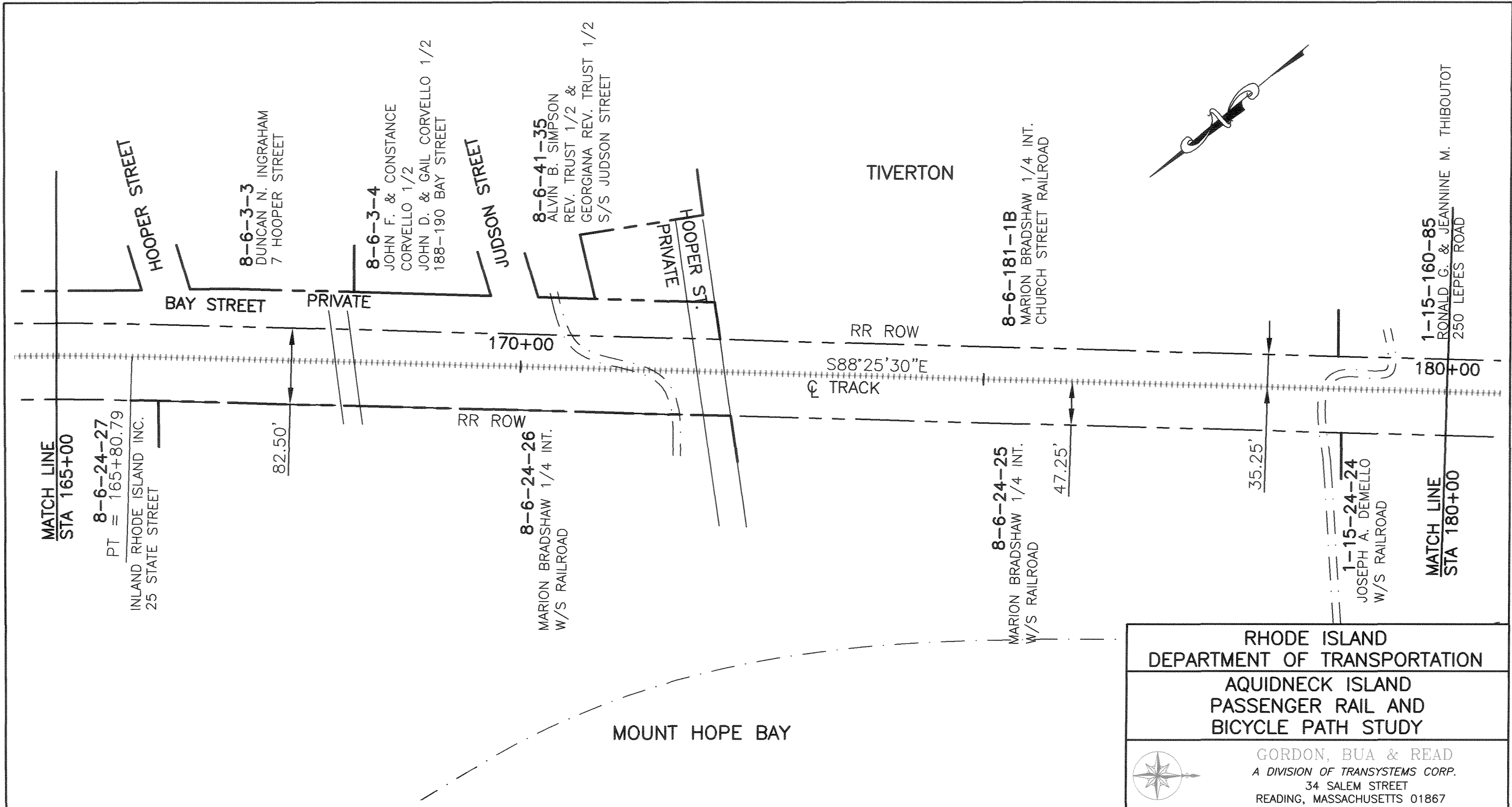
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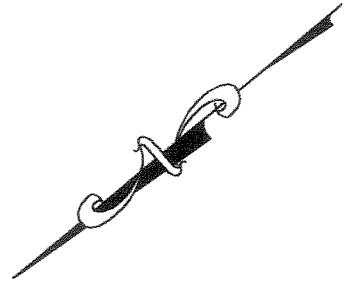
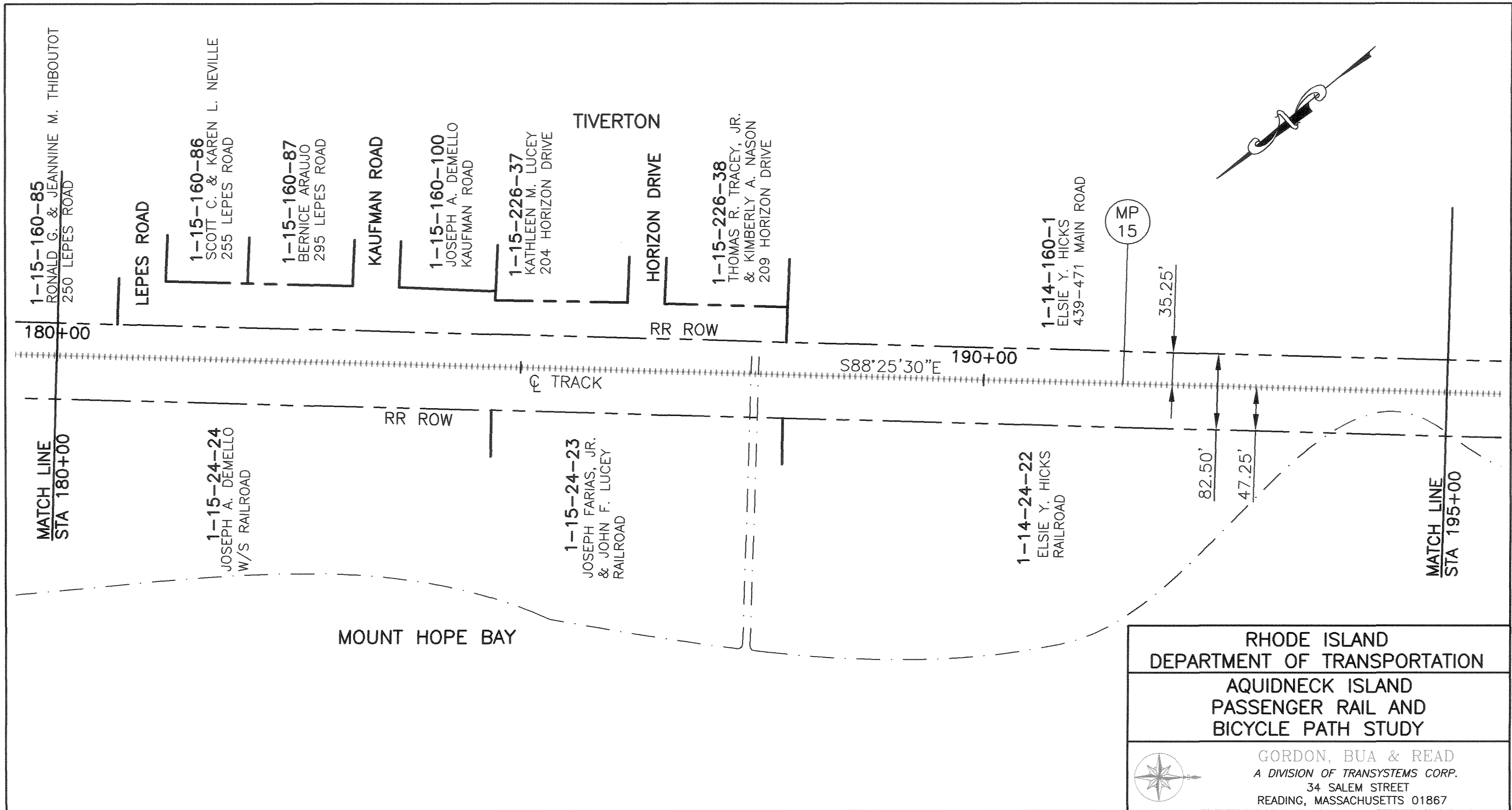
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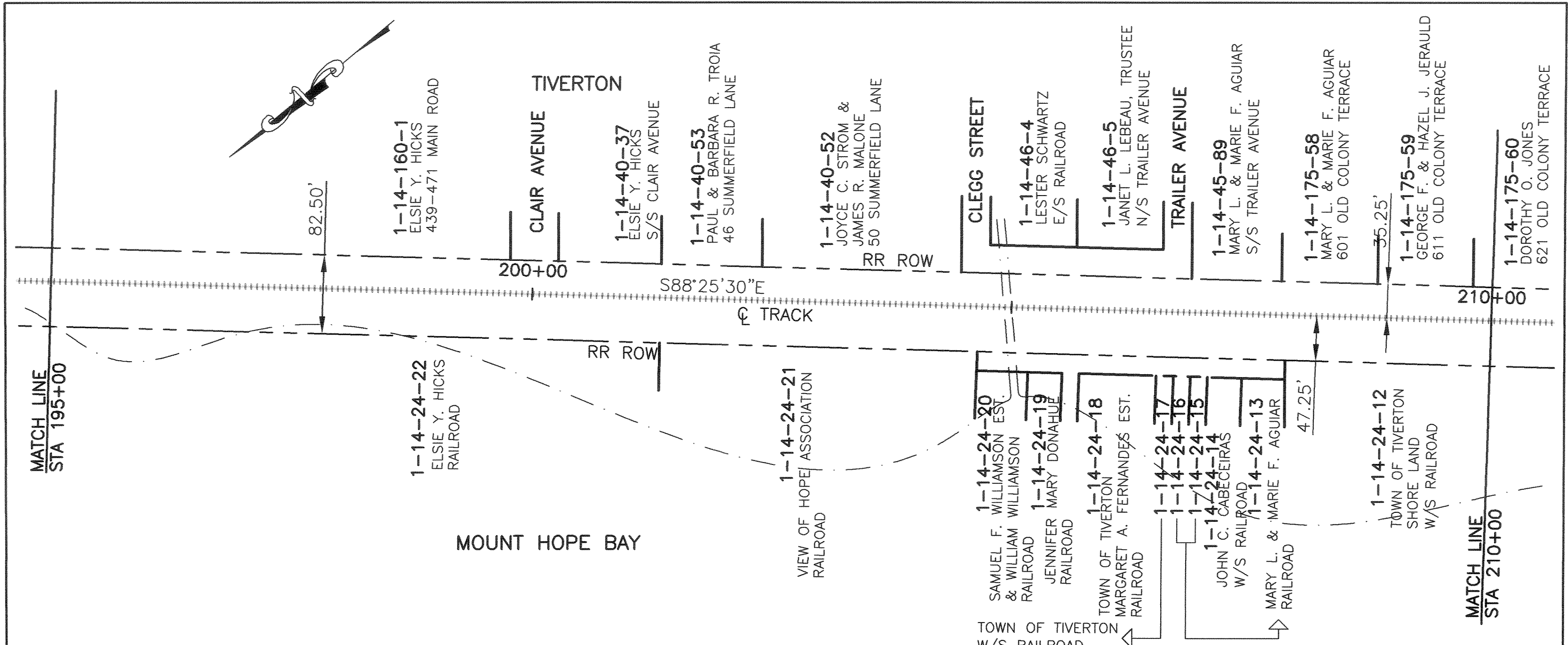
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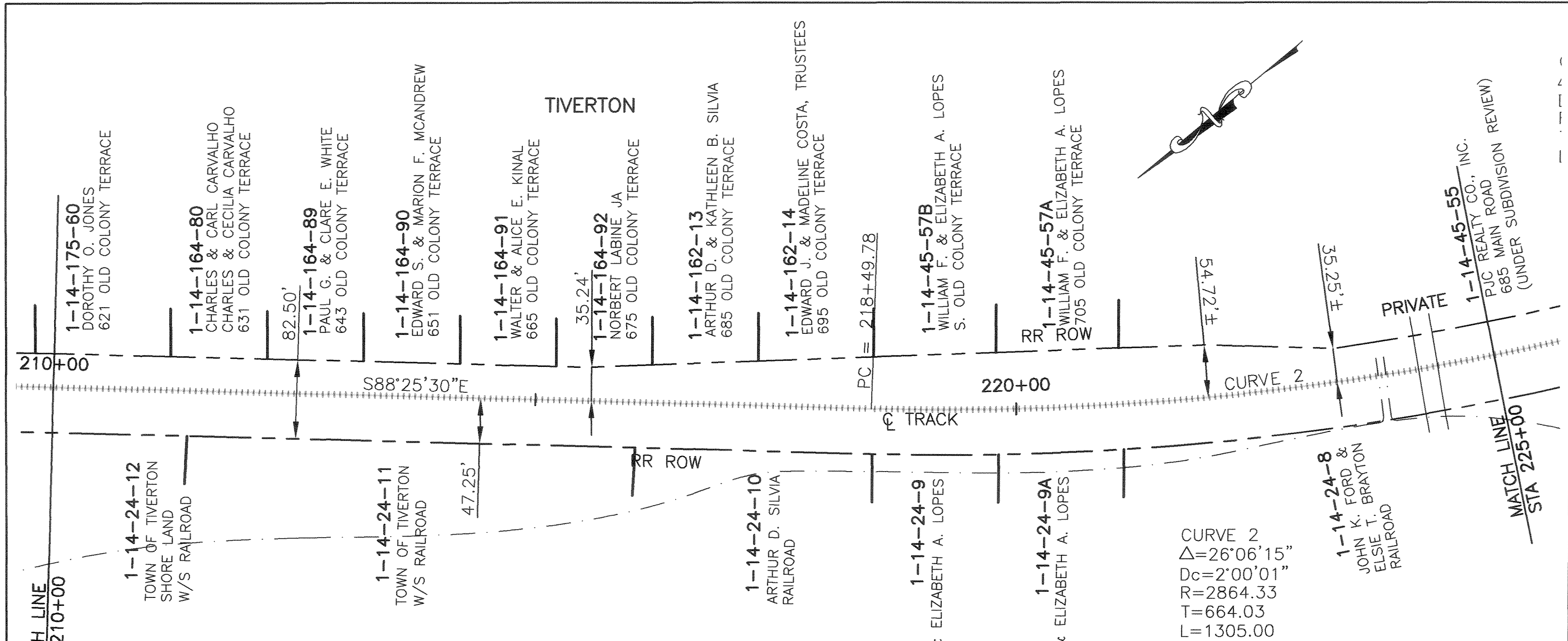
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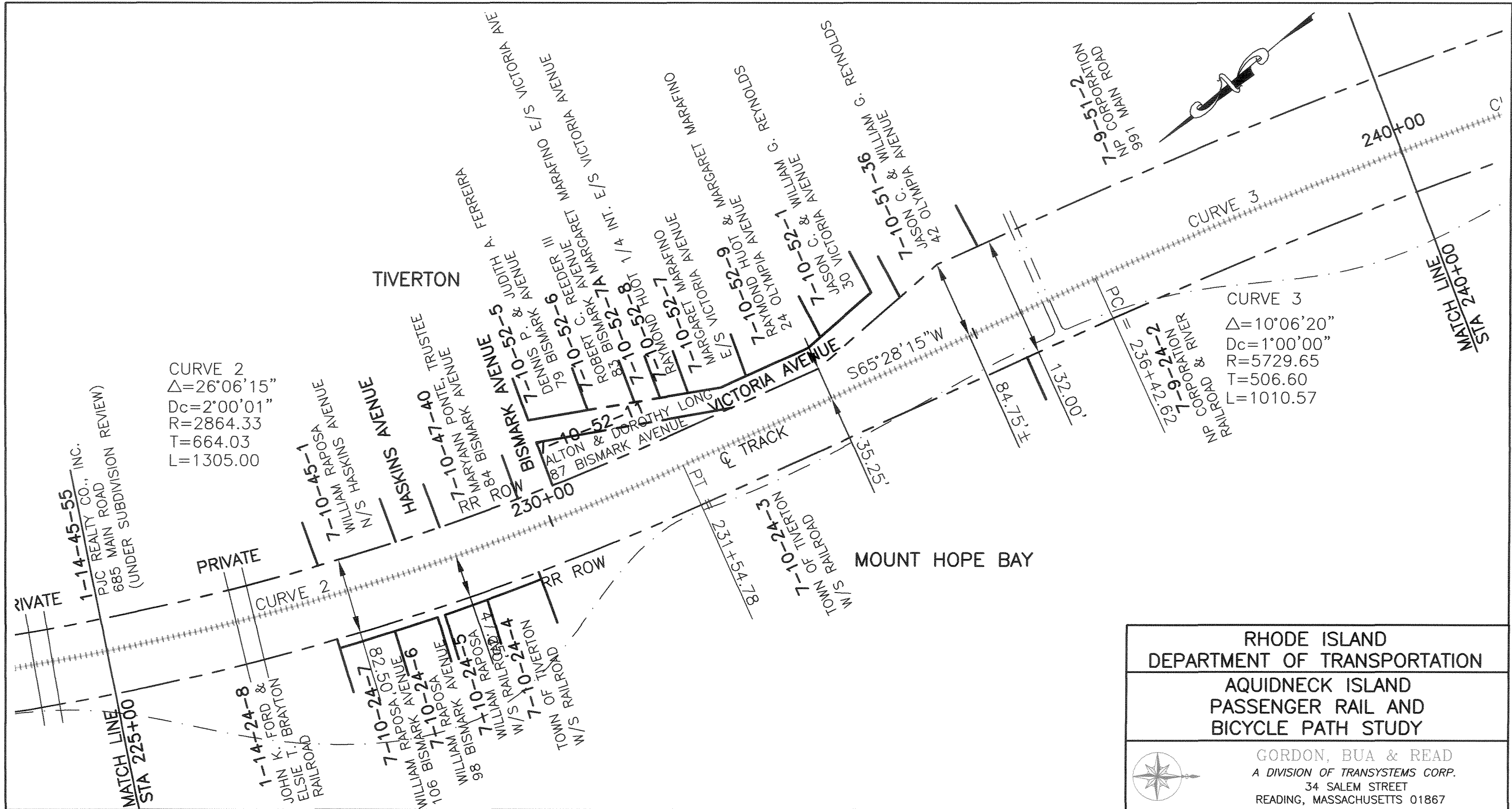
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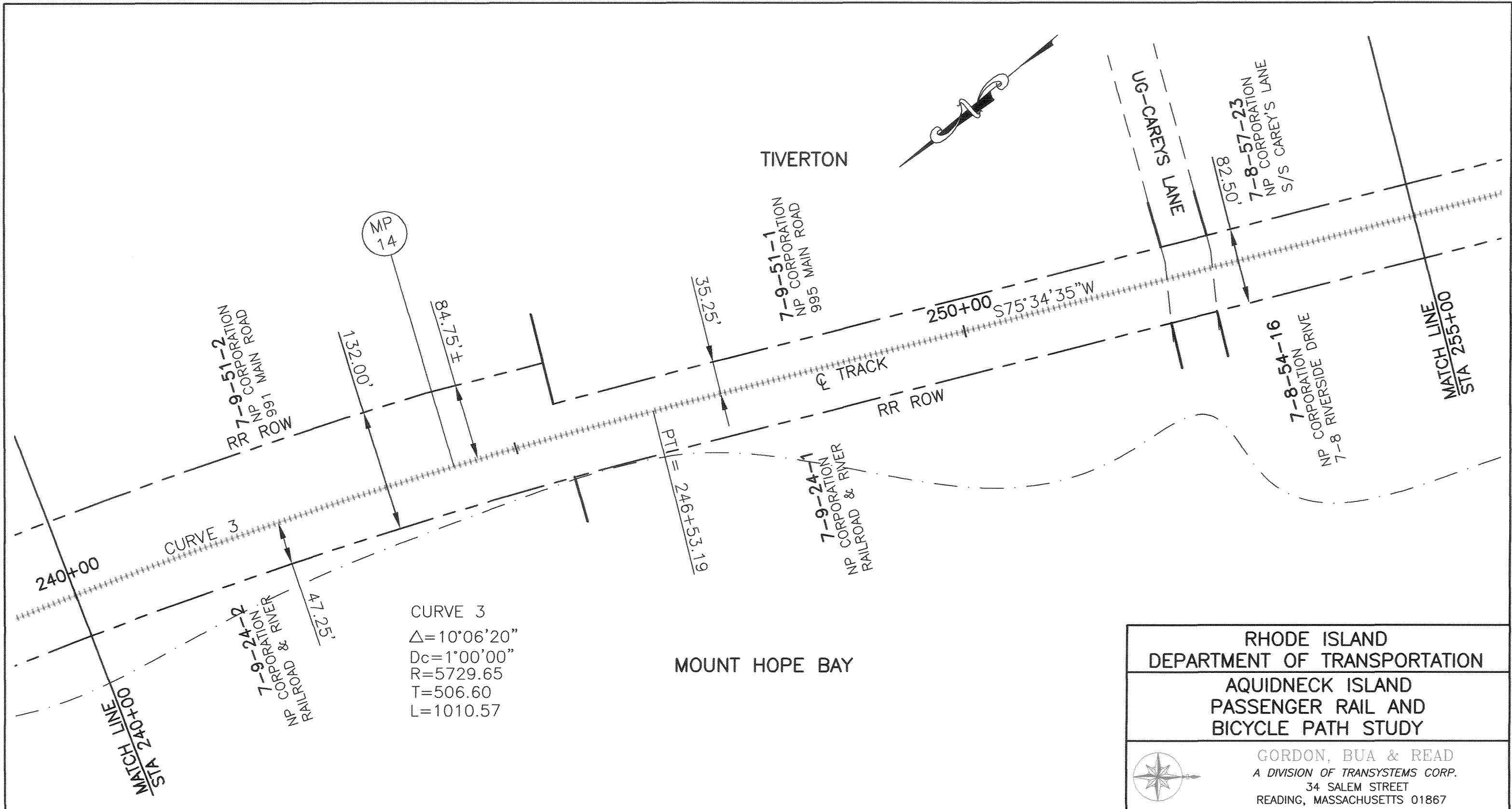
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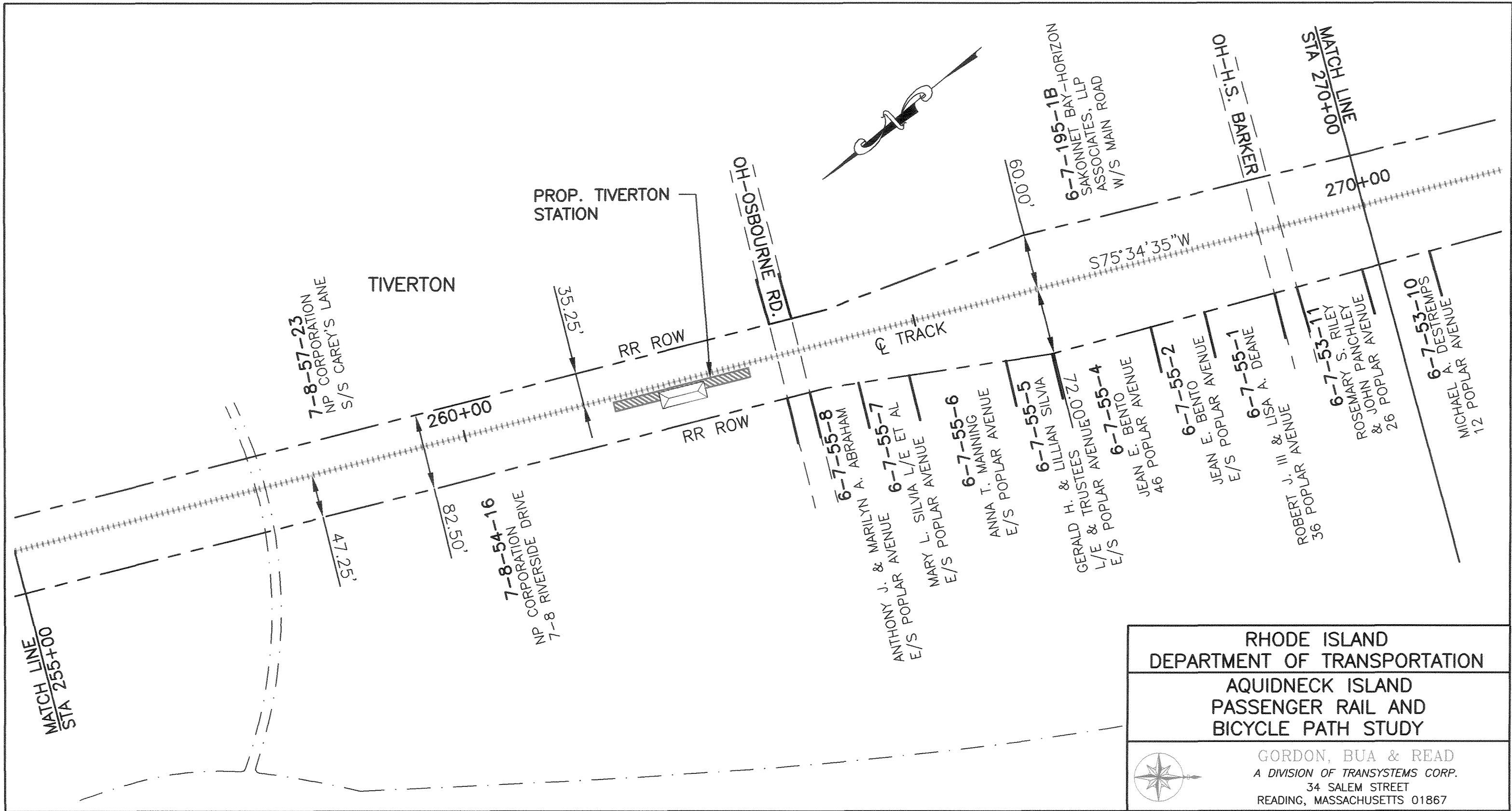
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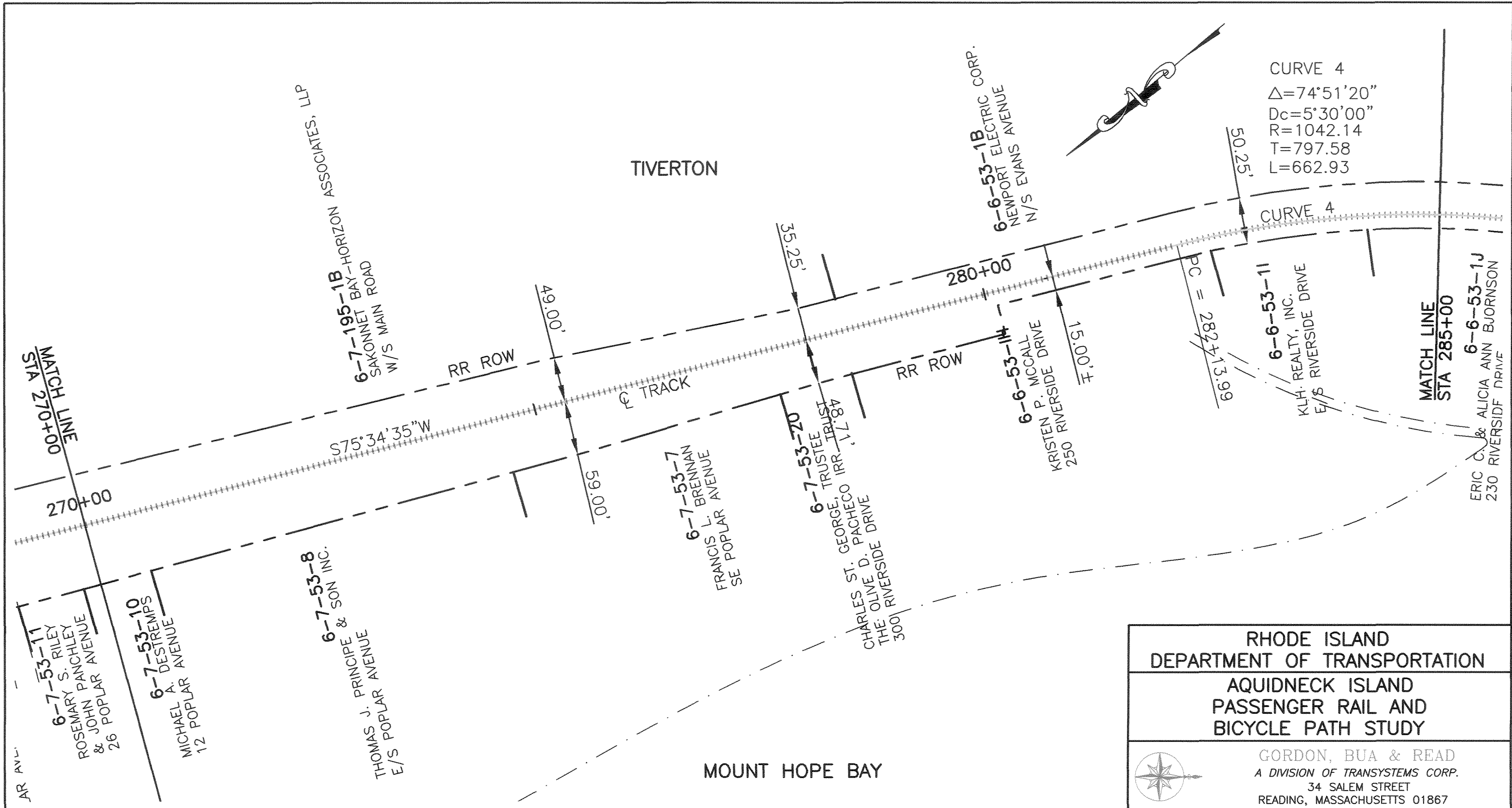
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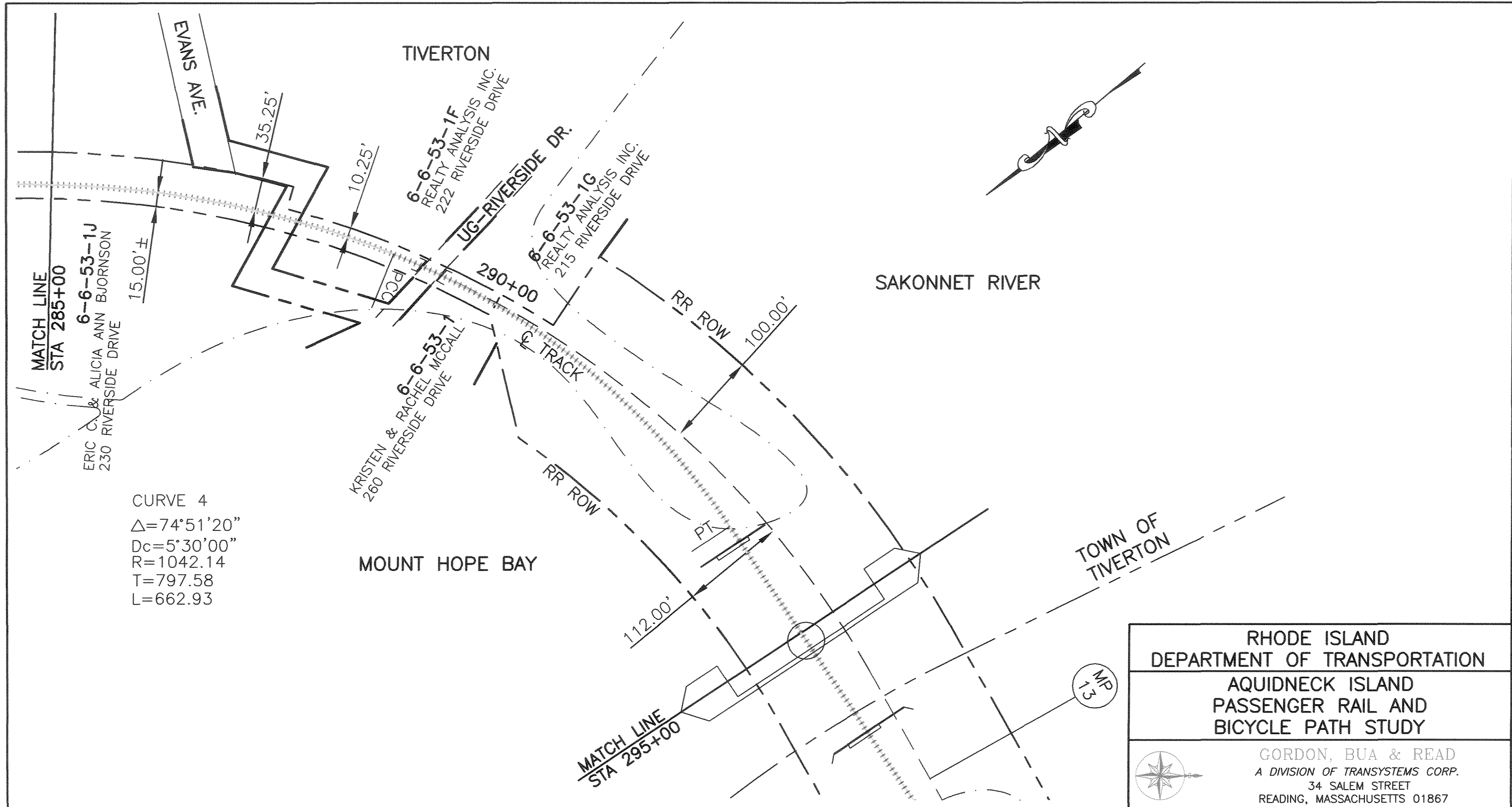
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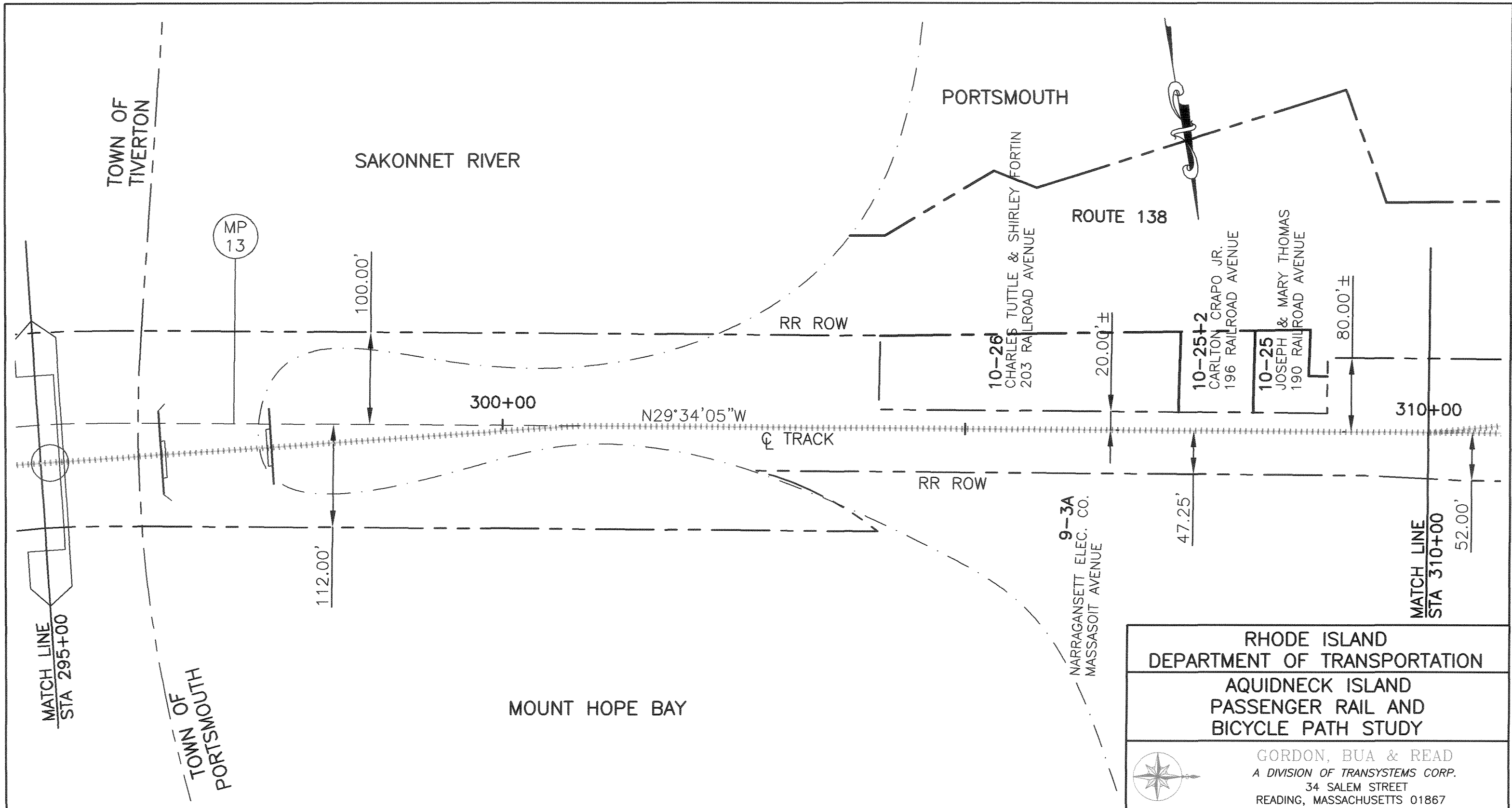
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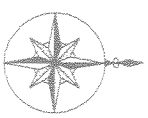
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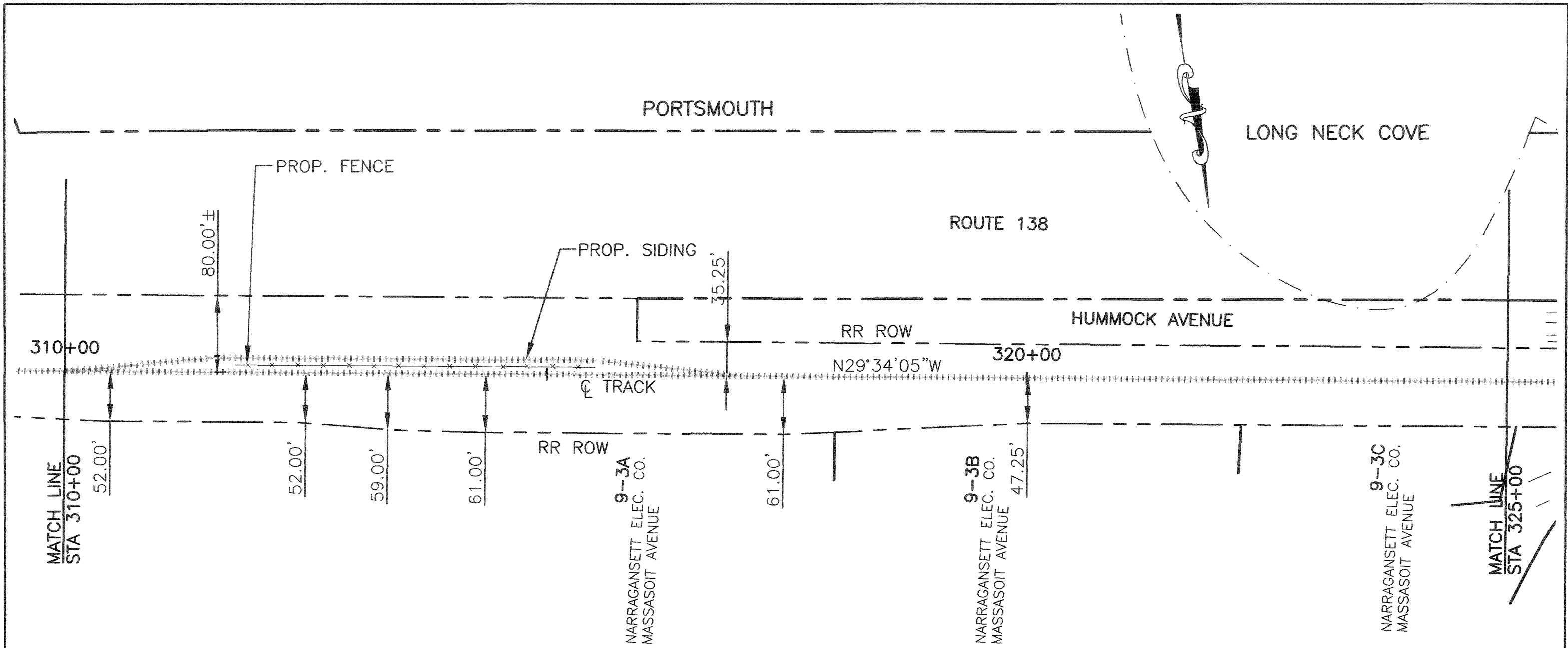
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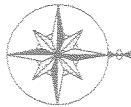
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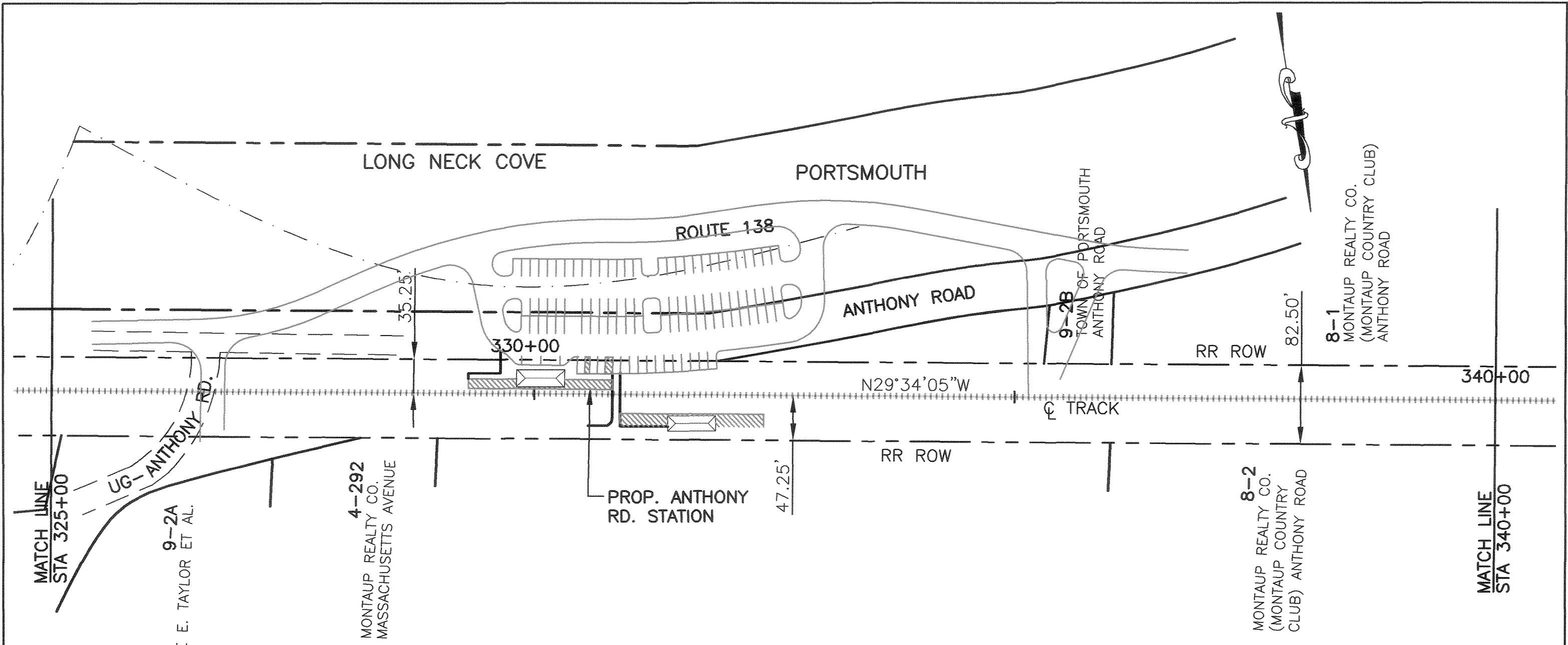
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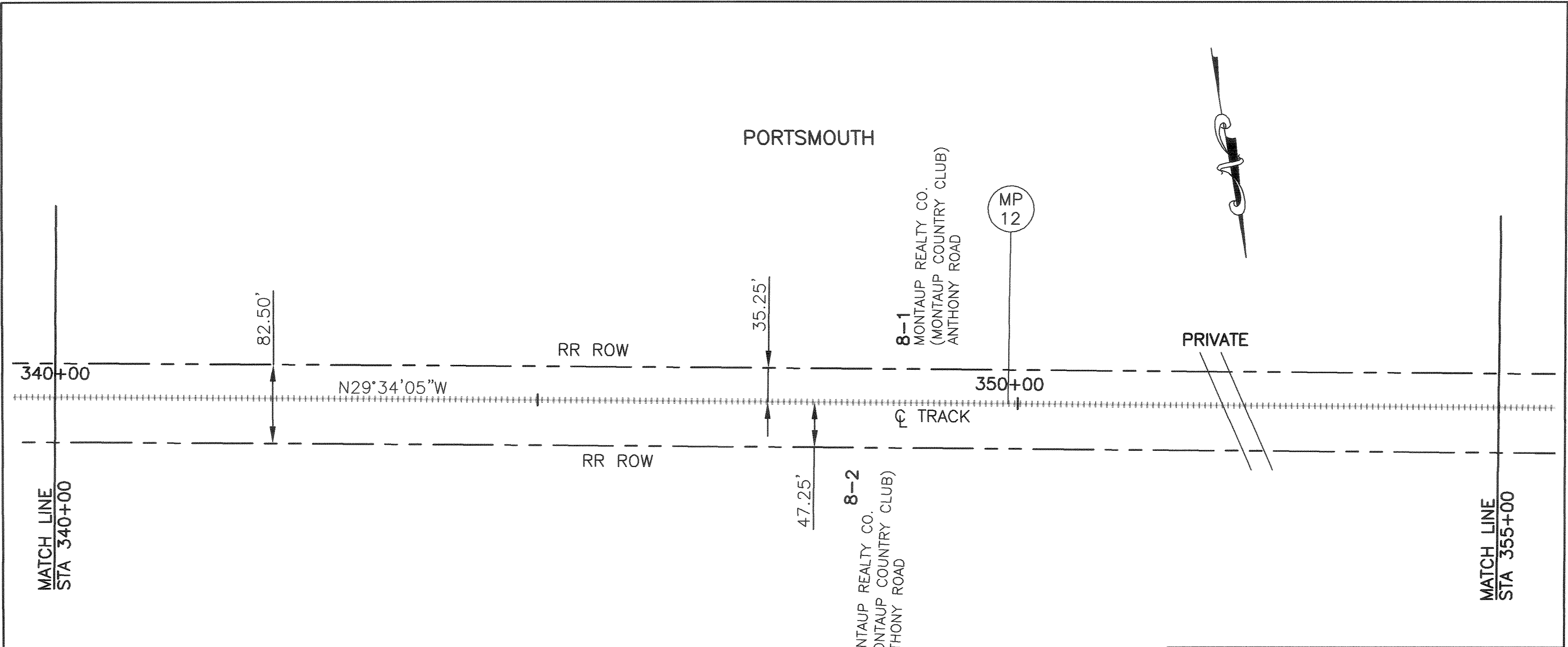
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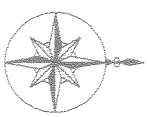

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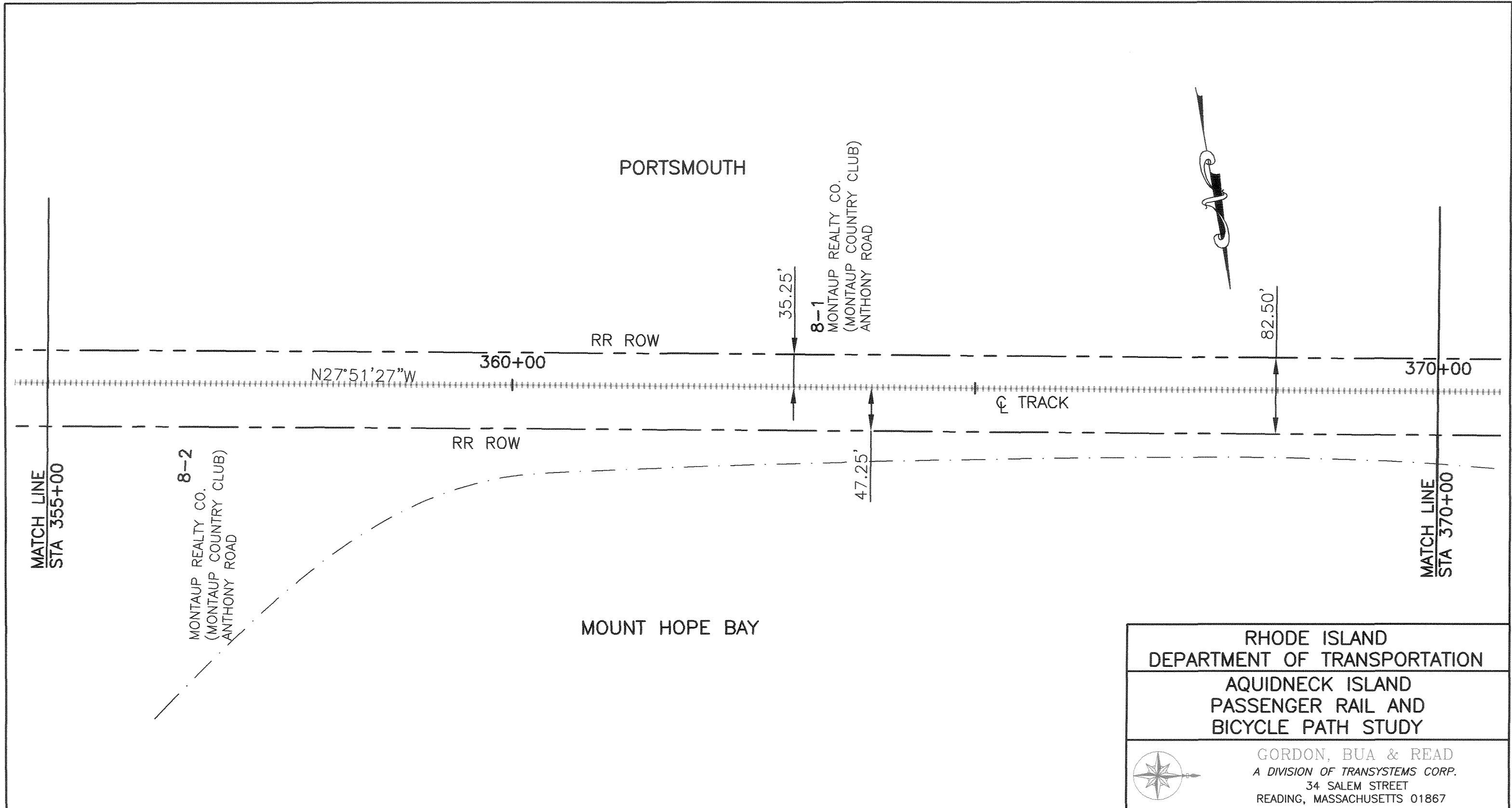
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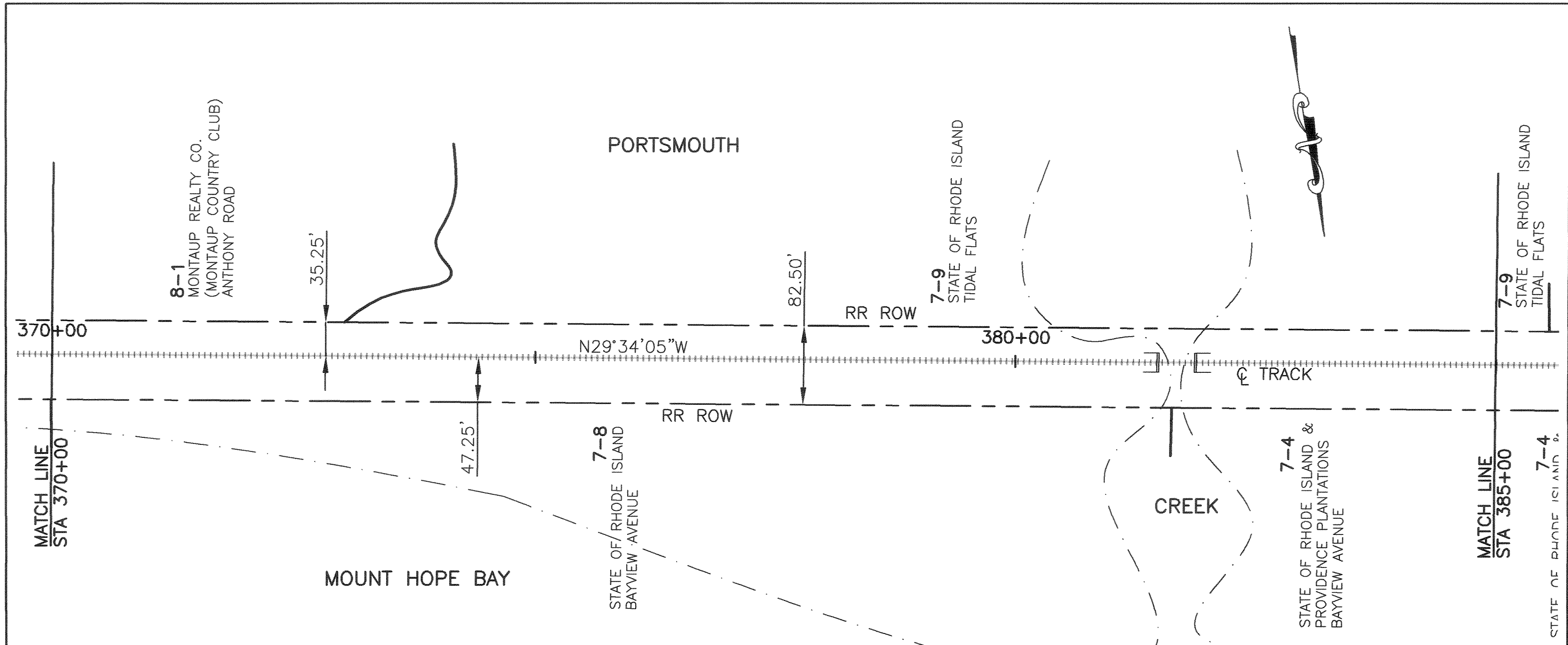
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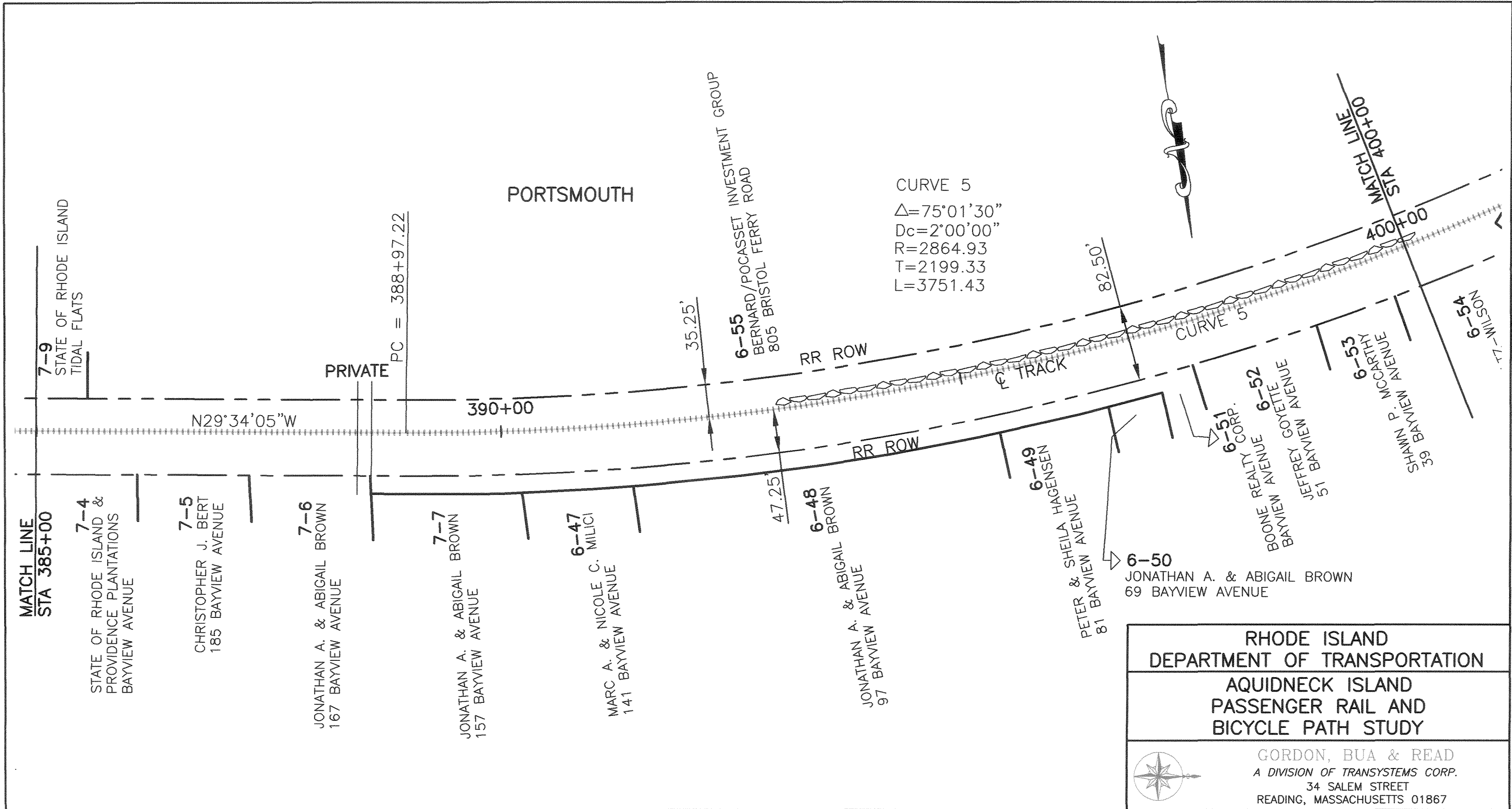
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34 SALEM STREET  
READING, MASSACHUSETTS 01867

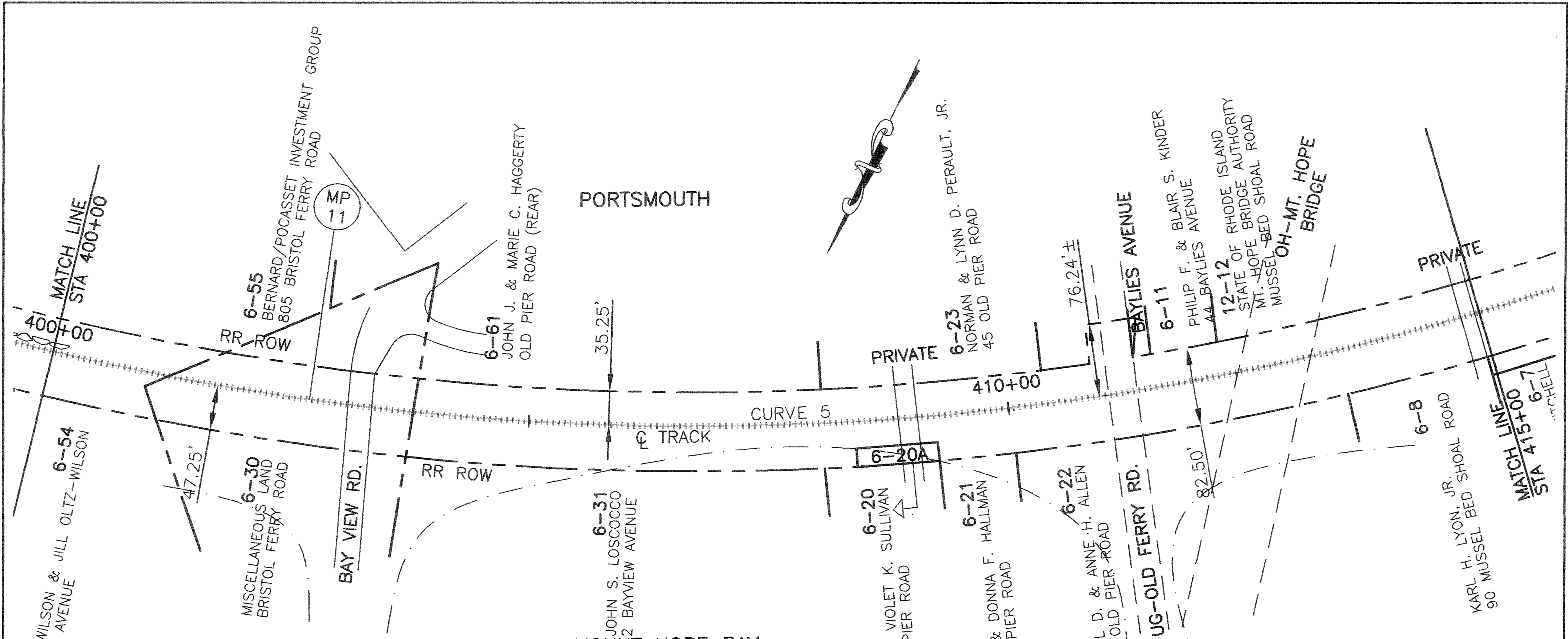
 in: Louis Berger Group, INC.

**CRJA**  
CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

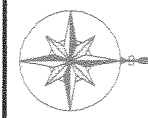
**Barbara Sokoloff  
Associates**

SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 17 OF 57



CURVE 5  
 $\Delta=75^{\circ}01'30''$   
 $Dc=2^{\circ}00'00''$   
 $R=2864.93$   
 $T=2199.33$   
 $L=3751.43$

**RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION**  
**AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY**



GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

 **Louis Berger Group, INC.**

**CRJA**  
CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
Associates**

SCALE:  
1" = 100'

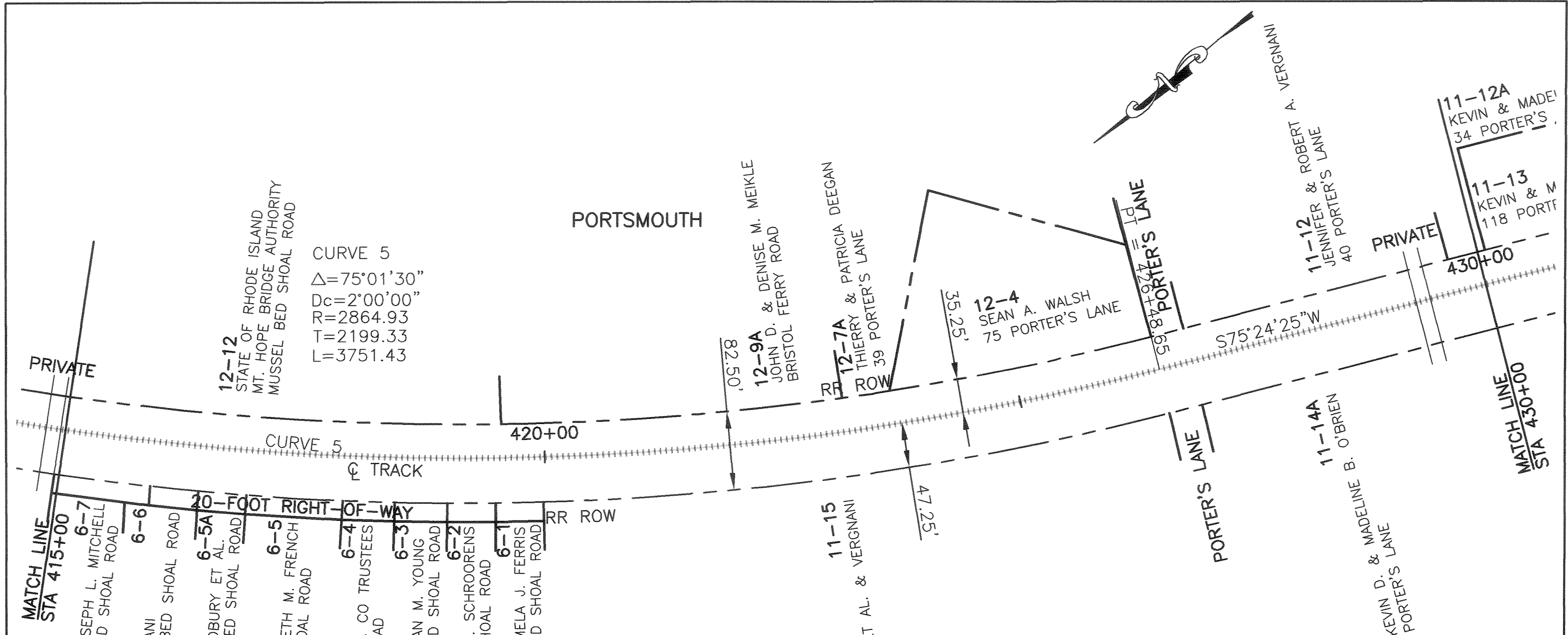
DATE:  
MAY 16, 2002

PROJ. NO.  
GBR00103

DES  
BY:

DRN  
BY: LB/LRD/MER

SHEET:  
18 OF 57



**RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION**

**AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY**

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

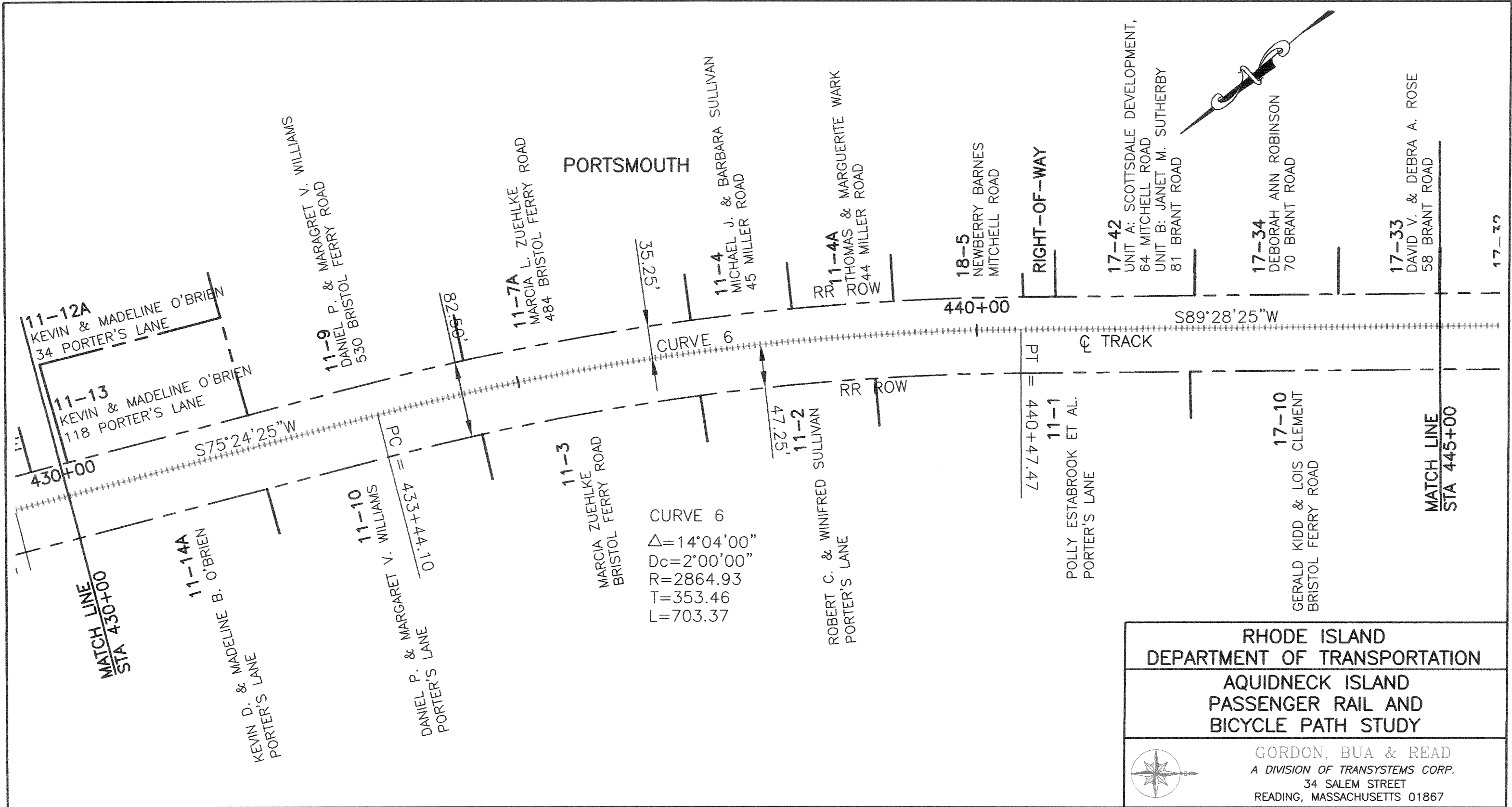
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 19 OF 57

Louis Berger Group, Inc.

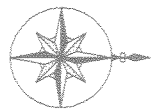
**CRJA**  
CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
Associates**



**RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION  
AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY**



GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

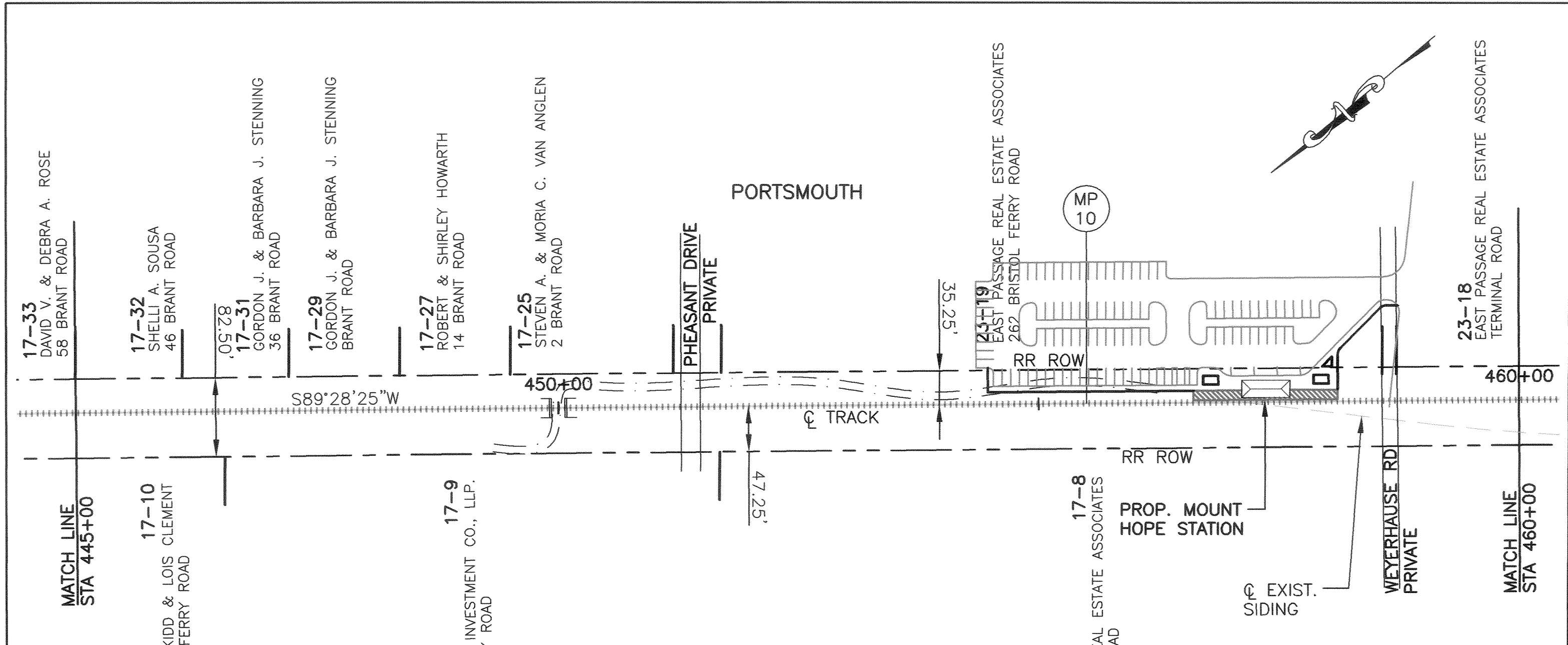
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 20 OF 57

**IN: Louis Berger Group, INC.**

**CRJA**  
CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
Associates**



RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION  
AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

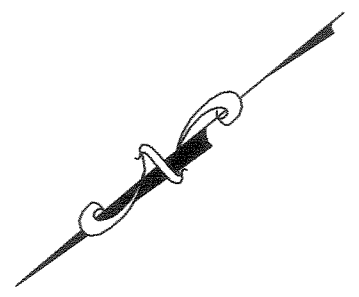
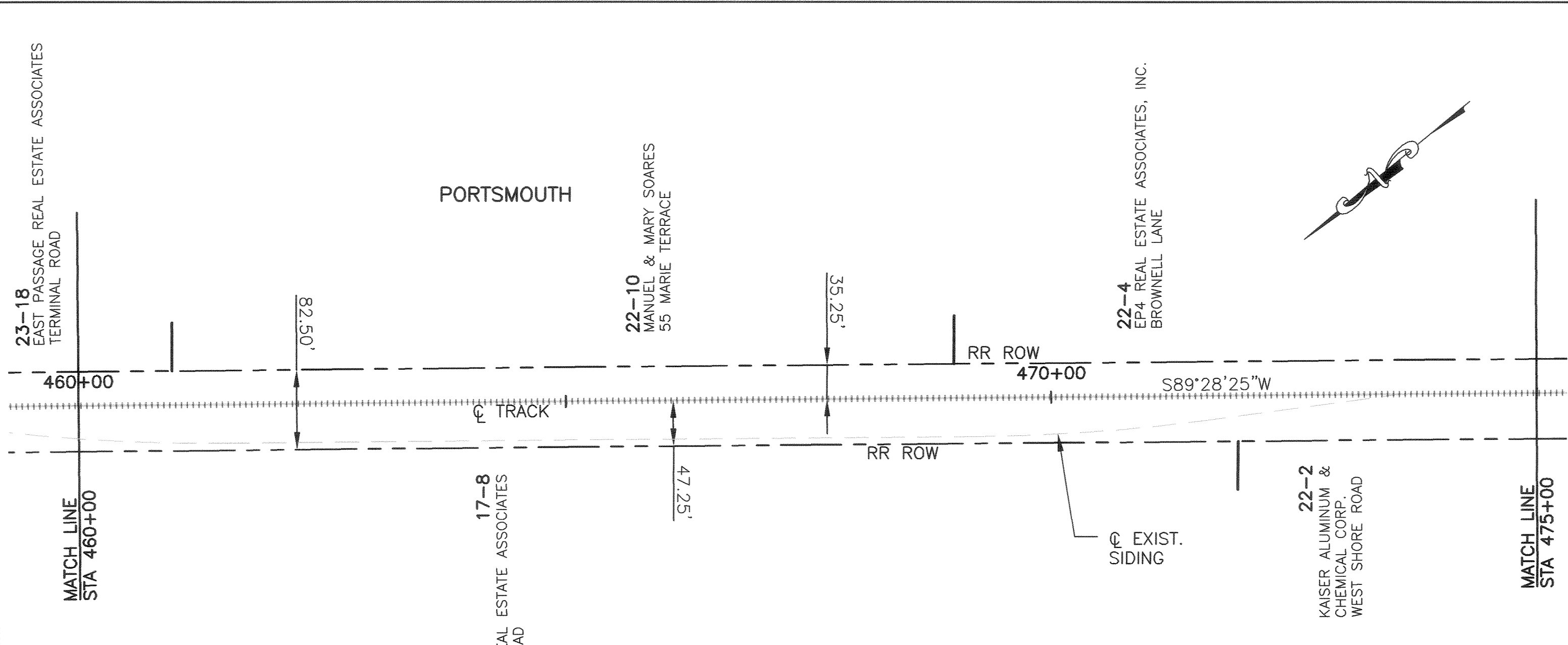
SCALE: 1" = 100'	DATE: JUNE 6, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 21 OF 57

IN: Louis Berger Group, INC.


**CRJA**  
CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

Barbara Sokoloff  
Associates




**RHODE ISLAND**  
**DEPARTMENT OF TRANSPORTATION**  
**AQUIDNECK ISLAND**  
**PASSENGER RAIL AND**  
**BICYCLE PATH STUDY**


**GORDON, BUA & READ**  
 A DIVISION OF *TRANSYSTEMS CORP.*  
 34 SALEM STREET  
 READING, MASSACHUSETTS 01867

SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 22 OF 57

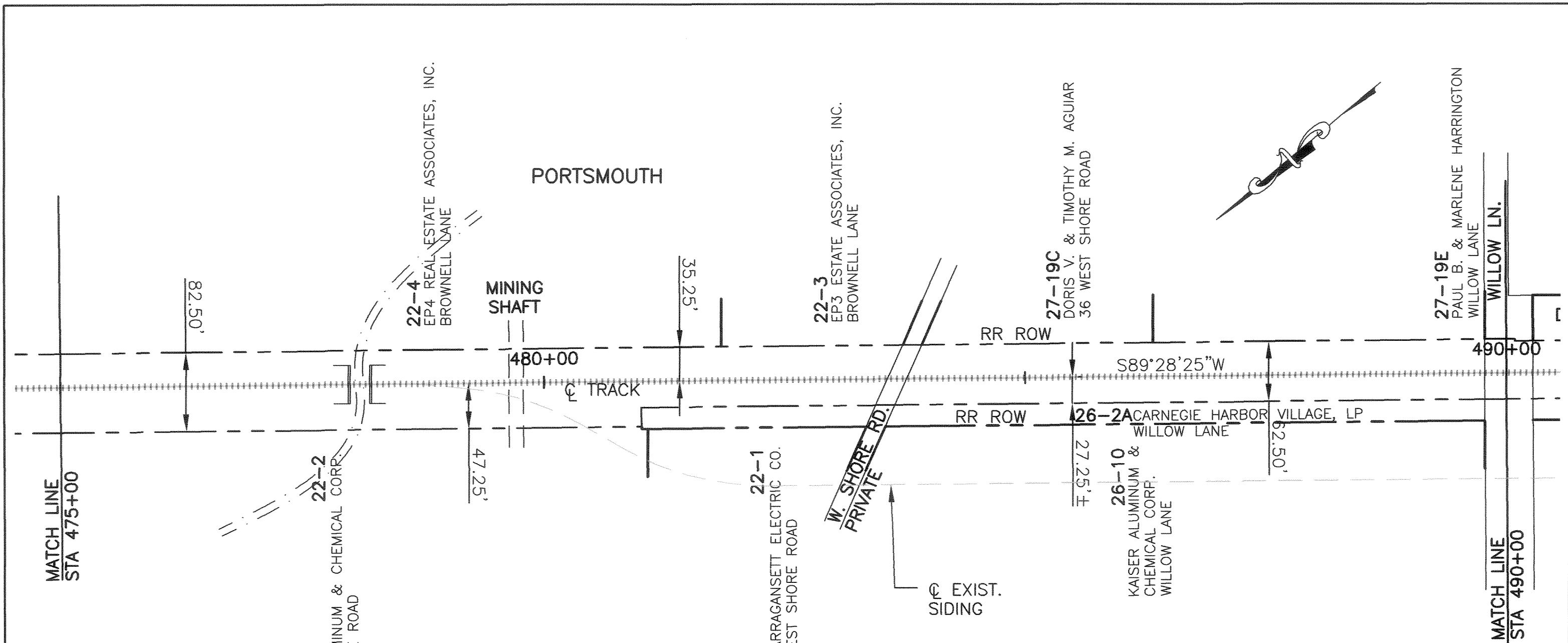

**The Louis Berger Group, INC.**

  
**C R J : A**  
 CAROL R. JOHNSON ASSOCIATES

*≠KKO and Associates, L.L.C.*

**Barbara Sokoloff**  
**Associates**





**RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION**

**AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY**

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: MER/LB/LRD	SHEET: 23 OF 57

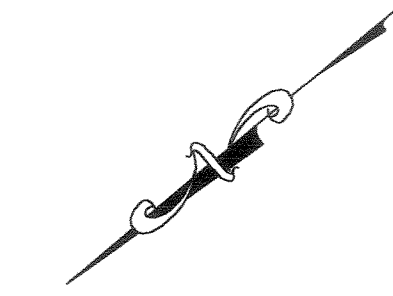
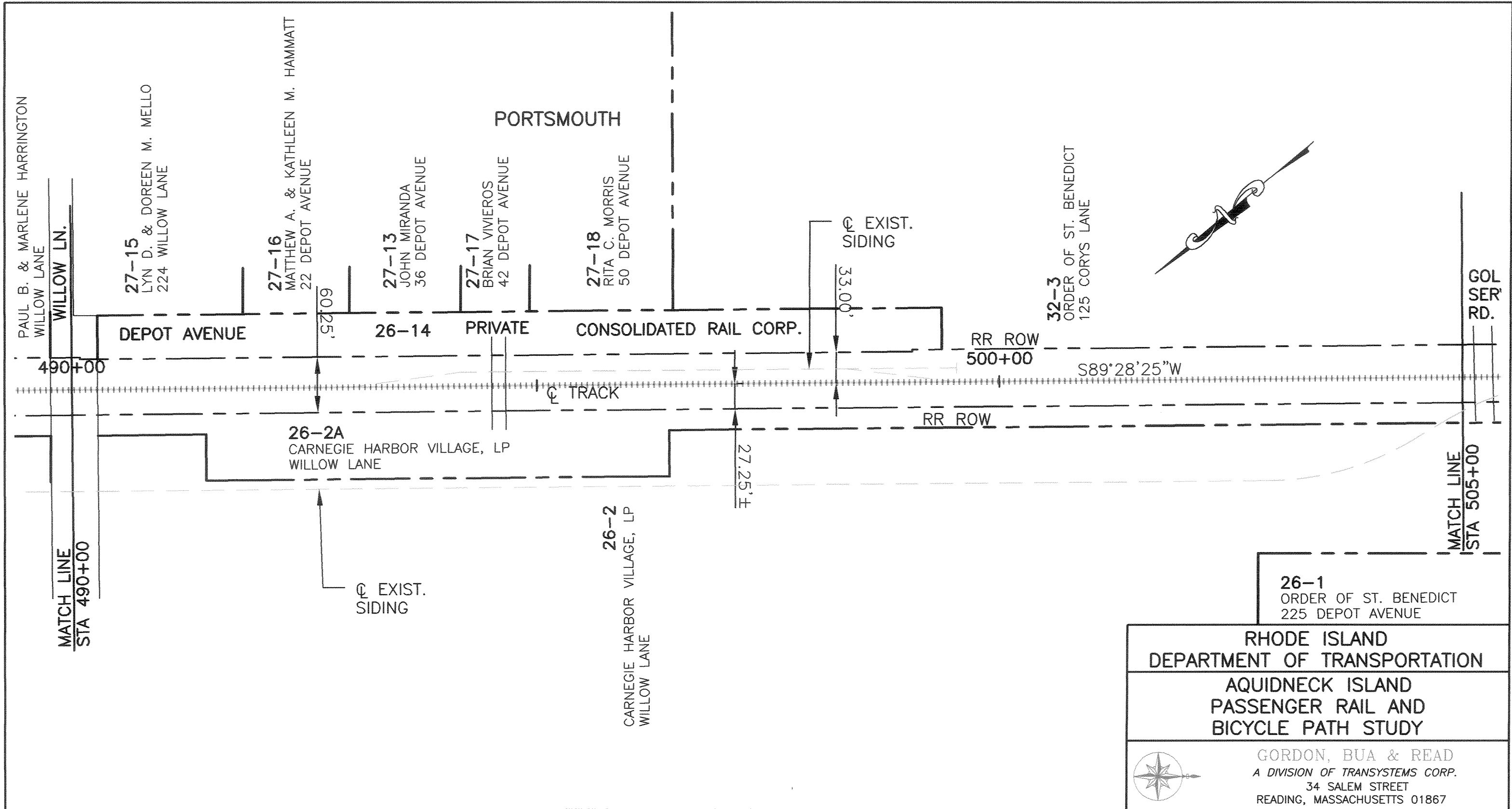
THE LOUIS BERGER GROUP, INC.

**CRJA**  
CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
Associates**





**RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION  
AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY**

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

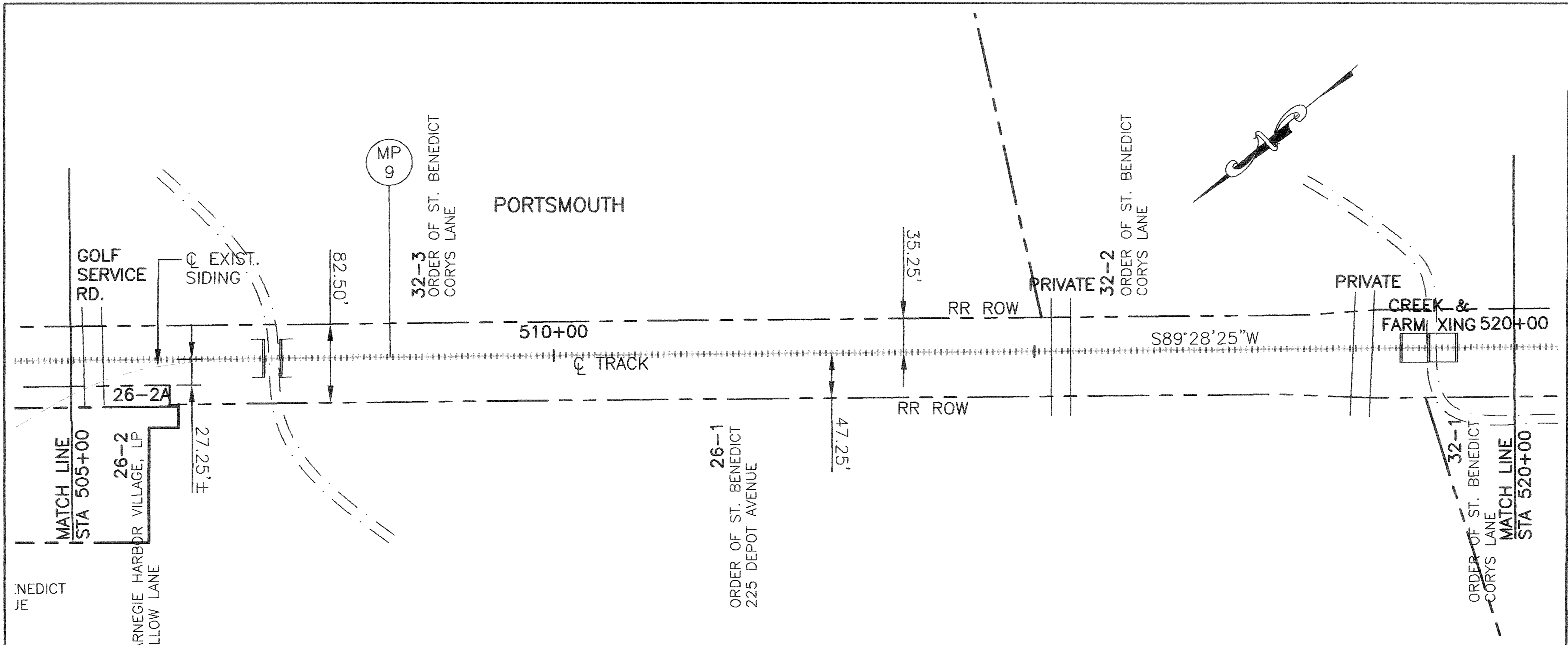
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: MER/LB/LRD	SHEET: 24 OF 57

**The Louis Berger Group, INC.**

**CRJA**  
CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
Associates**



RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

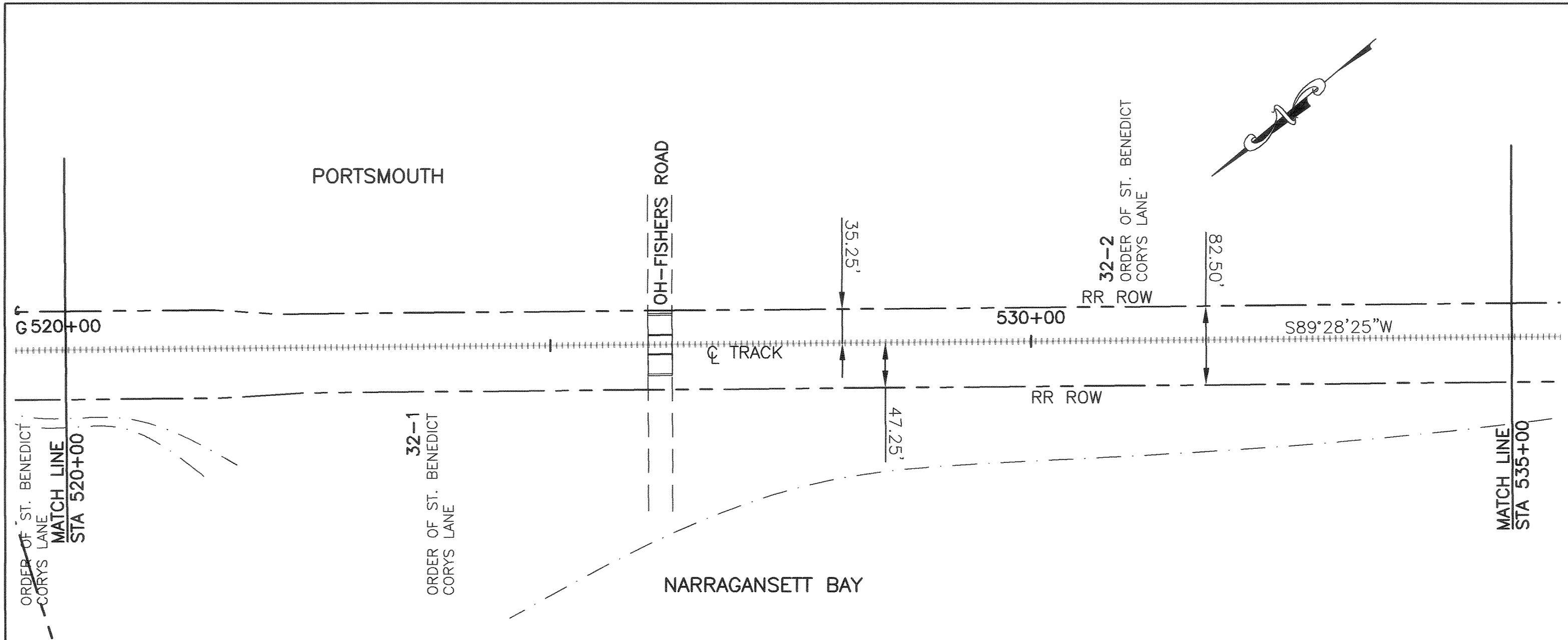
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: MER/LB/LRD	SHEET: 25 OF 57

IN: Louis Berger Group, INC.

**CRJA**  
CAROL R. JOHNSON ASSOCIATES


*KKO and Associates, L.L.C.*

Barbara Sokoloff  
Associates



**RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION**  
**AQUIDNECK ISLAND  
 PASSENGER RAIL AND  
 BICYCLE PATH STUDY**

GORDON, BUA & READ  
 A DIVISION OF TRANSYSTEMS CORP.  
 34 SALEM STREET  
 READING, MASSACHUSETTS 01867

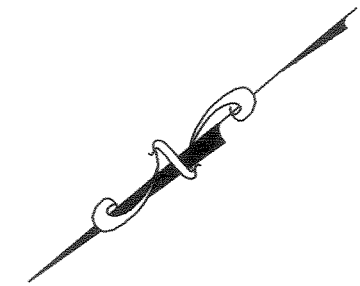
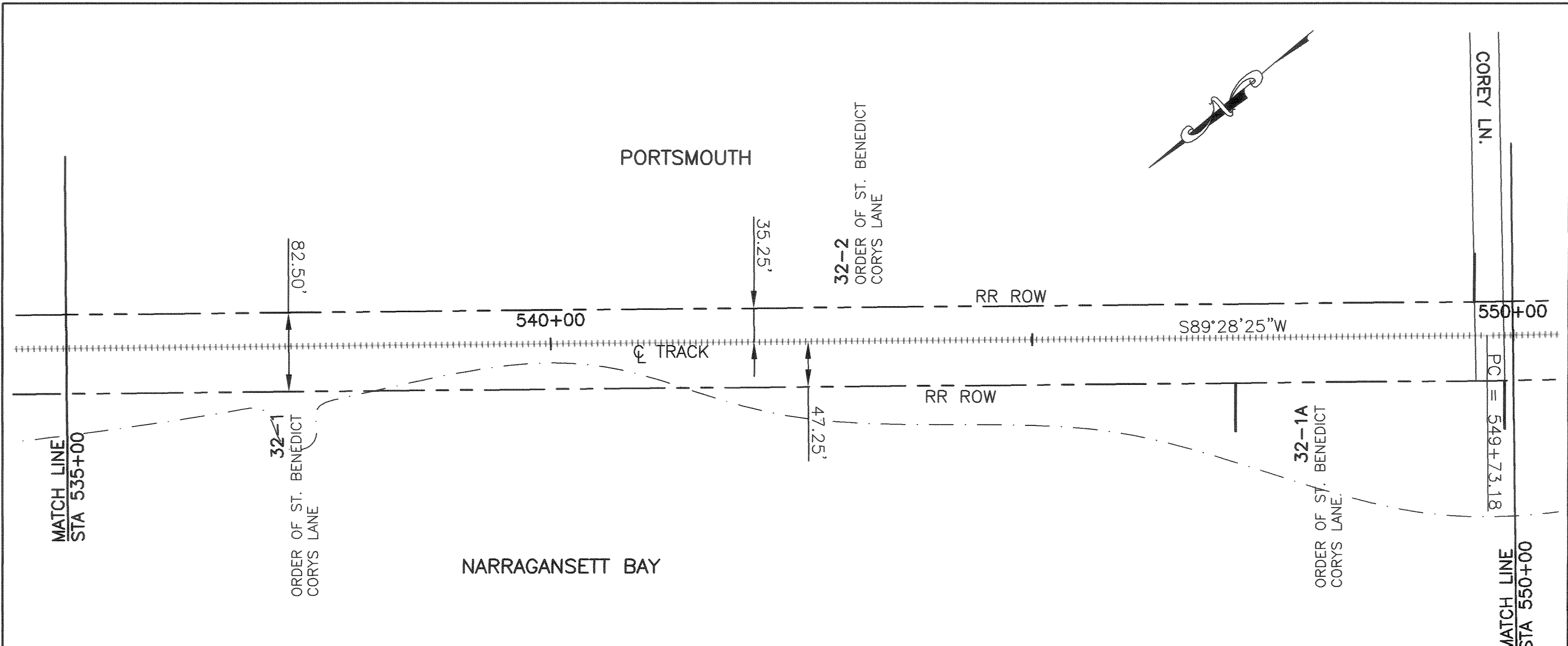

 IN: Louis Berger Group, INC.

**CRJA**  
 CAROL R. JOHNSON ASSOCIATES


*≠KKO and Associates, L.L.C.*


**Barbara Sokoloff  
 Associates**


SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: MERLB//LRD	SHEET: 26 OF 57



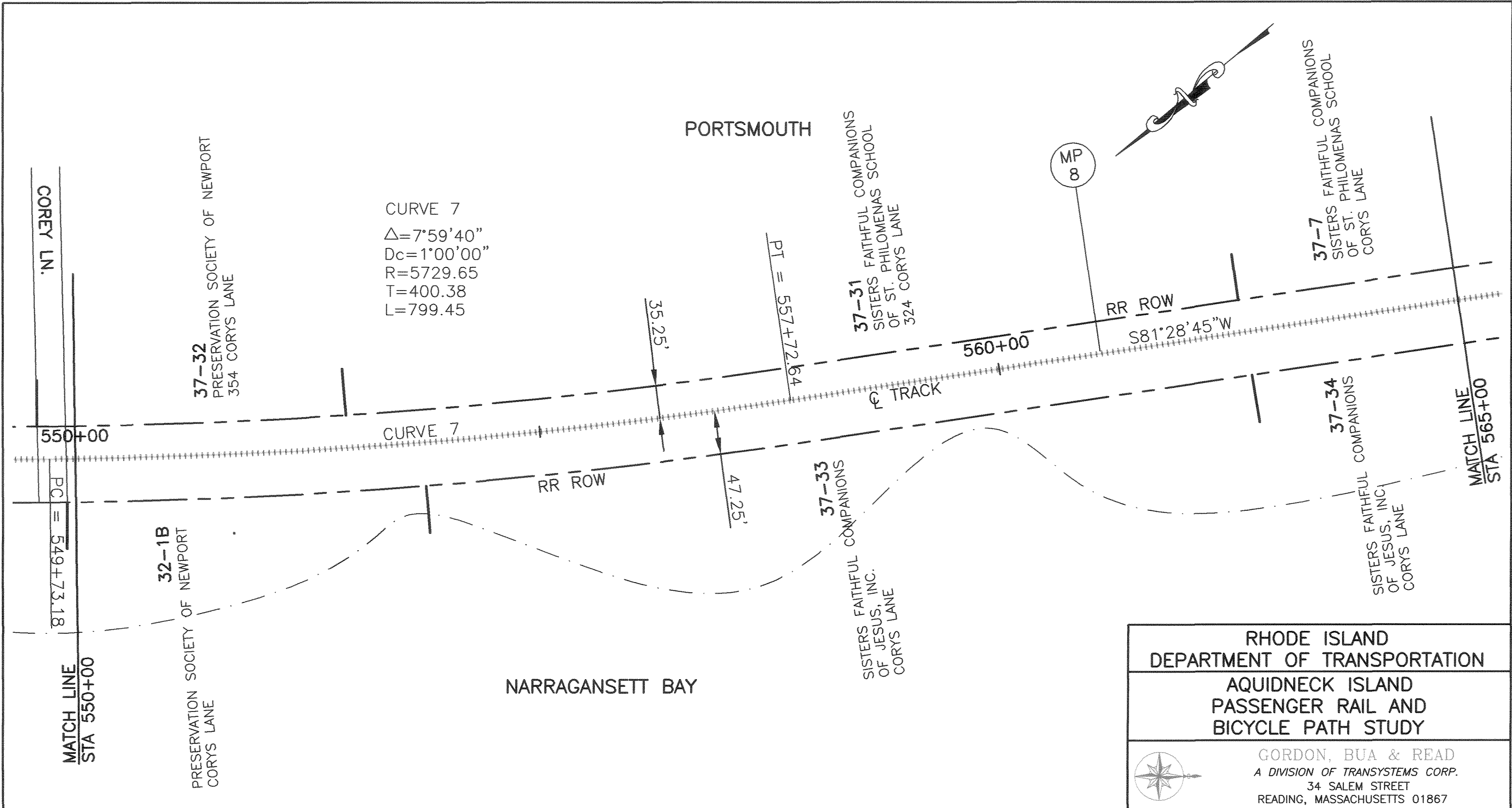
<b>RHODE ISLAND DEPARTMENT OF TRANSPORTATION</b>		
<b>AQUIDNECK ISLAND PASSENGER RAIL AND BICYCLE PATH STUDY</b>		
GORDON, BUA & READ A DIVISION OF TRANSYSTEMS CORP. 34 SALEM STREET READING, MASSACHUSETTS 01867		
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: MER/LB/LRD	SHEET: 27 OF 57

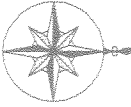

 IN: Louis Berger Group, INC.

  
 CAROL R. JOHNSON ASSOCIATES


*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
Associates**



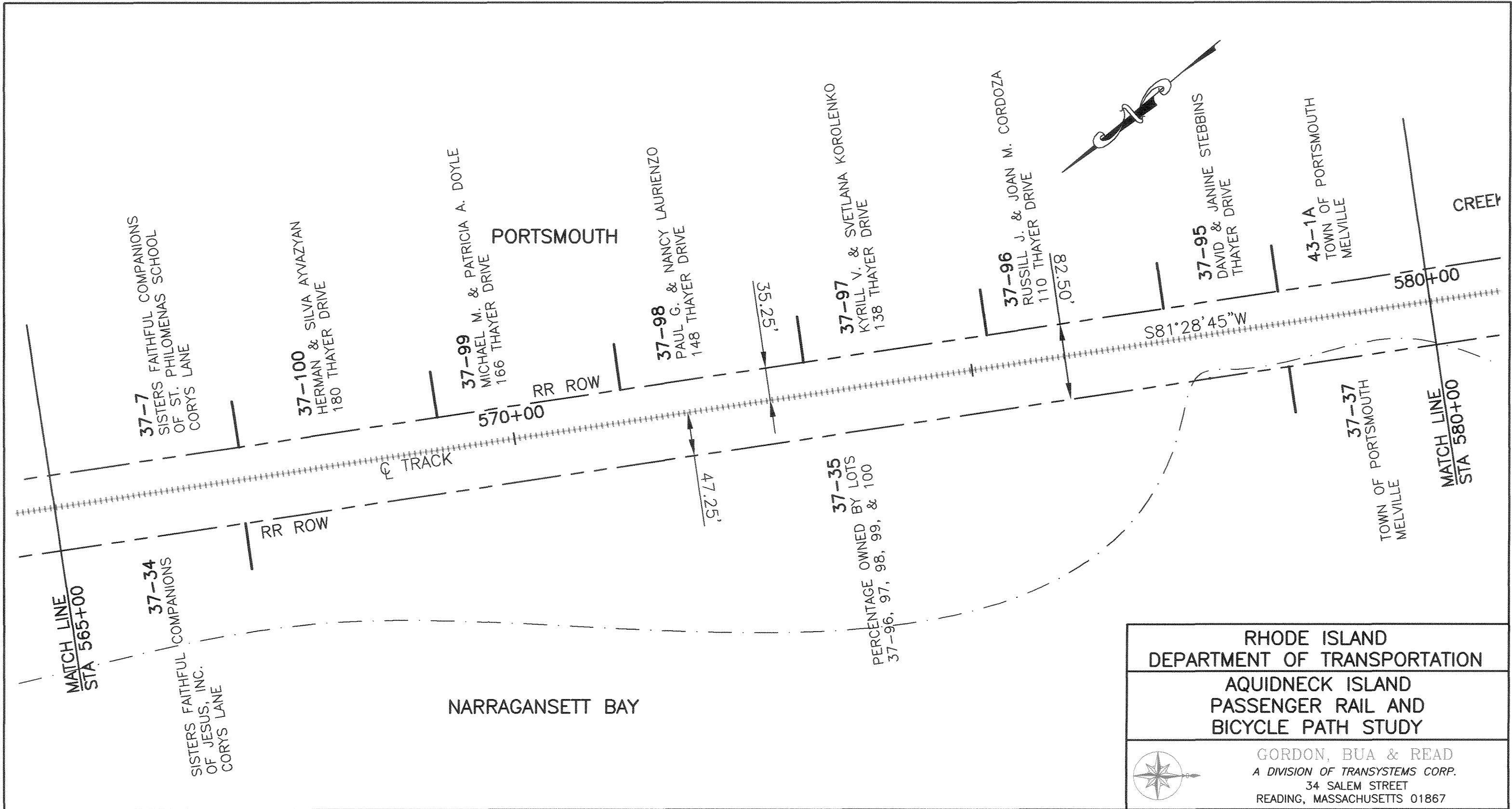
RHODE ISLAND DEPARTMENT OF TRANSPORTATION		
AQUIDNECK ISLAND PASSENGER RAIL AND BICYCLE PATH STUDY		
 GORDON, BUA & READ A DIVISION OF TRANSYSTEMS CORP. 34 SALEM STREET READING, MASSACHUSETTS 01867		
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: MER/LB/LRD	SHEET: 28 OF 57

 H: Louis Berger Group, INC.

**CRJA**  
CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*


**Barbara Sokoloff  
Associates**



**RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION**

**AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY**

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

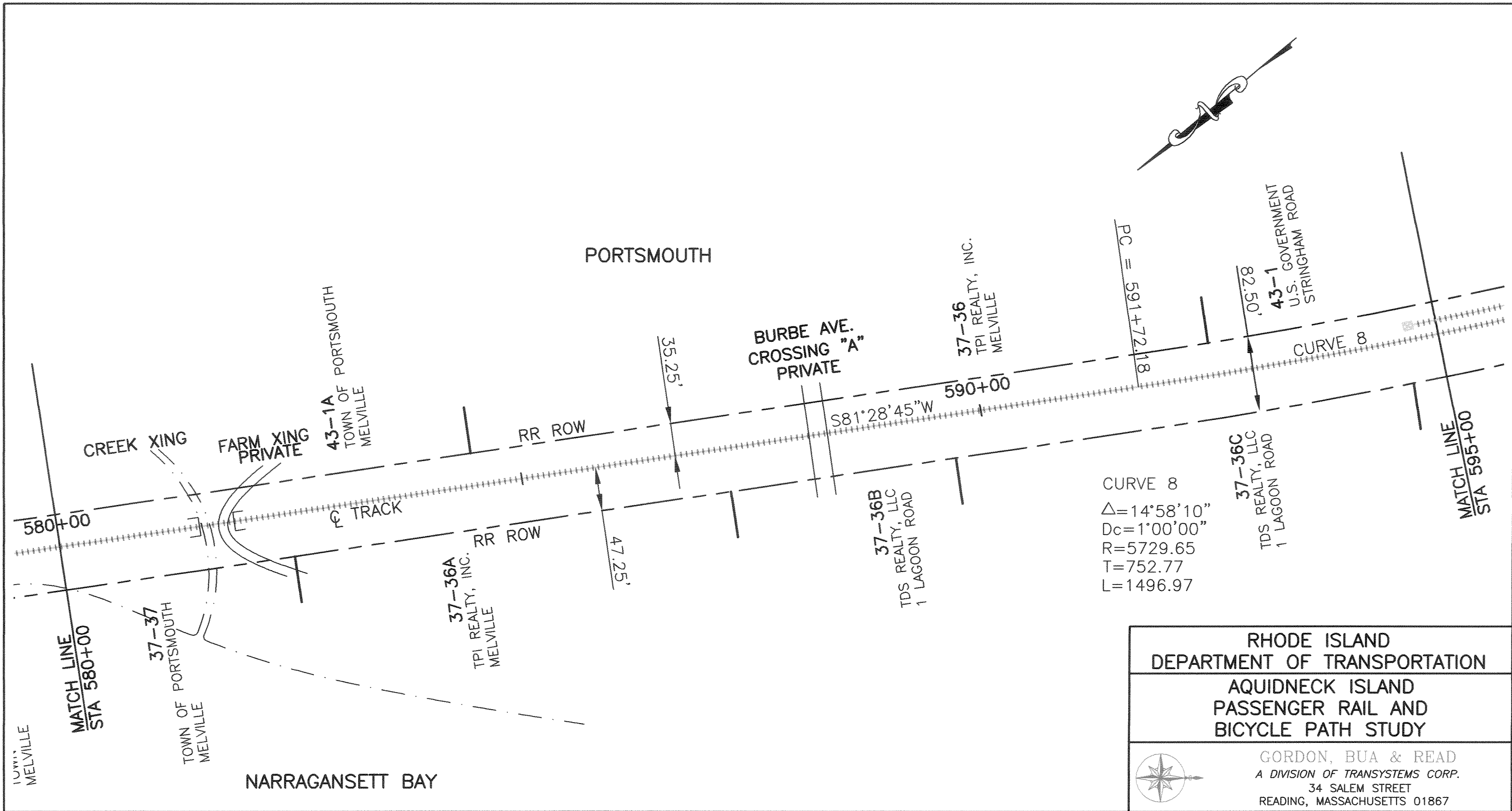
 **in: Louis Berger Group, INC.**

**CRJA**  
CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
Associates**

SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: MER/LB/LRD	SHEET: 29 OF 57



**RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION**

**AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY**

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

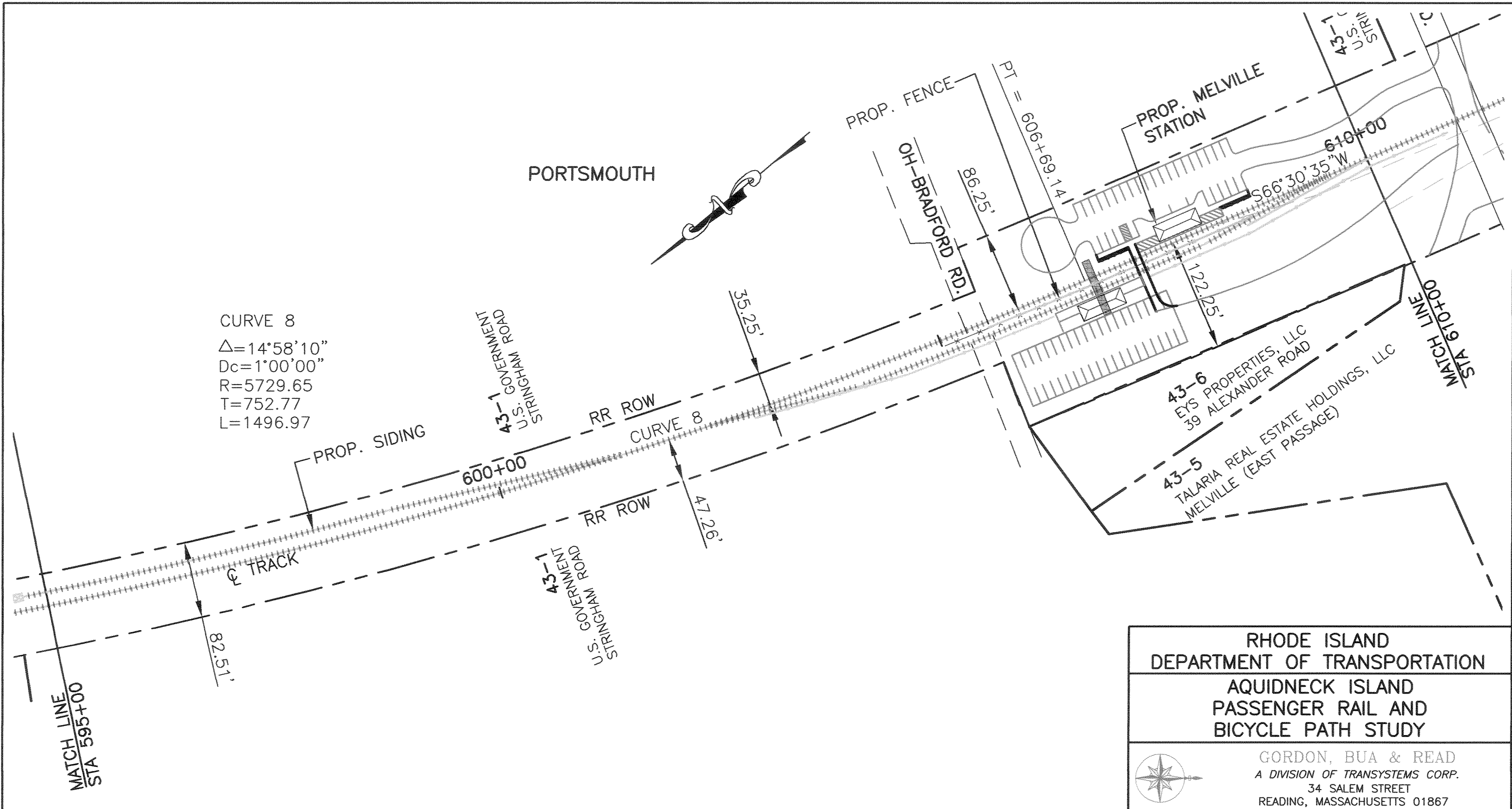
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: MER/LB/LRD	SHEET: 30 OF 57

THE Louis Berger Group, INC.

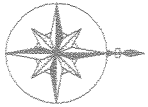
**C R J A**  
CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
Associates**



CURVE 8  
 $\Delta=14^{\circ}58'10''$   
 $D_c=1^{\circ}00'00''$   
 $R=5729.65$   
 $T=752.77$   
 $L=1496.97$

<b>RHODE ISLAND          DEPARTMENT OF TRANSPORTATION</b>		
<b>AQUIDNECK ISLAND          PASSENGER RAIL AND          BICYCLE PATH STUDY</b>		
GORDON, BUA & READ A DIVISION OF TRANSYSTEMS CORP. 34 SALEM STREET READING, MASSACHUSETTS 01867		
		
SCALE: 1" = 100'	DATE: JUNE 6, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 31 OF 57

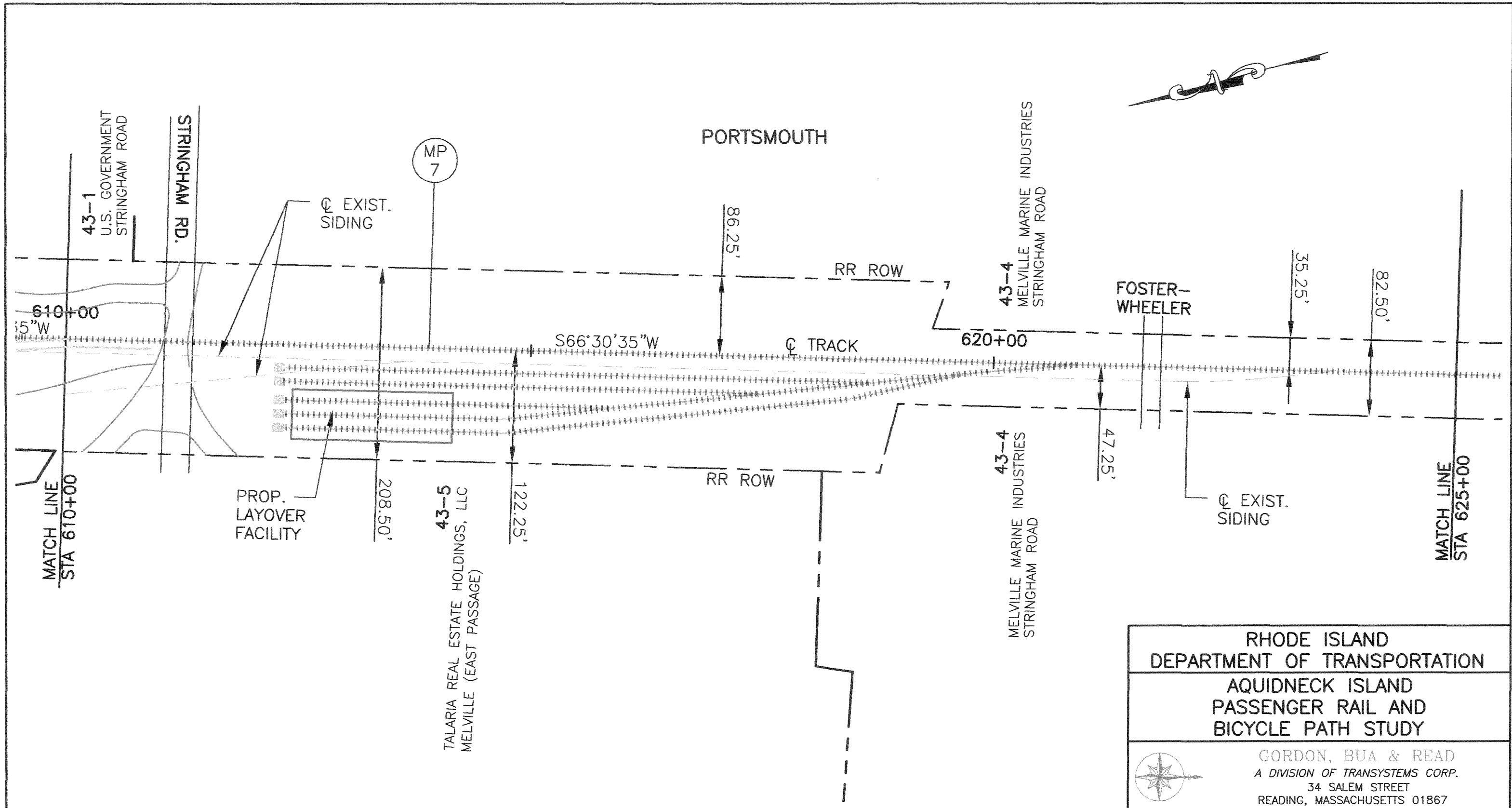
 THE LOUIS BERGER GROUP, INC.

**C R J : A**  
 CAROL R. JOHNSON ASSOCIATES

*≡KKO and Associates, L.L.C.*

**Barbara Sokoloff  
 Associates**







RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

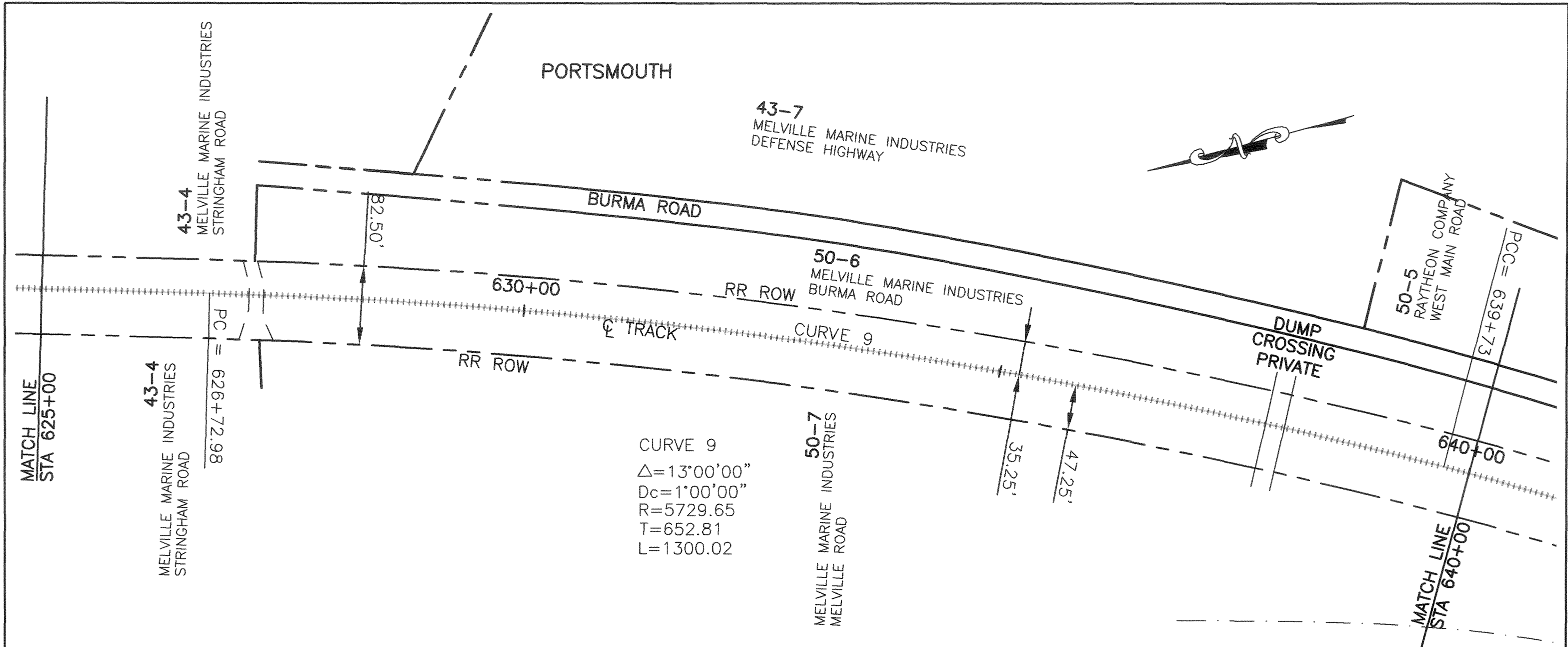

 IN: Louis Berger Group, INC.

**C R J A**  
 CAROL R. JOHNSON ASSOCIATES

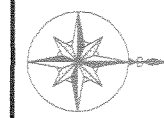

 KKO and Associates, L.L.C.

**Barbara Sokoloff  
Associates**

SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 32 OF 57



RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION  
 AQUIDNECK ISLAND  
 PASSENGER RAIL AND  
 BICYCLE PATH STUDY



GORDON, BUA & READ  
 A DIVISION OF TRANSYSTEMS CORP.  
 34 SALEM STREET  
 READING, MASSACHUSETTS 01867

 Louis Berger Group, Inc.

**CRJA**  
 CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
 Associates**

SCALE:  
 1" = 100'

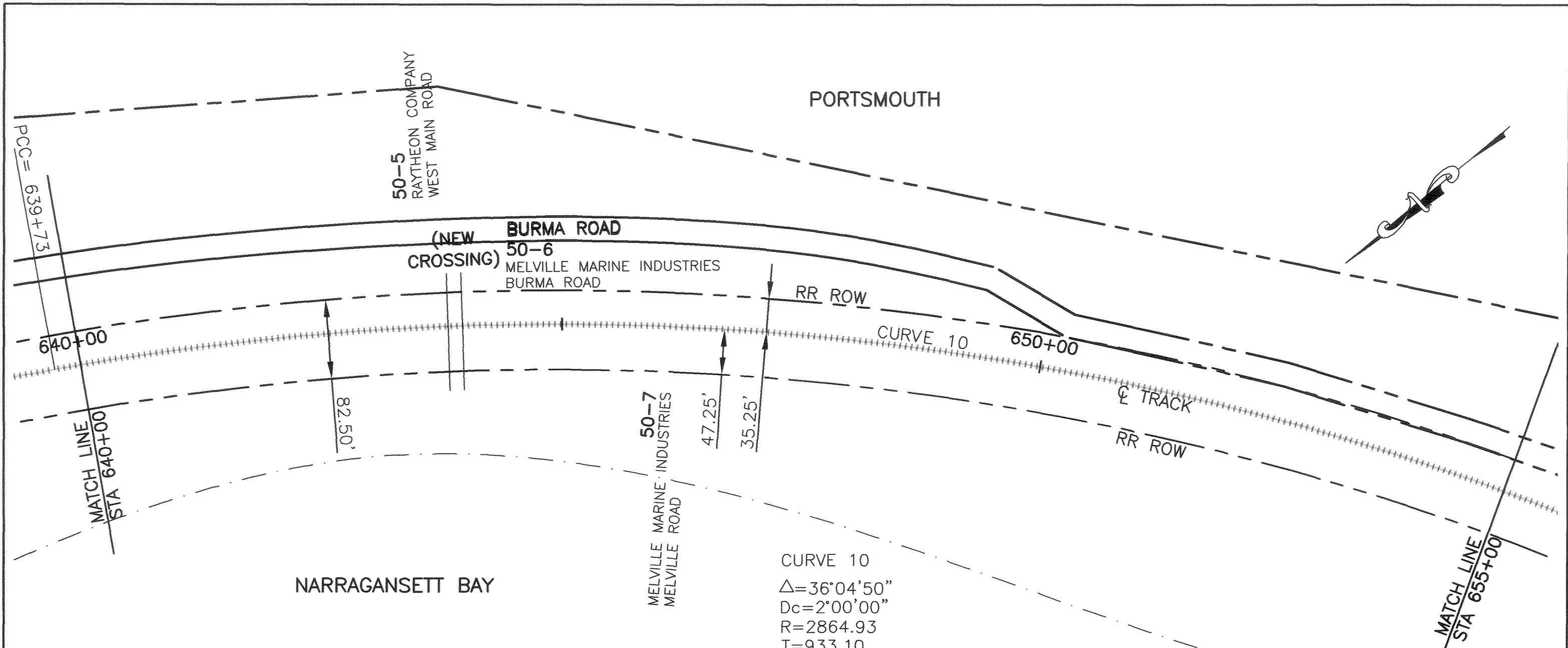
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DATE:  
 MAY 16, 2002

DRN BY:  
 LB/LRD/MER

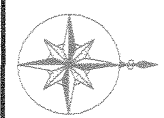
PROJ. NO.  
 GBR00103

SHEET:  
 33 OF 57



CURVE 10  
 $\Delta = 36^{\circ}04'50''$   
 $D_c = 2^{\circ}00'00''$   
 $R = 2864.93$   
 $T = 933.10$   
 $L = 1804.12$

RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION  
 AQUIDNECK ISLAND  
 PASSENGER RAIL AND  
 BICYCLE PATH STUDY



GORDON, BUA & READ  
 A DIVISION OF TRANSYSTEMS CORP.  
 34 SALEM STREET  
 READING, MASSACHUSETTS 01867

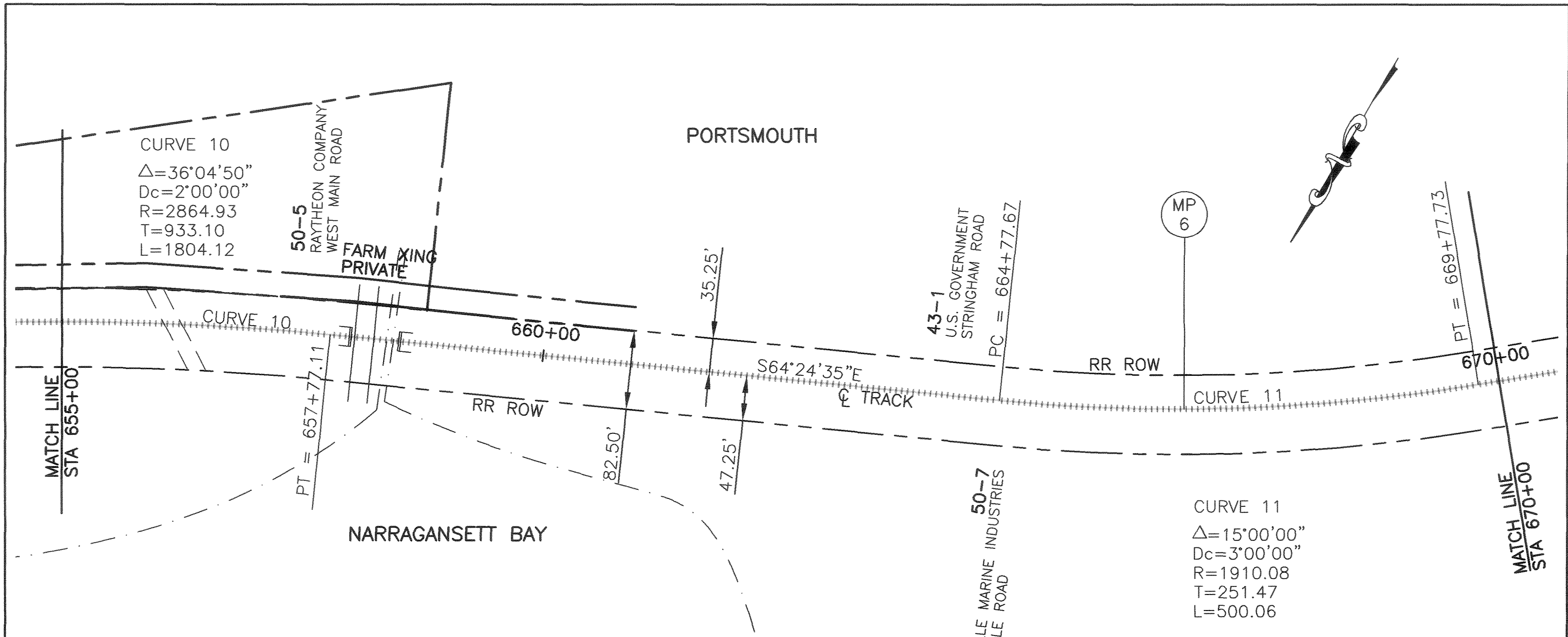
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 34 OF 57

IN: Louis Berger Group, INC.

**CRJA**  
 CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

Barbara Sokoloff  
 Associates



**RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION  
AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY**

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

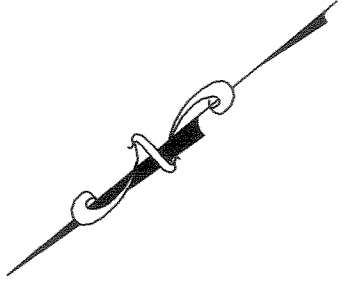
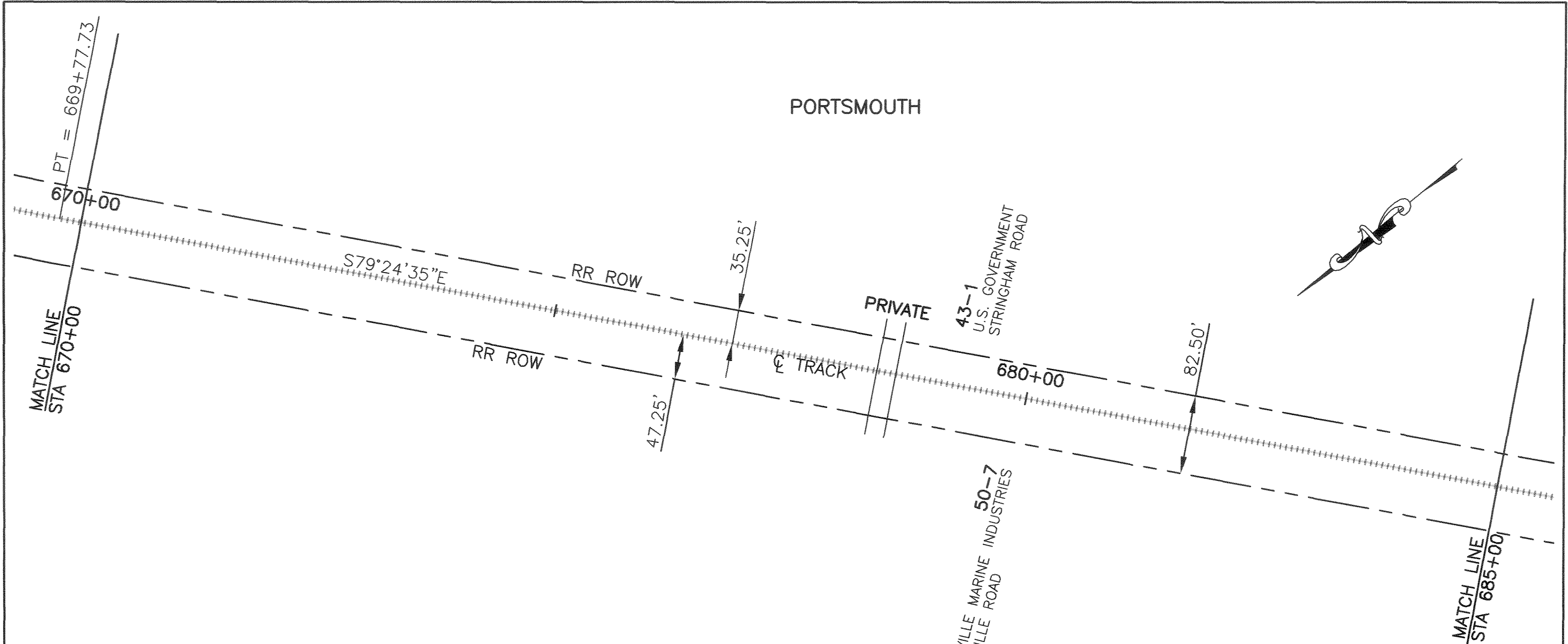
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 35 OF 57

THE Louis Berger Group, INC.

**CRJA**  
CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
Associates**



RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION  
 AQUIDNECK ISLAND  
 PASSENGER RAIL AND  
 BICYCLE PATH STUDY

GORDON, BUA & READ  
 A DIVISION OF TRANSYSTEMS CORP.  
 34 SALEM STREET  
 READING, MASSACHUSETTS 01867

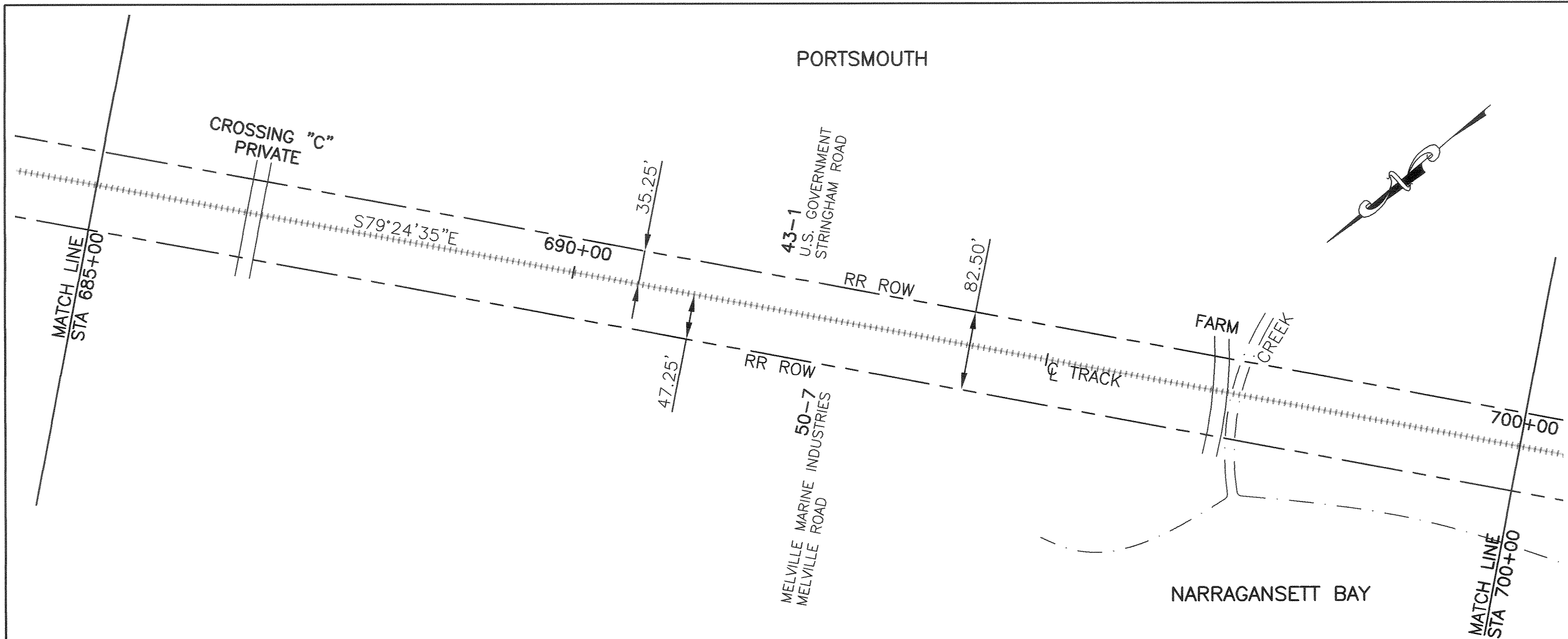
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 36 OF 57

IN: Louis Berger Group, INC.

**C R J A**  
 CAROL R. JOHNSON ASSOCIATES

*≡KKO and Associates, L.L.C.*

**Barbara Sokoloff  
 Associates**



RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION  
AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY



GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

 Louis Berger Group, INC.

**C R J : A**  
CAROL R. JOHNSON ASSOCIATES

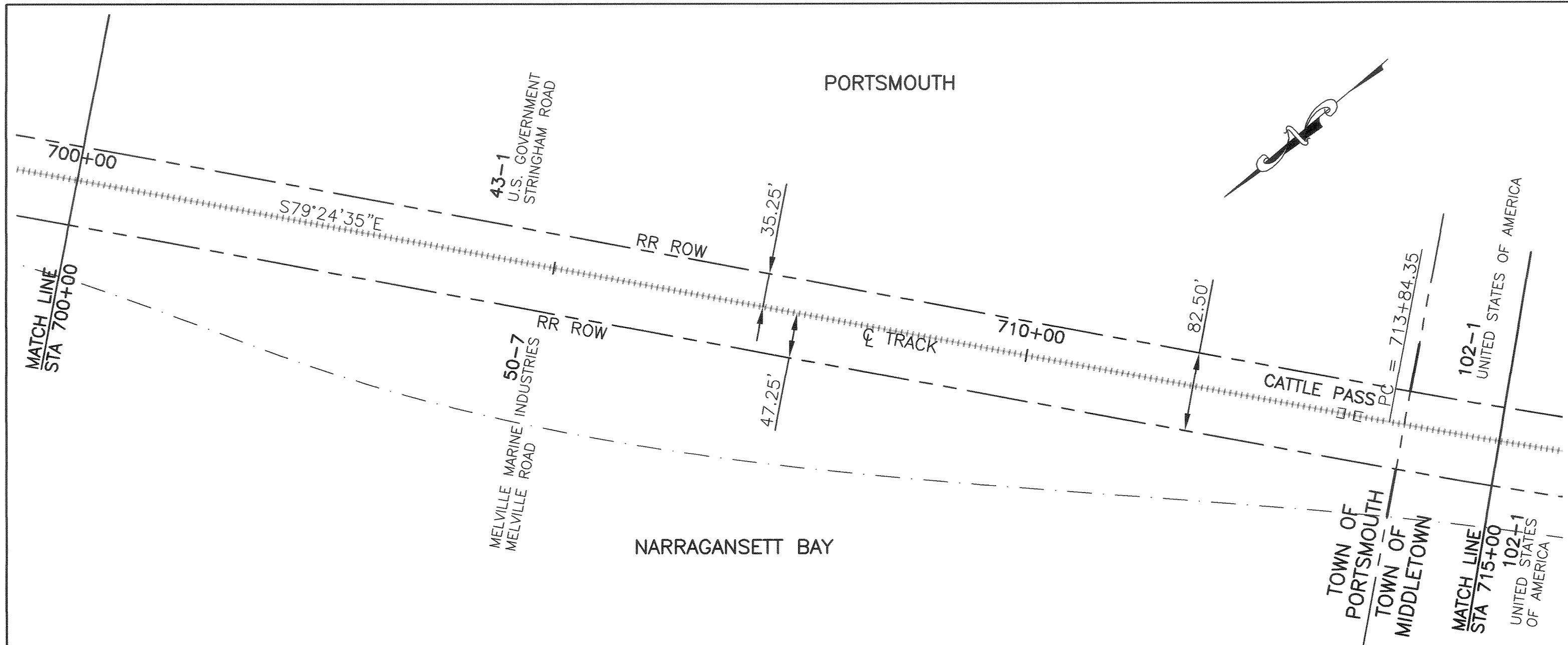
*≡KKO and Associates, L.L.C.*

**Barbara Sokoloff  
Associates**

SCALE:  
1" = 100'  
DES  
BY:

DATE:  
MAY 16, 2002  
DRN  
BY: LB/LRD/MER

PROJ. NO.  
GBR00103  
SHEET:  
37 OF 57



RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

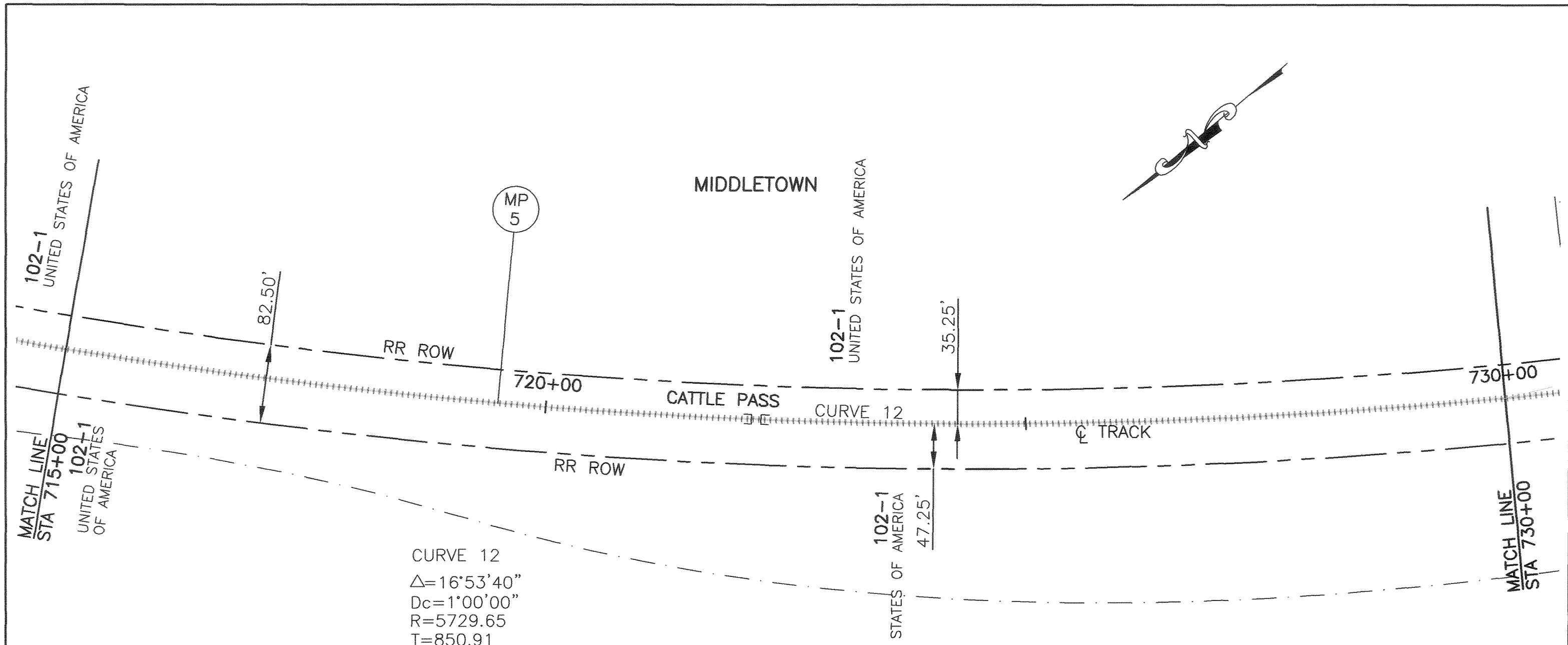
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 38 OF 57

IN: Louis Berger Group, INC.

**CRJA**  
CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
Associates**




CURVE 12  
 $\Delta=16^{\circ}53'40''$   
 $Dc=1^{\circ}00'00''$   
 $R=5729.65$   
 $T=850.91$   
 $L=1689.47$

RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION  
 AQUIDNECK ISLAND  
 PASSENGER RAIL AND  
 BICYCLE PATH STUDY

GORDON, BUA & READ  
 A DIVISION OF TRANSYSTEMS CORP.  
 34 SALEM STREET  
 READING, MASSACHUSETTS 01867

SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 39 OF 57

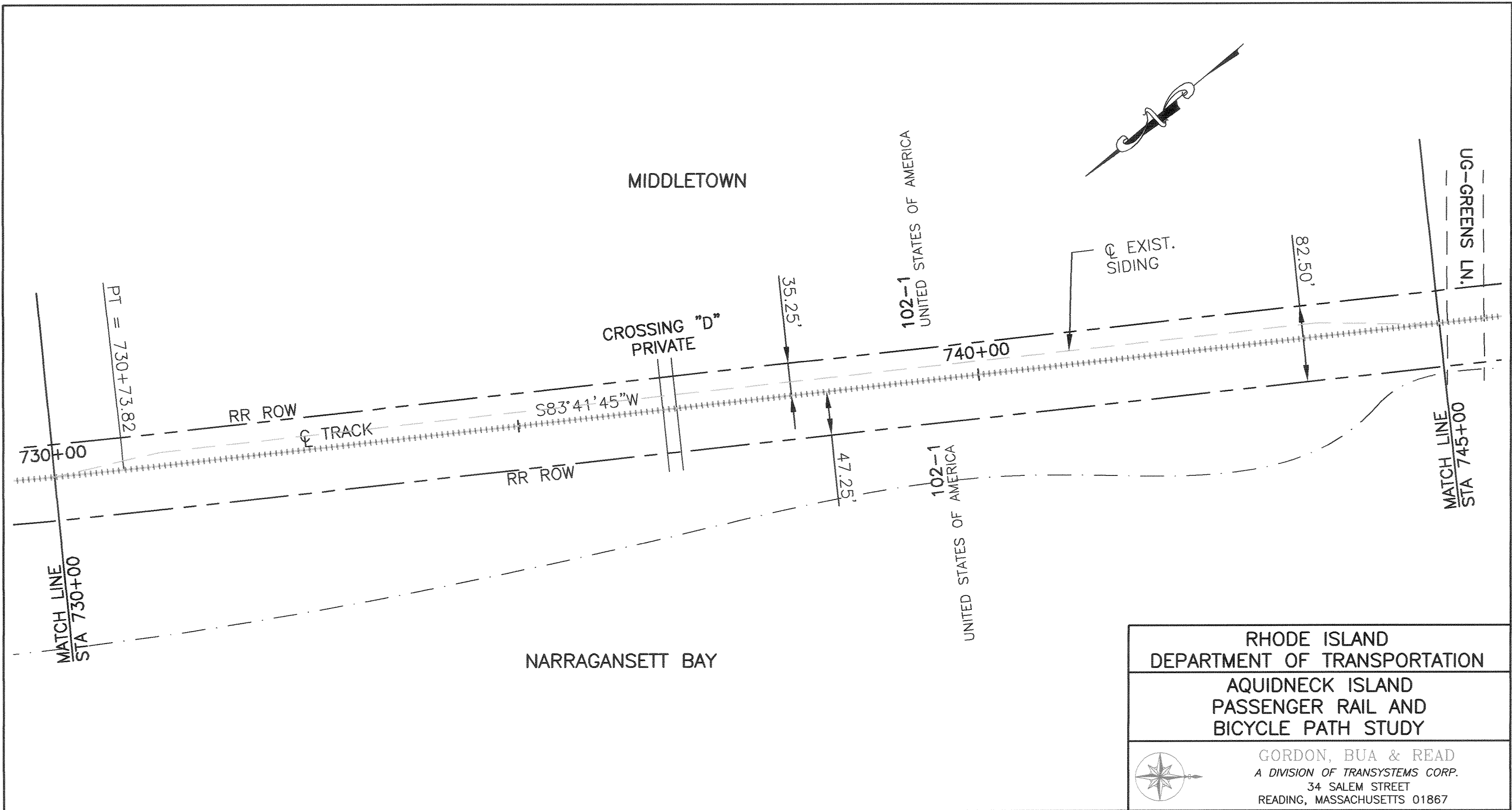

 Louis Berger Group, INC.

  
 CAROL R. JOHNSON ASSOCIATES


 KKO and Associates, L.L.C.

Barbara Sokoloff  
 Associates





RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

SCALE:  
1" = 100'

DATE:  
MAY 16, 2002

PROJ. NO.  
GBR00103

DES  
BY:

DRN  
BY: LB/LRD/MER

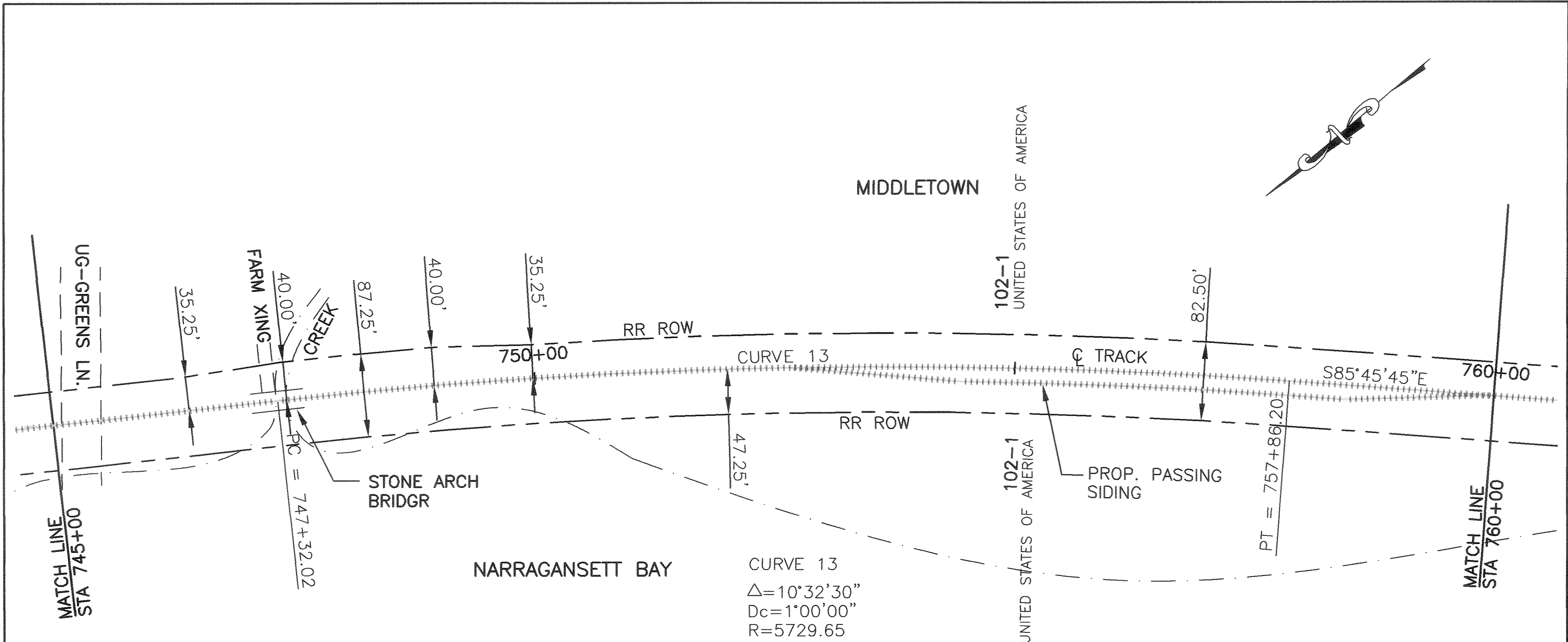
SHEET:  
40 OF 57

THE Louis Berger Group, INC.

**C R J : A**  
CAROL R. JOHNSON ASSOCIATES

*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
Associates**



CURVE 13  
 $\Delta=10^{\circ}32'30''$   
 $Dc=1^{\circ}00'00''$   
 $R=5729.65$   
 $T=528.58$   
 $L=1054.18$

RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION  
 AQUIDNECK ISLAND  
 PASSENGER RAIL AND  
 BICYCLE PATH STUDY

GORDON, BUA & READ  
 A DIVISION OF TRANSYSTEMS CORP.  
 34 SALEM STREET  
 READING, MASSACHUSETTS 01867

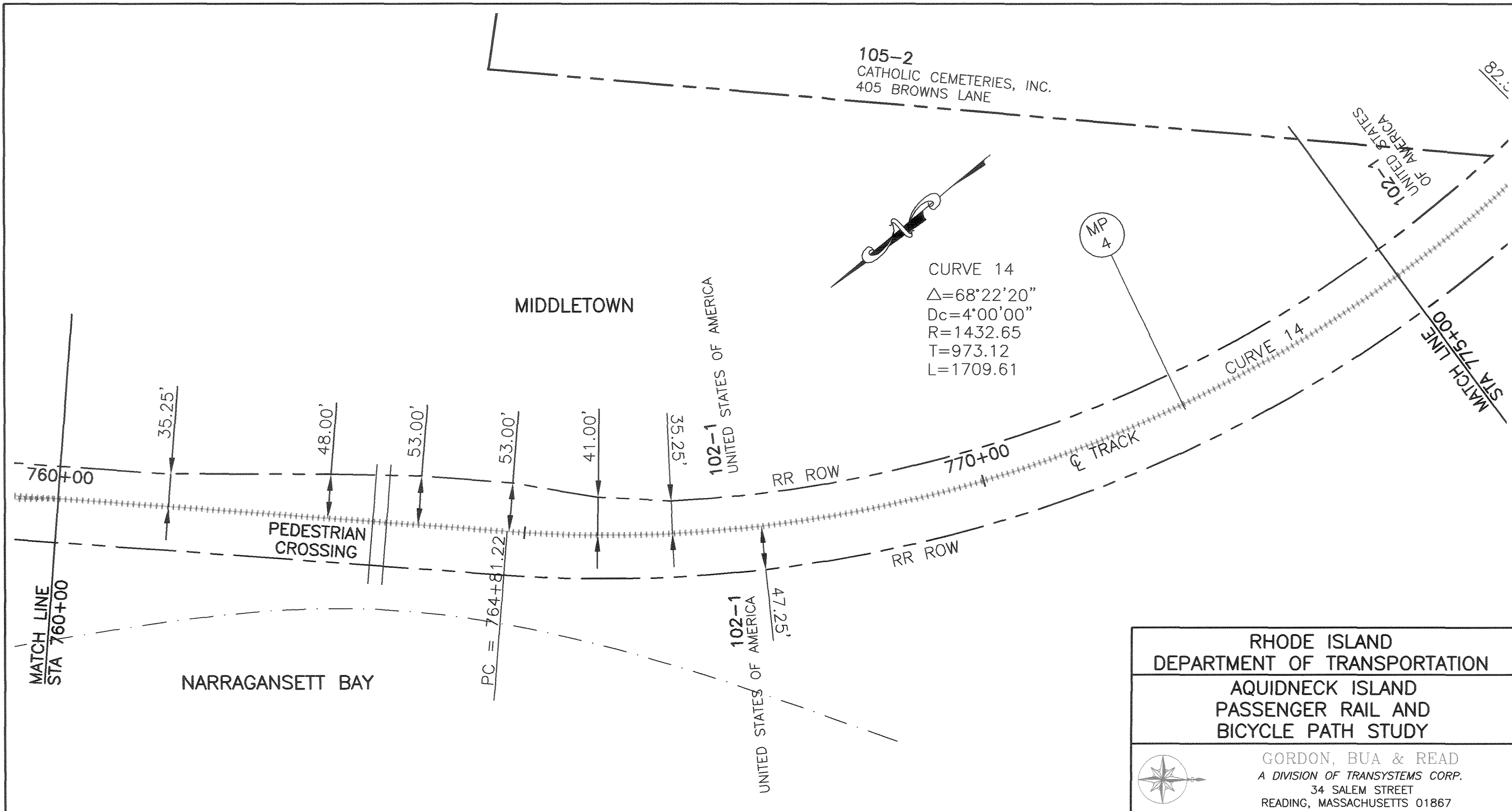
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 41 OF 57

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Barbara Sokoloff  
 Associates



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SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 42 OF 57

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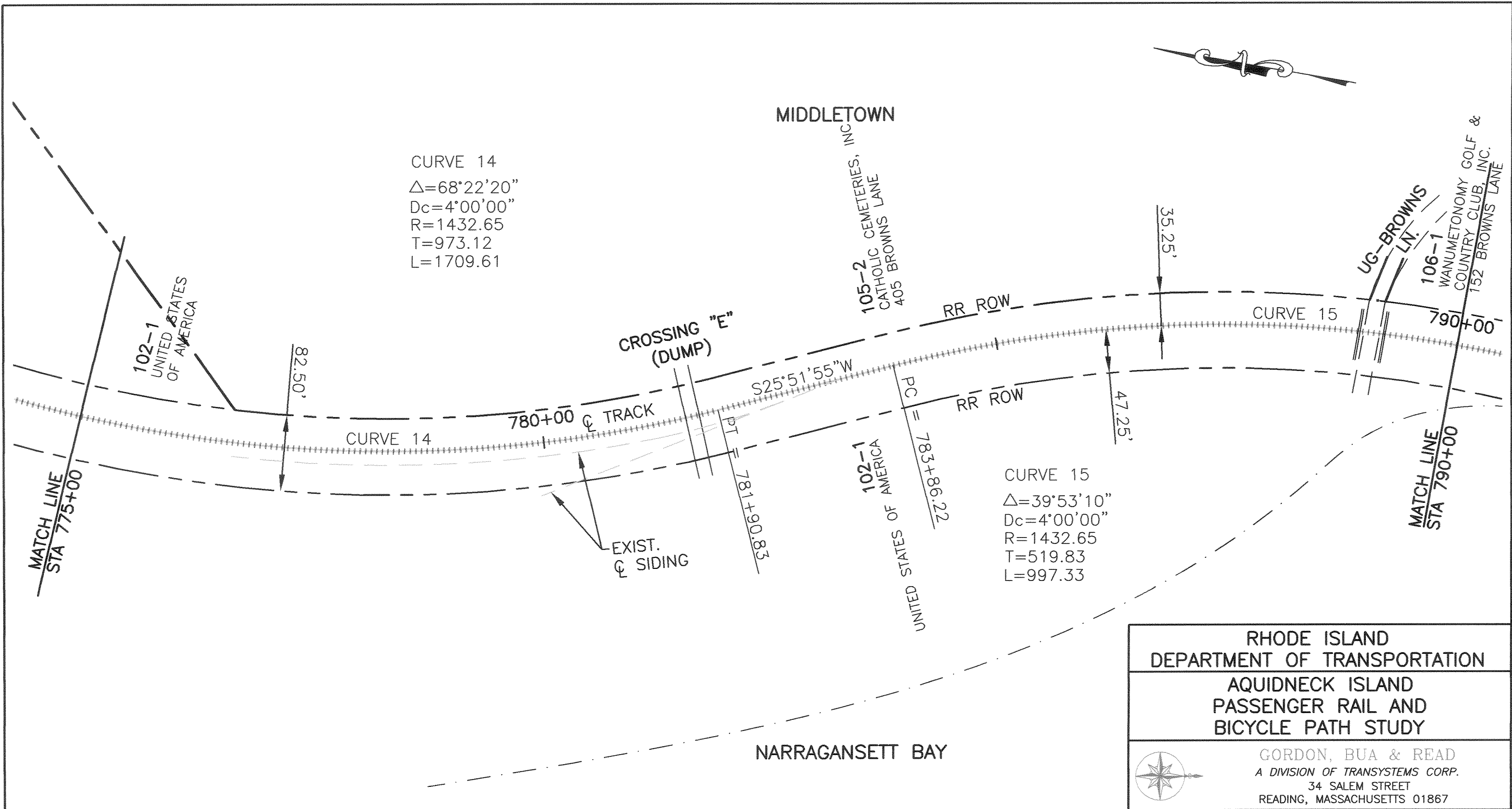
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Associates**

CURVE 14  
 $\Delta=68^{\circ}22'20''$   
 $D_c=4^{\circ}00'00''$   
 $R=1432.65$   
 $T=973.12$   
 $L=1709.61$

CURVE 15  
 $\Delta=39^{\circ}53'10''$   
 $D_c=4^{\circ}00'00''$   
 $R=1432.65$   
 $T=519.83$   
 $L=997.33$



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34 SALEM STREET  
READING, MASSACHUSETTS 01867

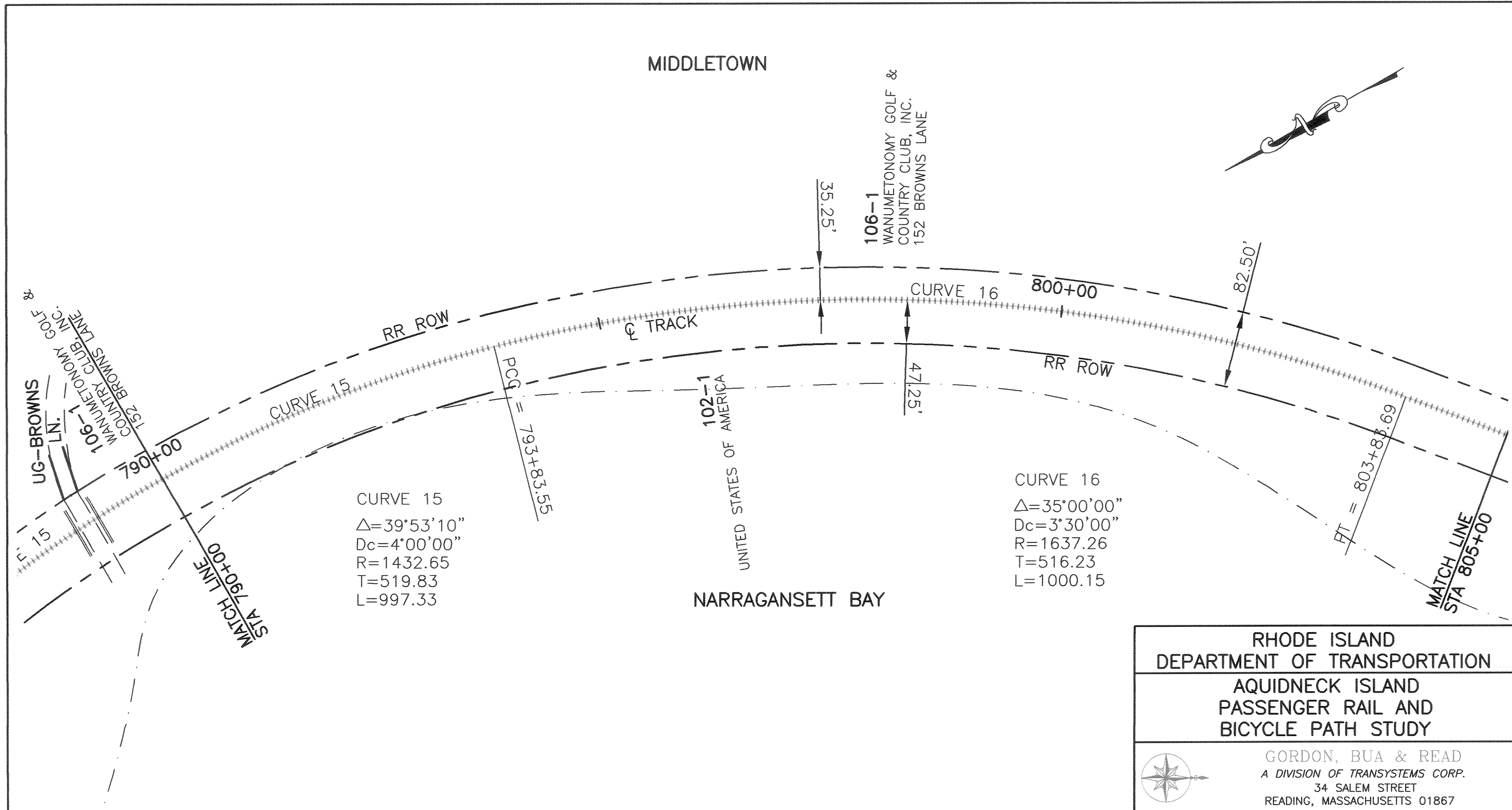
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
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BICYCLE PATH STUDY

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A DIVISION OF TRANSYSTEMS CORP.  
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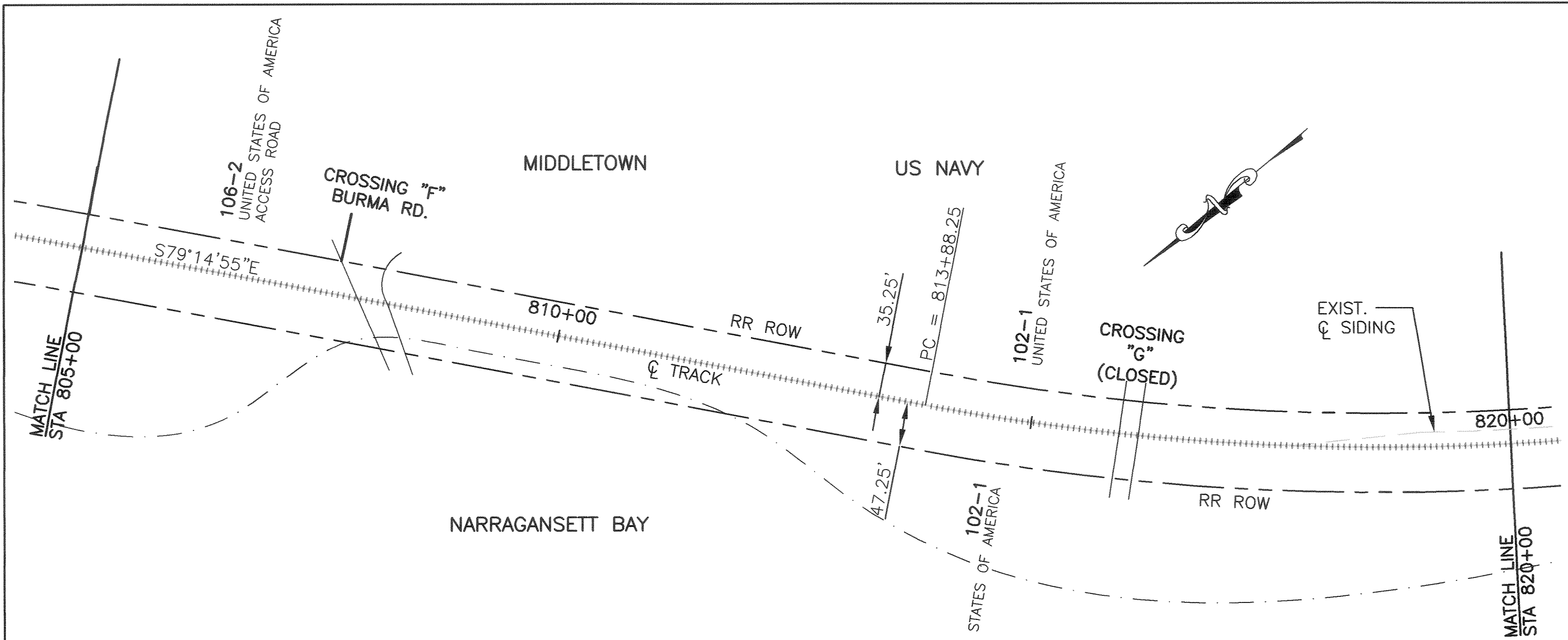
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
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BICYCLE PATH STUDY

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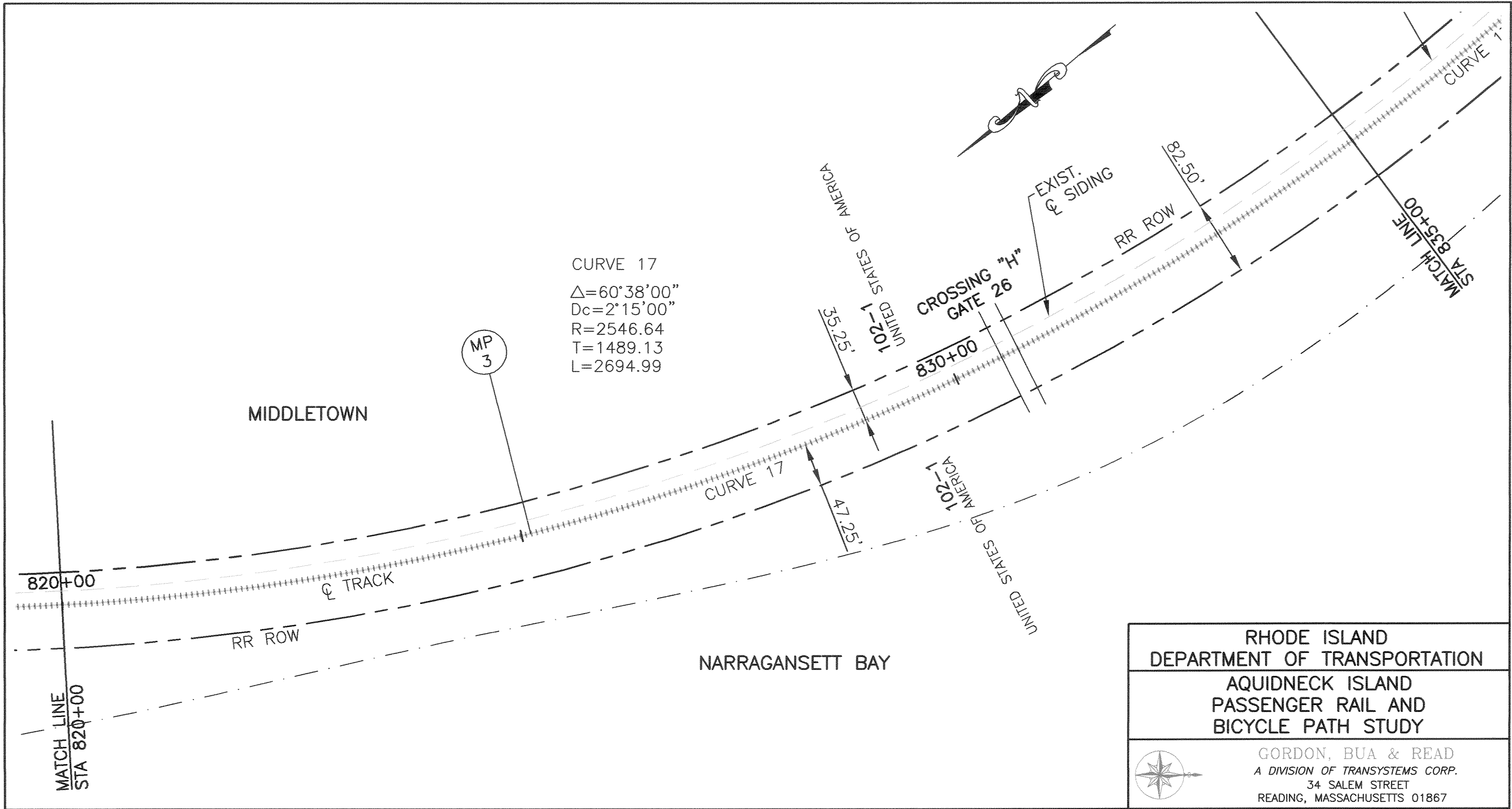
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
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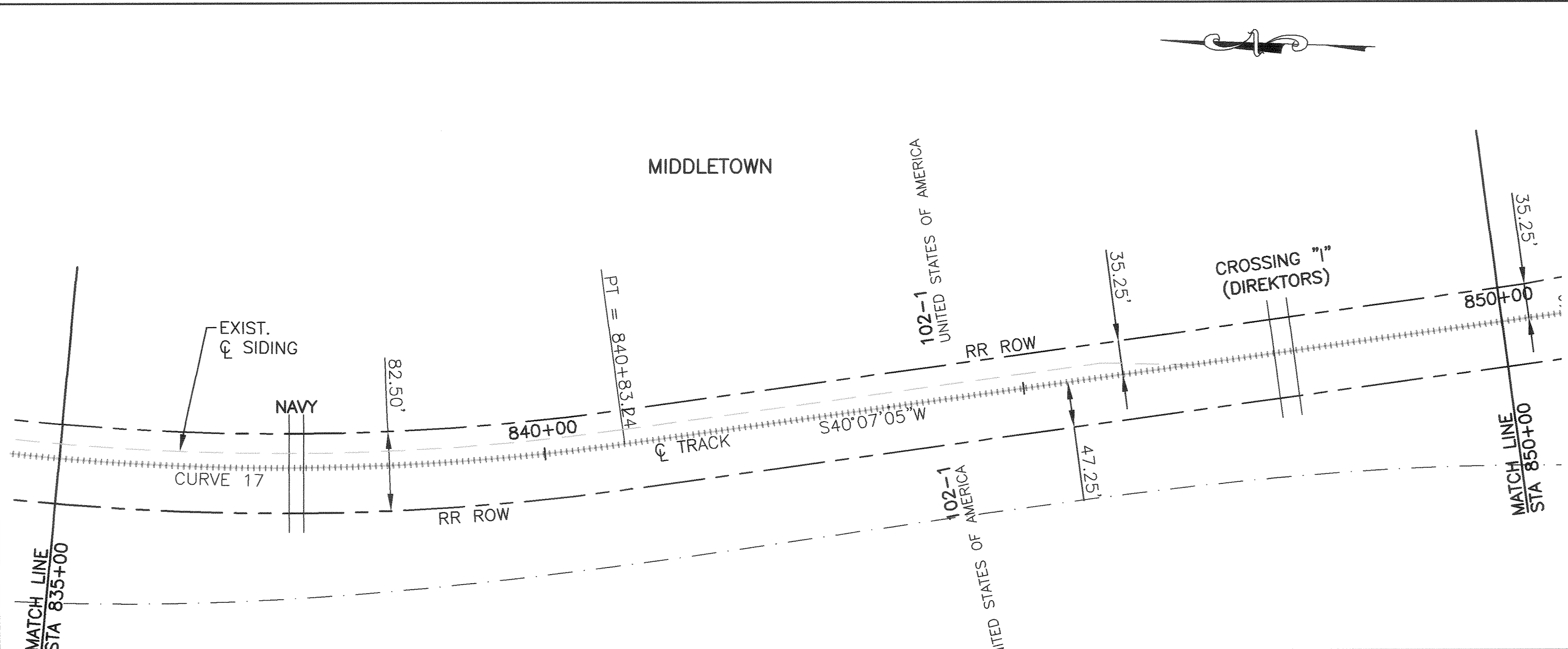
RHODE ISLAND DEPARTMENT OF TRANSPORTATION		
AQUIDNECK ISLAND PASSENGER RAIL AND BICYCLE PATH STUDY		
GORDON, BUA & READ A DIVISION OF TRANSYSTEMS CORP. 34 SALEM STREET READING, MASSACHUSETTS 01867		
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: MER/LB/LRD	SHEET: 46 OF 57

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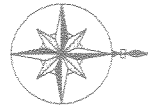
CAROL R. JOHNSON ASSOCIATES


KKO and Associates, L.L.C.

**Barbara Sokoloff**  
 Associates



CURVE 17  
 $\Delta=60^{\circ}38'00''$   
 $D_c=2^{\circ}15'00''$   
 $R=2546.64$   
 $T=1489.13$   
 $L=2694.99$

RHODE ISLAND DEPARTMENT OF TRANSPORTATION AQUIDNECK ISLAND PASSENGER RAIL AND BICYCLE PATH STUDY		
GORDON, BUA & READ A DIVISION OF TRANSYSTEMS CORP. 34 SALEM STREET READING, MASSACHUSETTS 01867		
		
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: MER/LB/LRD	SHEET: 47 OF 57

 **the Louis Berger Group, INC.**

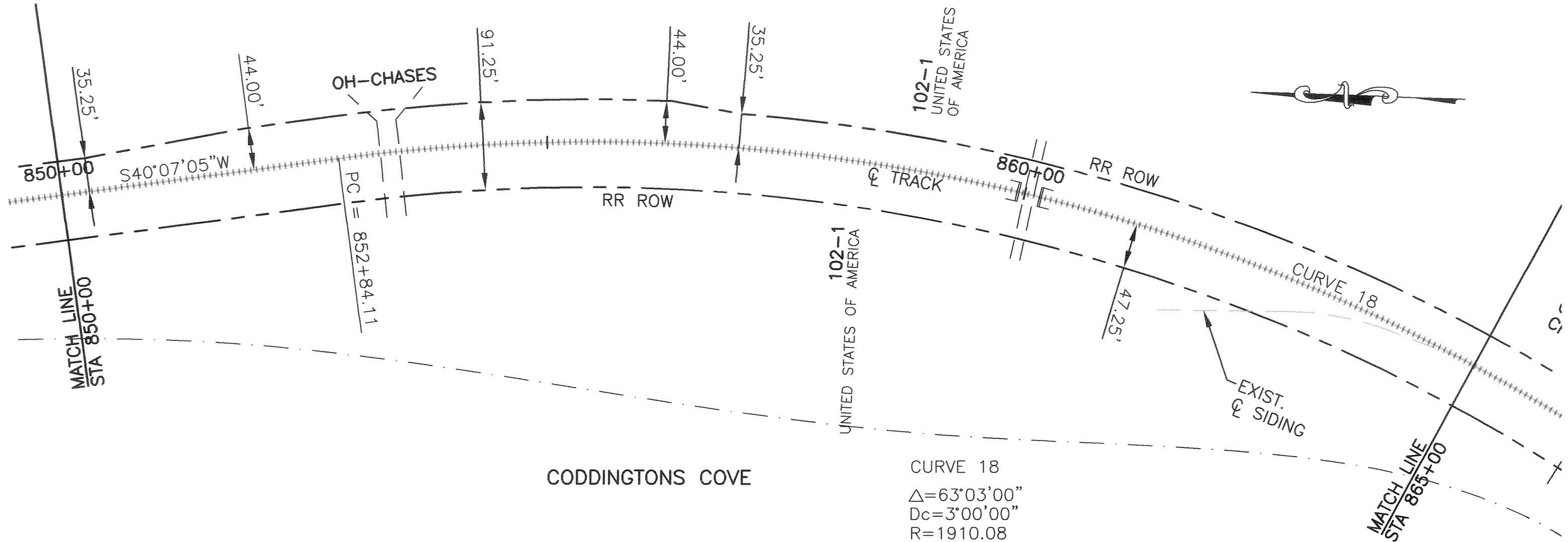
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**Barbara Sokoloff  
 Associates**



MIDDLETOWN




CODDINGTONS COVE

CURVE 18  
 $\Delta = 63^\circ 03' 00''$   
 $D_c = 3^\circ 00' 00''$   
 $R = 1910.08$   
 $T = 1171.65$   
 $L = 2101.91$

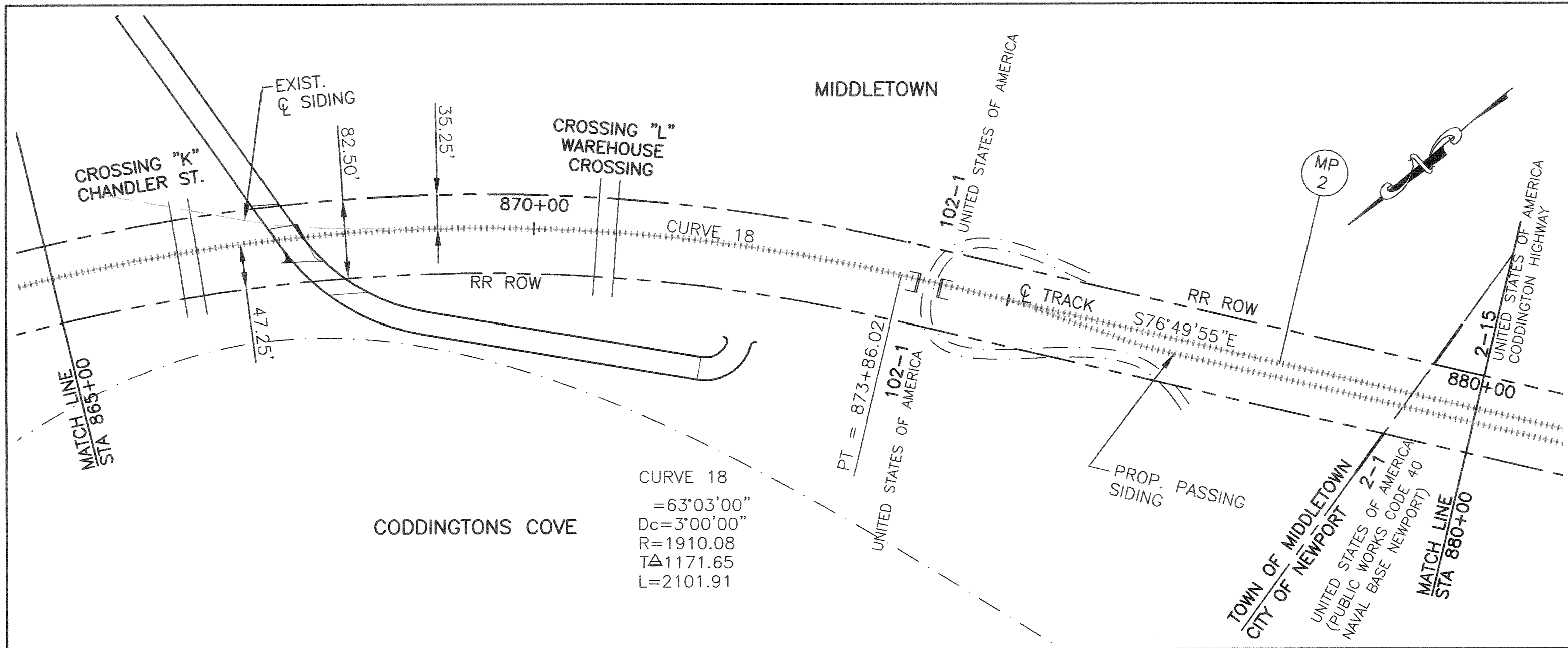
RHODE ISLAND DEPARTMENT OF TRANSPORTATION AQUIDNECK ISLAND PASSENGER RAIL AND BICYCLE PATH STUDY		
GORDON, BUA & READ A DIVISION OF TRANSYSTEMS CORP. 34 SALEM STREET READING, MASSACHUSETTS 01867		
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBRO0103
DES BY:	DRN BY: MER/LB/LRD	SHEET: 48 OF 57


 THE Louis Berger Group, INC.


 CAROL R. JOHNSON ASSOCIATES


 KKO and Associates, L.L.C.

Barbara Sokoloff  
 Associates




CURVE 18  
 =63°03'00"  
 Dc=3°00'00"  
 R=1910.08  
 TΔ1171.65  
 L=2101.91


RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION

AQUIDNECK ISLAND  
 PASSENGER RAIL AND  
 BICYCLE PATH STUDY

GORDON, BUA & READ  
 A DIVISION OF TRANSYSTEMS CORP.  
 34 SALEM STREET  
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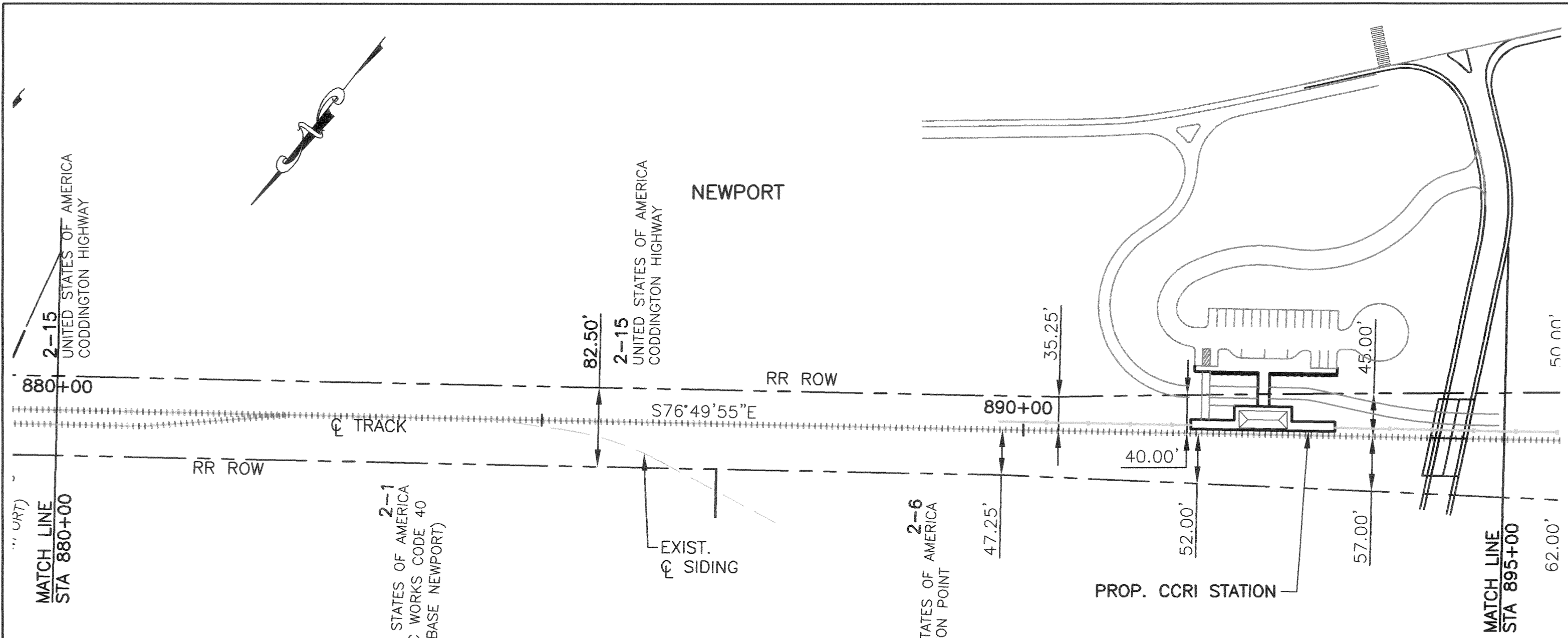
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: MER/LB/LRD	SHEET: 49 OF 57


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Barbara Sokoloff  
 Associates



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AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

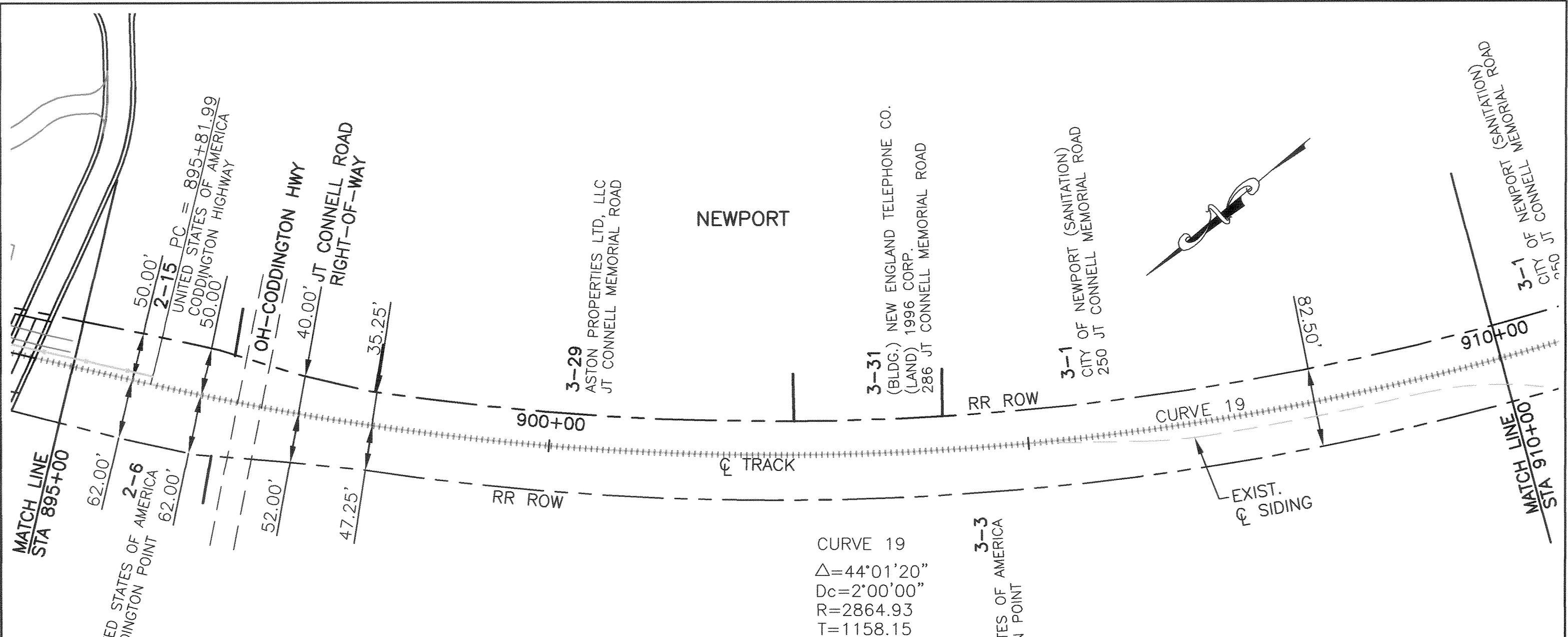
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: MER/LB/LRD	SHEET: 50 OF 57

THE Louis Berger Group, INC.

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*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
Associates**



CURVE 19  
 $\Delta=44^{\circ}01'20''$   
 $Dc=2^{\circ}00'00''$   
 $R=2864.93$   
 $T=1158.15$   
 $L=2201.22$

RHODE ISLAND  
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 AQUIDNECK ISLAND  
 PASSENGER RAIL AND  
 BICYCLE PATH STUDY

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 34 SALEM STREET  
 READING, MASSACHUSETTS 01867

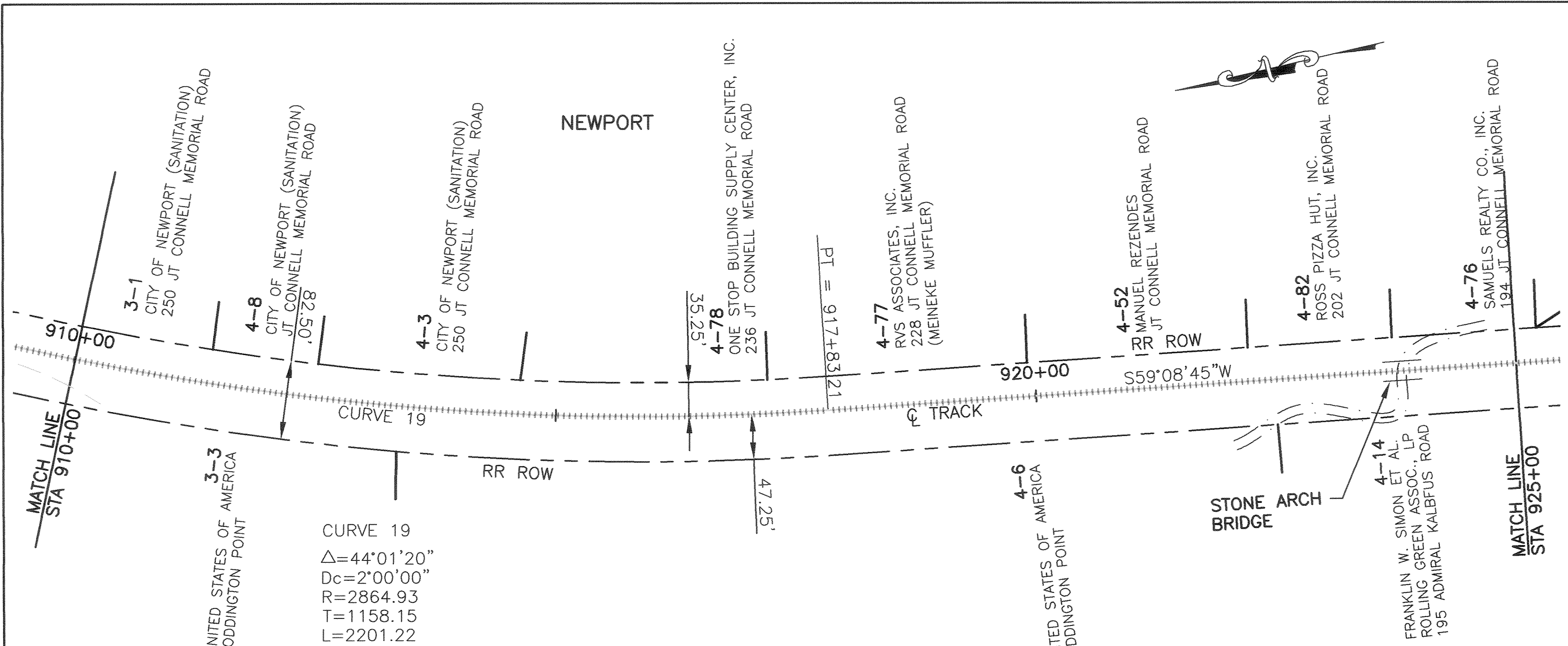
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 51 OF 57

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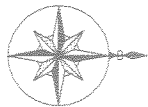
*KKO and Associates, L.L.C.*

**Barbara Sokoloff  
 Associates**



CURVE 19  
 $\Delta=44^{\circ}01'20''$   
 $D_c=2^{\circ}00'00''$   
 $R=2864.93$   
 $T=1158.15$   
 $L=2201.22$



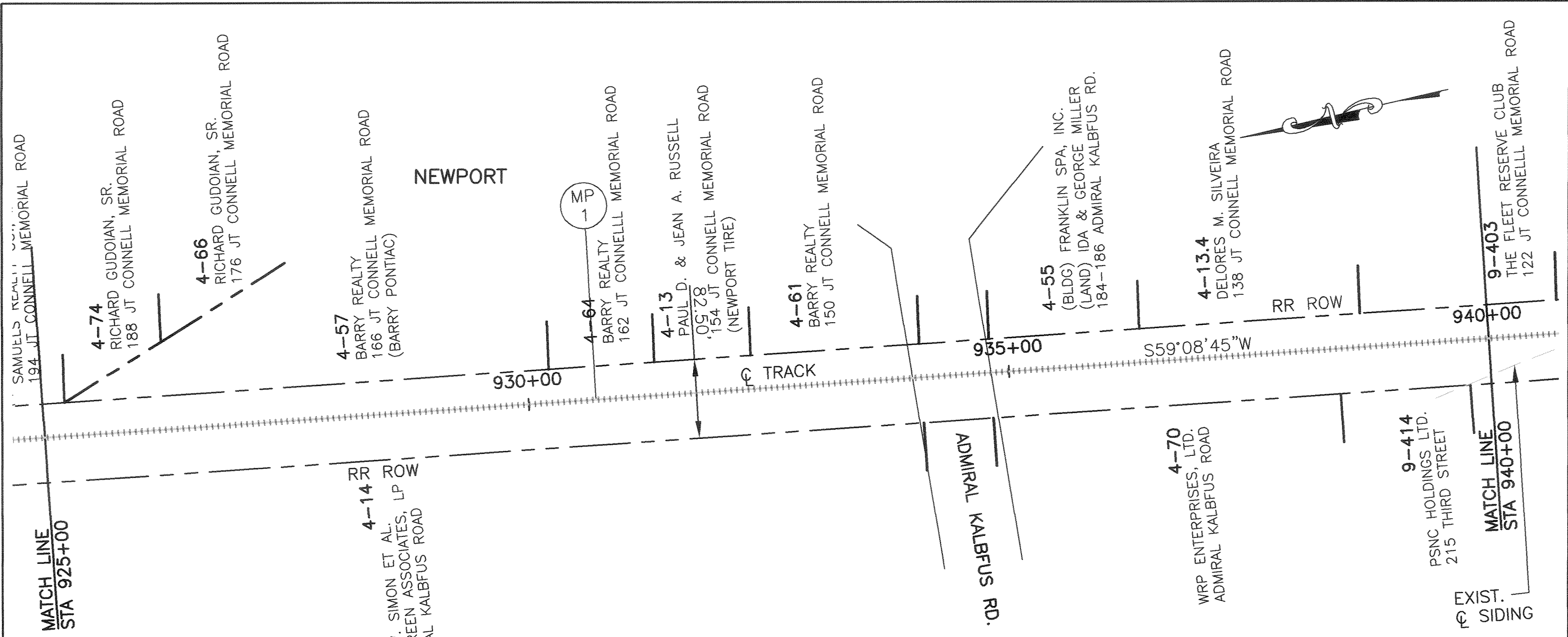
<b>RHODE ISLAND          DEPARTMENT OF TRANSPORTATION</b>		
<b>AQUIDNECK ISLAND          PASSENGER RAIL AND          BICYCLE PATH STUDY</b>		
GORDON, BUA & READ A DIVISION OF TRANSYSTEMS CORP. 34 SALEM STREET READING, MASSACHUSETTS 01867		
	SCALE: 1" = 100'	DATE: MAY 16, 2002
DES BY:	DRN BY: MER/LB/LRD	PROJ. NO. GBR00103  SHEET: 52 OF 57

 **THE LOUIS BERGER GROUP, INC.**

**CRJA**  
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 Associates**





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DEPARTMENT OF TRANSPORTATION

AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

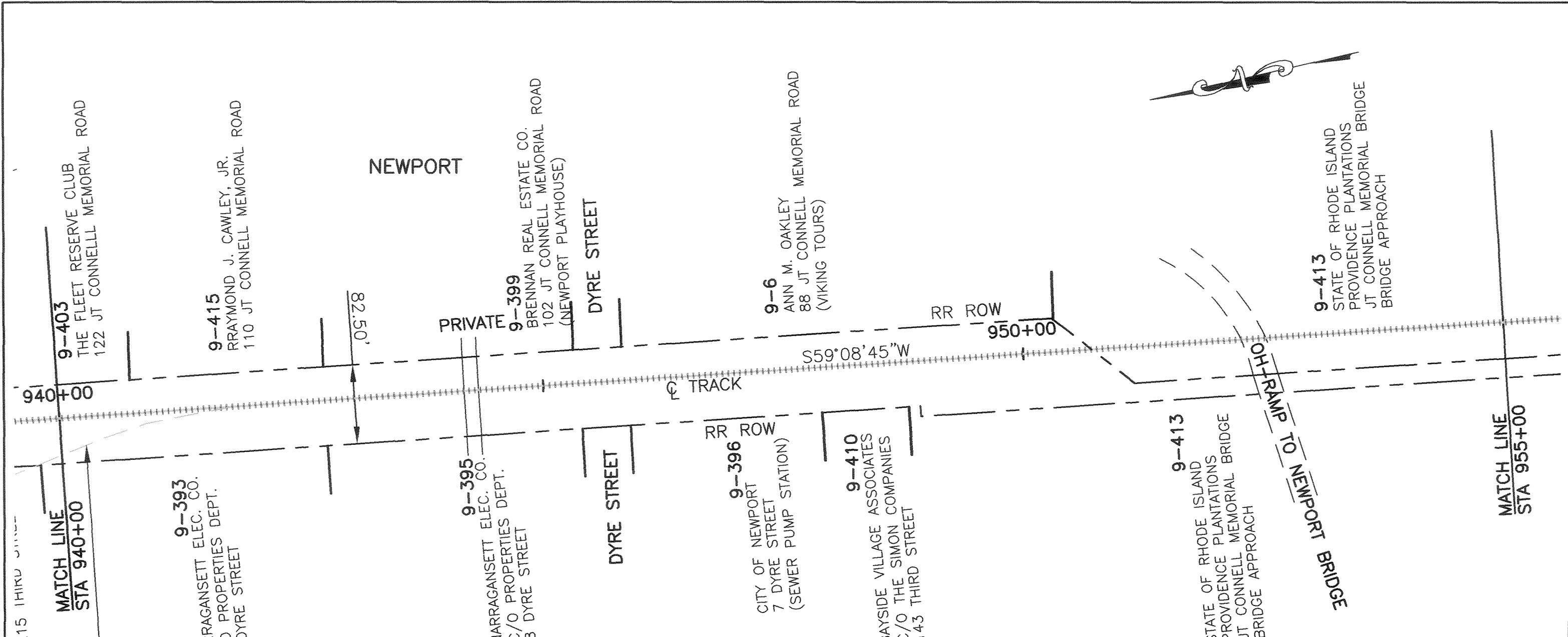
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 53 OF 57


 Louis Berger Group, Inc.

  
 CAROL R. JOHNSON ASSOCIATES


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DEPARTMENT OF TRANSPORTATION**

**AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY**

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
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SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 54 OF 57

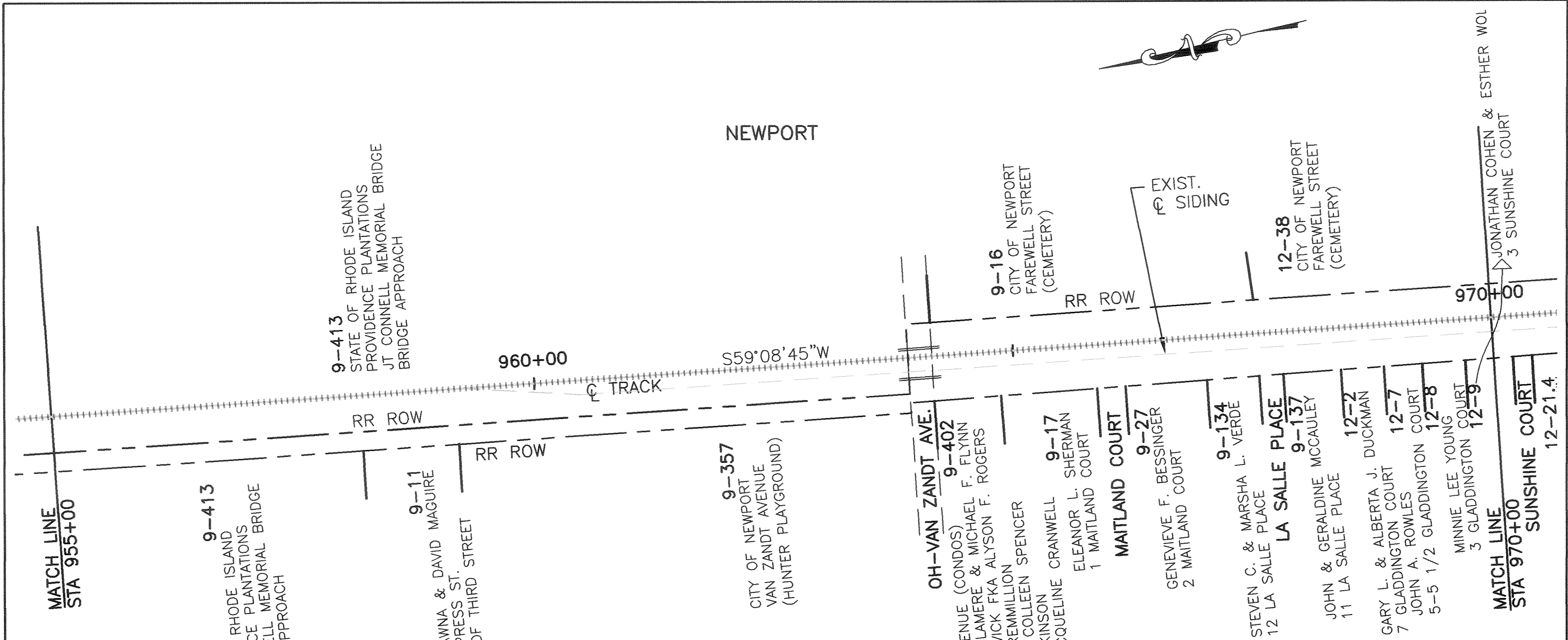
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DEPARTMENT OF TRANSPORTATION**

**AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY**

GORDON, BUA & READ  
A DIVISION OF TRANSYSTEMS CORP.  
34 SALEM STREET  
READING, MASSACHUSETTS 01867

SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
DES BY:	DRN BY: LB/LRD/MER	SHEET: 55 OF 57

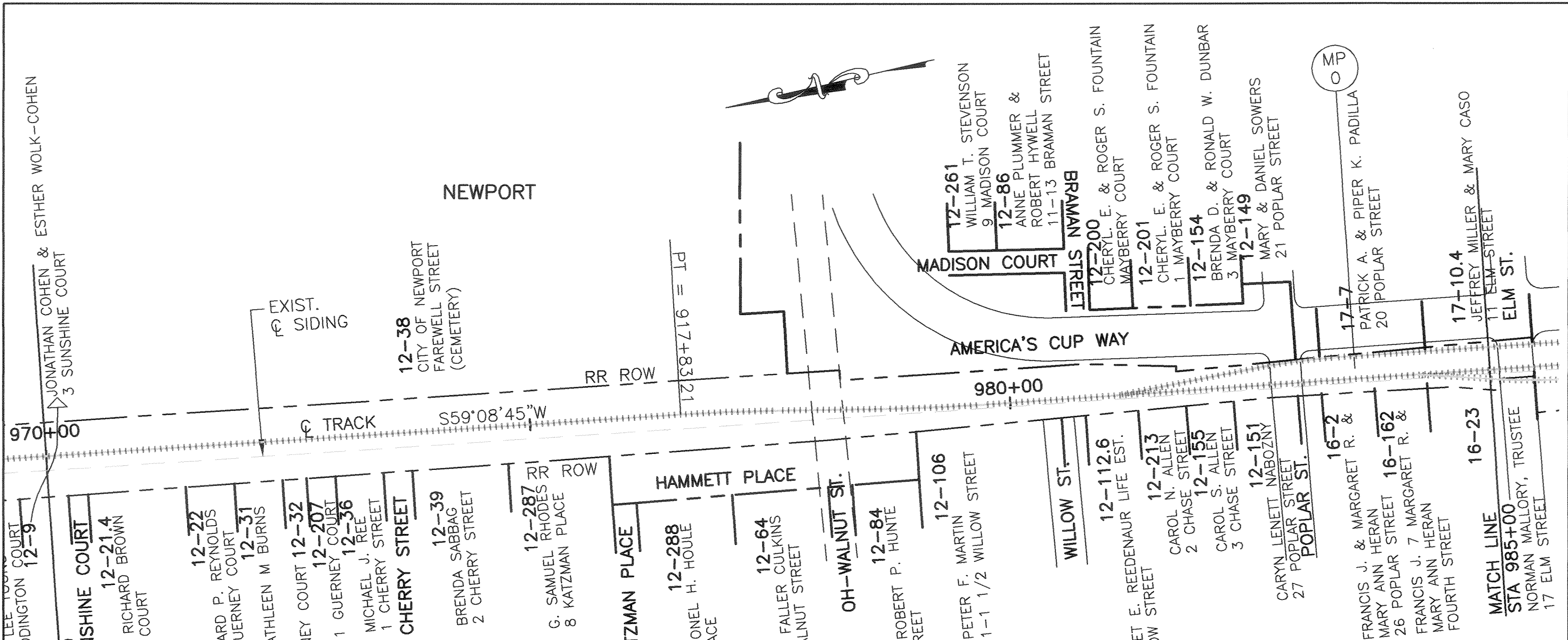
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Associates**





MINNIE LEE TORRE  
3 GLADINGTON COURT  
12-9

JONATHAN COHEN & ESTHER WOLK-COHEN  
3 SUNSHINE COURT

MATCH LINE  
STA 970+00

SUNSHINE COURT  
12-21.4  
JANICE E. & RICHARD BROWN  
1 SUNSHINE COURT

12-22  
EDWARD P. REYNOLDS  
9 GUERNEY COURT

12-31  
KATHLEEN M. BURNS

12-32  
KENN TAKATA & GUERNEY COURT  
7 GUERNEY COURT

12-207  
D. D. HERMANN & GUERNEY COURT  
5 GUERNEY COURT

12-36  
HINES & DONALD FARIAS  
1 GUERNEY COURT

MICHAEL J. REE  
1 CHERRY STREET

CHERRY STREET

12-39  
BRENDA SABBAG  
2 CHERRY STREET

12-287  
SAMUEL RHODES  
8 KATZMAN PLACE

KATZMAN PLACE

12-288  
ANGELENA & LIONEL H. HOULE  
5 KATZMAN PLACE

12-64  
JANET FALLER CULKINS  
15 WALNUT STREET

OH-WALNUT ST.

12-84  
MARY BETH & ROBERT P. HUNTE  
16 WALNUT STREET

12-106  
PETER F. MARTIN  
1-1 1/2 WILLOW STREET

WILLOW ST.

12-112.6  
MARGARET E. REEDENAUER LIFE EST.  
2 WILLOW STREET

12-213  
CAROL N. ALLEN  
2 CHASE STREET

12-155  
CAROL S. ALLEN  
3 CHASE STREET

12-151  
CARYN LENETT NABOZNY  
27 POPLAR STREET

POPLAR ST.

16-2  
FRANCIS J. & MARGARET R. & MARY ANN HERAN  
26 POPLAR STREET

16-162  
FRANCIS J. & MARGARET R. & MARY ANN HERAN  
FOURTH STREET

16-23  
MATCH LINE  
STA 985+00  
NORMAN MALLORY, TRUSTEE  
17 ELM STREET

NEWPORT

12-38  
CITY OF NEWPORT  
FAREWELL STREET  
(CEMETERY)

RR ROW

917+83.21

MADISON COURT

12-261  
WILLIAM T. STEVENSON  
9 MADISON COURT

12-86  
ANNE PLUMMER & ROBERT HYWELL  
11-13 BRAMAN STREET

BRAMAN STREET

12-200  
CHERYL E. & ROGER S. FOUNTAIN  
MAYBERRY COURT

12-201  
CHERYL E. & ROGER S. FOUNTAIN  
1 MAYBERRY COURT


12-154  
BRENDA D. & RONALD W. DUNBAR  
3 MAYBERRY COURT


12-149  
MARY & DANIEL SOWERS  
21 POPLAR STREET


17-7  
PATRICK A. & PIPER K. PADILLA  
20 POPLAR STREET

17-10.4  
JEFFREY MILLER & MARY CASO  
11 ELM STREET

ELM ST.

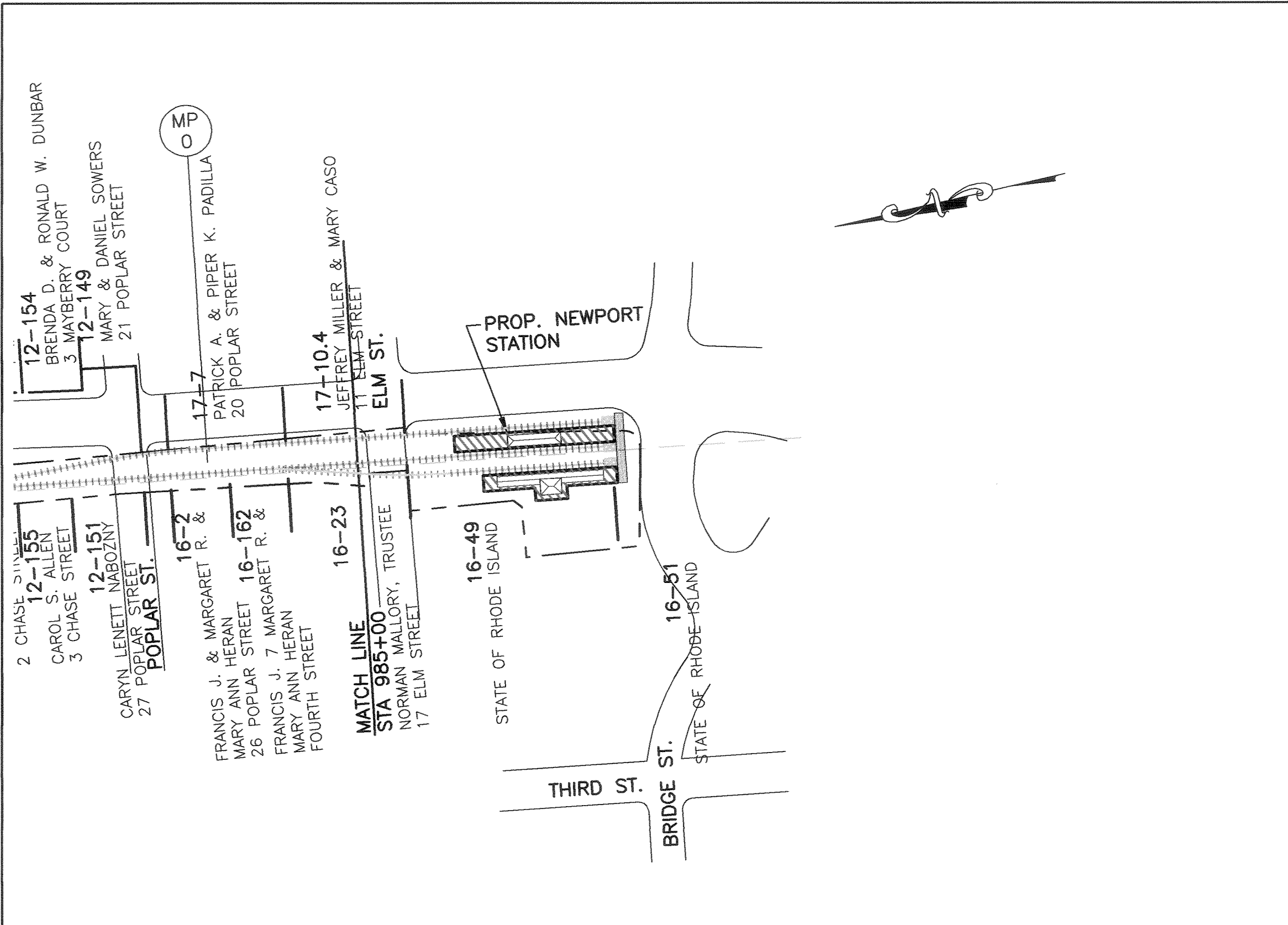
<b>RHODE ISLAND DEPARTMENT OF TRANSPORTATION</b>		
<b>AQUIDNECK ISLAND PASSENGER RAIL AND BICYCLE PATH STUDY</b>		
 GORDON, BUA & READ A DIVISION OF TRANSYSTEMS CORP. 34 SALEM STREET READING, MASSACHUSETTS 01867		
SCALE: 1" = 100'	DATE: MAY 16, 2002	PROJ. NO. GBR00103
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AQUIDNECK ISLAND  
PASSENGER RAIL AND  
BICYCLE PATH STUDY

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**Barbara Sokoloff  
Associates**



**Table 1: Old Colony & Newport Railroad, Associated Railroad Resources**

Map ID	Town	Resource Name	Description	Photo No.
1	Tiverton	State Avenue Bridge	Deck-plate girder with granite block abutments; ca. 1920	1
2	Tiverton	Culvert	Stone; early 20th c.	
3	Tiverton	Culvert	Stone; pre 1915	2
4	Tiverton	Culvert	Stone; pre 1915	
5	Tiverton	Culvert	Stone; pre 1915	
6	Tiverton	Culvert	concrete; replaced pre-1915 stone box culvert; mid-20th c.	
7	Tiverton	Culvert	Cast iron; pre 1915	
8	Tiverton	Culvert	Cast iron; pre 1915	
9	Tiverton	Culvert	Stone; pre 1915	
10	Tiverton	Culvert	Stone; pre 1915	
11	Tiverton	Culvert	Concrete cylinder & cast iron; pre 1915	
12	Tiverton	Switch Track Lever	Cast-iron switch track lever remains; mid-to late 20th c.	
13	Tiverton	Foundation/Footing	Stone; early 20th c.	
14	Tiverton	Culvert	Concrete; mid-20th c	
15	Tiverton	Bridge over private drive	Deck-plate girder bridge with granite block abutments; ca. 1920	3
16	Tiverton	Culvert	Stone; pre 1915	
17	Portsmouth	Bridge over Riverside Drive abutments	Granite block abutments; ca. 1898	4
18	Portsmouth	Sakonnet River Swing Bridge south	Bridge terminus, earthen fill/rock with concrete footers for power lines; 1898	5
19	Portsmouth	Siding at Sakonnet River Bridge - south	Switch tracks at Sakonnet River Swing Bridge; early 20th c.	6
20	Portsmouth	Bridge abutments at Main and Anthony Roads	Granite block abutments; pre 1915	7
21	Portsmouth	Mile Marker #12	Granite; 20th c.	
22	Portsmouth	Bridge over Founders Brook	Deck-plate girder with granite block abutments and pier; ca. 1920	8

Map ID	Town	Resource Name	Description	Photo No.
23	Portsmouth	Stone Wall	Dry laid with uncut fieldstones; pre 1915	9
24	Portsmouth	Whistle Post	20th c.	
25	Portsmouth	Mile Marker #11	Granite; 20th c.	10
26	Portsmouth	Old Pier Road Bridge	Deck-plate girder with granite block abutments; ca. 1920	11
27	Portsmouth	Whistle Post	Concrete whistle post; 20th c.	12
28	Portsmouth	Culvert	Concrete; 20th c.	
29	Portsmouth	Culvert	Stone; pre 1915	
30	Portsmouth	Mile Marker #10	Granite; 20th c.	
31	Portsmouth	Siding	Siding (north) at Weyerhaeuser Timber Company; ca. 1925	13
32	Portsmouth	Culvert	Metal with wood supports; late 20th c.	
33	Portsmouth	Culvert	Metal with wood supports; late 20th c.	14
34	Portsmouth	Siding	Siding (south) at Weyerhaeuser Timber Company; ca. 1925	
35	Portsmouth	Whistle Post	Concrete; mid-20th c.	
36	Portsmouth	Siding	Siding at Portsmouth/Coal Mine Station; later for Kaiser Aluminum & Chemical Corporation; mid-20th c.	15
37	Portsmouth	Switch Track Lever	Cast iron; mid-to late 20th c.	16
38	Portsmouth	Switch Track Lever	Cast iron; mid-to late 20th c.	
39	Portsmouth	Culvert	Cast iron; 20th c.	
40	Portsmouth	Culvert	Concrete; late 20th c.	17
41	Portsmouth	Mile Marker #9	Granite; pre 1915	
42	Portsmouth	Bridge over Barker Brook	Granite block arch bridge; pre 1915	18
43	Portsmouth	Bridge abutments of unnamed road	Granite block abutments with timber retaining wall caps; pre 1915	19
44	Portsmouth	Culvert	Concrete with cast-iron pipe; mid-20th c.	
45	Portsmouth	Culvert	Concrete with cast-iron pipe; late 20th c.	
46	Portsmouth	Culvert	Concrete with cast-iron pipe; mid-20th c.	20
47	Portsmouth	Bridge over dry bed	Deck-plate girder with granite block and concrete abutments; ca. 1920; late-20th c.	21
48	Portsmouth	Mile Marker #8	Granite; 20th c.	

Map ID	Town	Resource Name	Description	Photo No.
49	Portsmouth	Culvert	Double cast iron culvert; early 20th c.	
50	Portsmouth	Culvert	Remains of stone culvert; now collapsed; n.d.	
51	Portsmouth	Bridge over Melville Brook	Deck-plate girder with granite block and concrete abutments; ca. 1920	22
52	Portsmouth	Bradford Avenue Bridge Abutments	Granite block and concrete abutments of former Bradford Avenue Bridge; ca. 1920; mid-20th c.	23
53	Portsmouth	Siding	siding at US Navy Melville Point Coaling/Fueling Station; early 20th c.	24
54	Portsmouth	Switch Tracks Lever	Cast iron; mid-to late 20th c.	
55	Portsmouth	Mile Marker #7	Granite; 20th c.	
56	Portsmouth	Switch Tracks Lever	Cast iron; mid-to late 20th c.	
57	Portsmouth	Switch Tracks Lever	Cast iron; mid-to late 20th c.	
58	Portsmouth	Box	Concrete; mid-20th c.	
59	Portsmouth	Bridge over unnamed brook	Double-span concrete bridge; mid-20th c.	25
60	Portsmouth	Culvert	Corrugated plastic; early 21st c.	
61	Portsmouth	Bridge over unnamed dry brook bed	Deck-plate girder with concrete abutments; late 20th c.	26
62	Portsmouth	Culvert	Concrete; late 20th c.	
63	Portsmouth	Bridge at Weaver Cove	Deck-plate girder with granite block abutments; ca. 1920	27
64	Portsmouth	Mile Marker #6	Granite; 20th c.	
65	Portsmouth	Culvert	Corrugated plastic; early 21st c.	28
66	Portsmouth	Culvert	Corrugated plastic; early 21st c.	
67	Portsmouth	Culvert	Cast iron; 20th c	29
68	Portsmouth	Culvert	Cast iron; 20th c	
69	Portsmouth	Culvert	Concrete; mid-20th c.	
70	Portsmouth	Siding	Siding at Carr Point; Part of US Navy Reservation at Melville Point; early 20th c.	30
71	Portsmouth	Switch Track Lever	Cast iron; mid-to late 20th c.	31
72	Portsmouth	Bridge over Inlet	Deck-plate girder with concrete abutments over inlet near Carr Point; late 20th c.	32

Map ID	Town	Resource Name	Description	Photo No.
73	Portsmouth	Culvert	Corrugated metal pipe and concrete; late 20th c.	
74	Middletown	Mile Marker #5	Granite; 20th c.	
75	Middletown	Bridge over private drive	Deck-plate girder with granite block and concrete abutments over former private drive; early 20th c.; late 20th c.	33
76	Middletown	Box	Concrete, no top; mid-20th c.	
77	Middletown	Culvert	Cast iron and concrete; mid-to late 20th c.	
78	Middletown	Culvert	Double cast iron; mid-to late 20th c.	
79	Middletown	Culvert	Cast iron; mid-to late 20th c.	
80	Middletown	Culvert	Cast iron; mid-to late 20th c.	
81	Middletown	Bridge at terminus of Greene Lane	Deck-plate girder with granite block and concrete abutments over terminus of Greene Lane; mid-20th c.	34
82	Middletown	Bridge over unnamed brook	Stone arch, granite block bridge over unnamed Brook south of Greene Lane; pre 1915	35
83	Middletown	Mile Marker #4	Granite; 20th c.	
84	Middletown	Bridge abutments of unnamed crossing	Granite block abutment remains of former private crossing; early 20th c	36
85	Middletown	Cross buck at former transfer station	Metal post and cross buck at former transfer station crossing; mid-20th c.	
86	Middletown	Bridge at terminus of Browns Lane	Deck-plate girder with granite block abutments at terminus of Browns Lane; ca. 1920	37
87	Middletown	Box	Cement with wood top; mid-20th c.	
88	Middletown	Box	Concrete with steel top; mid-20th c.	38
89	Middletown	Switch Tracks Lever	Cast iron; mid-to late 20th c.	
90	Middletown	Siding	Siding at Coddington Cove Area of the US Naval Reservation; ca. 1940	39
91	Middletown	Box	Concrete; mid-20th c.	
92	Middletown	Mile Marker #3	Granite; 20th c.	
93	Middletown	Switch Track Lever	Cast iron; mid-to late 20th c.	

Map ID	Town	Resource Name	Description	Photo No.
94	Middletown	Siding	Siding at Coddington Cove Area of the US Naval Reservation - southern section; ca. 1940	40
95	Middletown	Switch Tracks Lever	Cast iron; mid-to late 20th c.	
96	Middletown	Culvert	Concrete; late 20th c.	
97	Middletown	Culvert	Concrete; late 20th c.	
98	Middletown	Box	Concrete with steel cap; mid-2th c.	
99	Middletown	Culvert	Cast iron with modern granite block abutment; mid-to late 20th c.	41
100	Middletown	Switch Track Lever	Cast iron; mid-to late 20th c.	42
101	Middletown	Switch Track Lever	Cast iron; early to mid-20th c.	
102	Middletown	Siding	Siding at US Naval Supply Dept, Coddington Cove; ca. 1940	43
103	Middletown	Switch Track Lever	Cast iron; mid-to late 20th c.	
104	Middletown	Box	Concrete, electrical box; mid-20th c.	
105	Middletown	Bridge over inlet	Deck-girder bridge with concrete abutments; mid-to late 20th c.	44
106	Newport	Mile Marker #2	Granite; 20th c.	
107	Newport	Switch Track Lever	Cast iron; mid-to late 20th c.	
108	Newport	Siding	Siding US Naval Reservation at Coddington Point; ca. 1940	45
109	Newport	Culvert	Corrugated steel; late 20th c.	
110	Newport	Culvert	Corrugate steel with wood and concrete abutments; late 20th c.	
111	Newport	Retaining Wall	Concrete; early 20th c.	46
112	Newport	Coddington Highway/Gate 4 Bridge Abutments	Concrete; early 20th c.	47
113	Newport	Switch Track lever	Cast iron; mid-to late 20th c.	
114	Newport	Siding	Siding at US Naval Reservation at Coddington Point; mid-20th c.	48



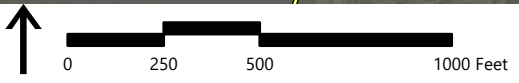
Map ID	Town	Resource Name	Description	Photo No.
115	Newport	Bridge over unnamed Brook	Concrete decking with granite abutments; late 20th c.	49
116	Newport	Marker	Granite; 20th c.	
117	Newport	Switch Track Lever	Cast iron; remains of switch track lever; mid-to late 20th c.	
118	Newport	Culvert and Drain	Cast iron and concrete; late 20th c.	
119	Newport	Culvert	Steel; late 20th c.	
120	Newport	Claiborne Pell Newport Bridge on ramp	Concrete with metal I-beam supports; north-bound on-ramp; 1969	50
121	Newport	Claiborne Pell Newport Bridge off ramp	Two concrete with metal I-beam; south-bound off ramp bridges; 1969	51
122	Newport	Switch Track Lever	Cast iron; mid-to late 20th c.	
123	Newport	Siding	Siding north of Van Zandt Avenue; early to mid-20th c.	52
124	Newport	Van Zandt Bridge	Concrete; 1919; 1932	
125	Newport	Walnut Street Bridge Abutments	Granite Block abutments; late 19th c.	53







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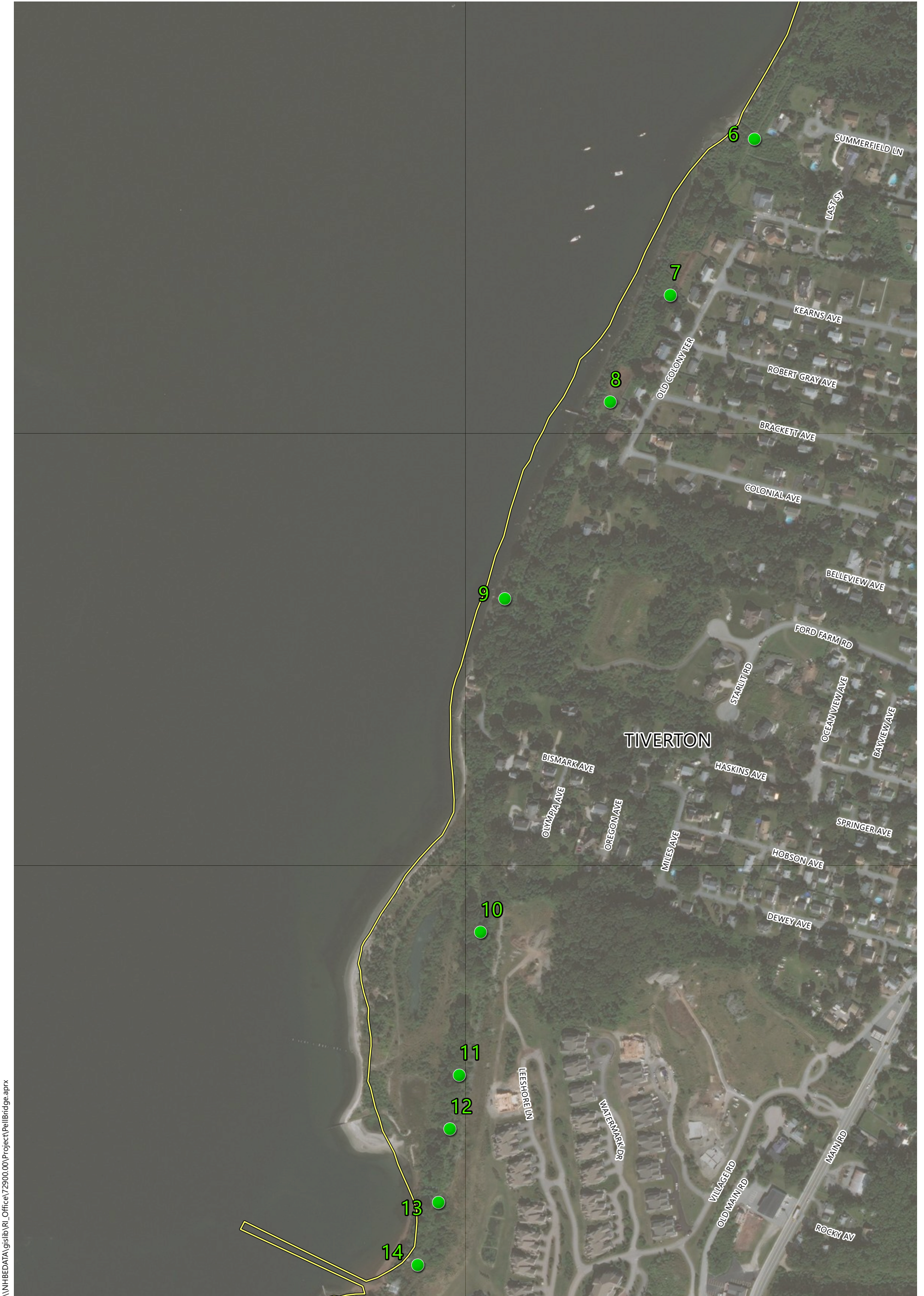


- Associated Railroad Resources
- Town Boundary
- Parcel Boundary
- # Map ID

Newport, Middleton, Portsmouth & Tiverton, Rhode Island

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National Register of Historic Places  
Eligibility Evaluation**





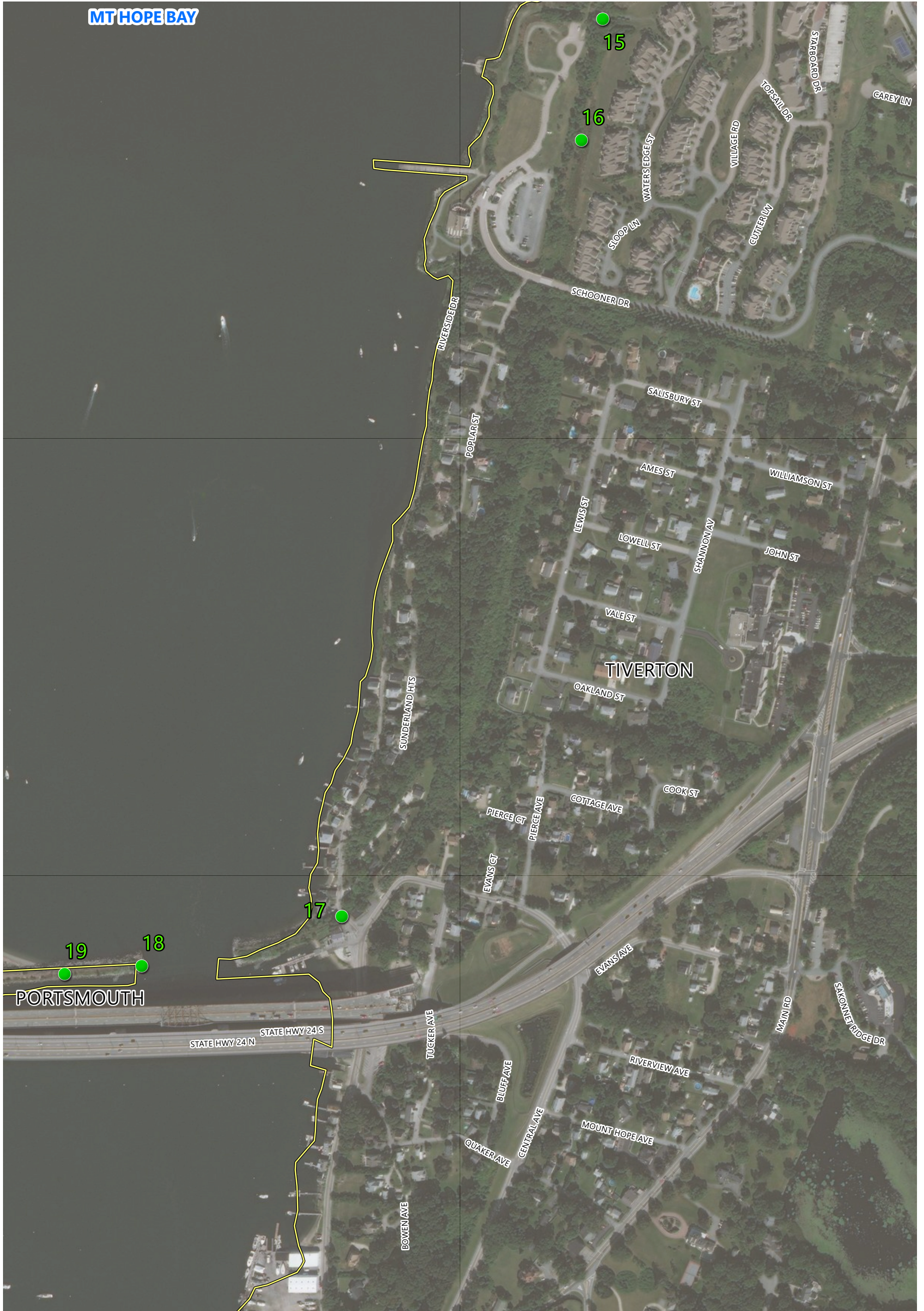
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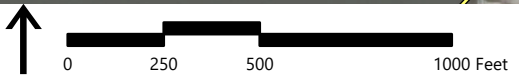
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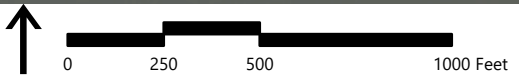
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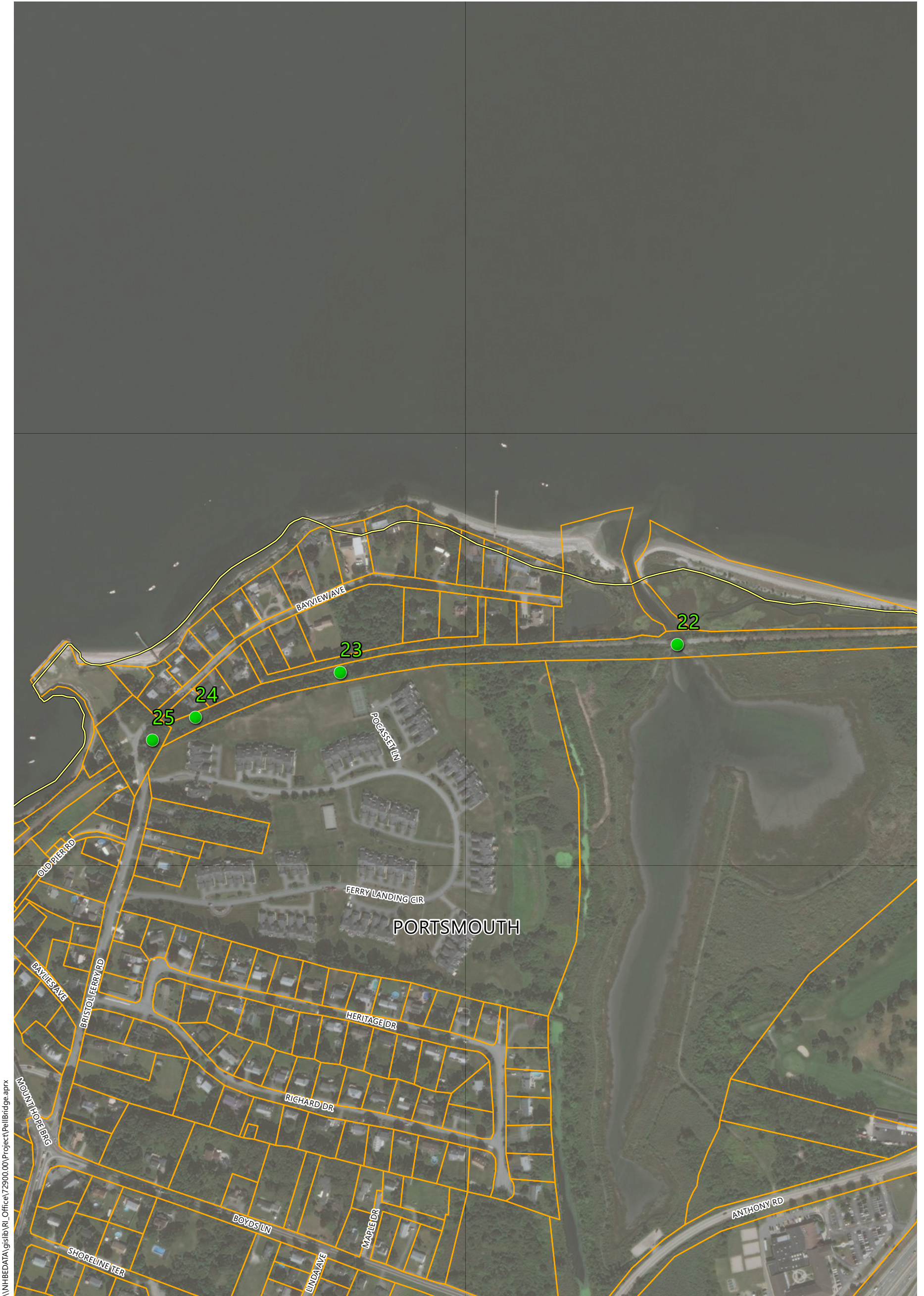


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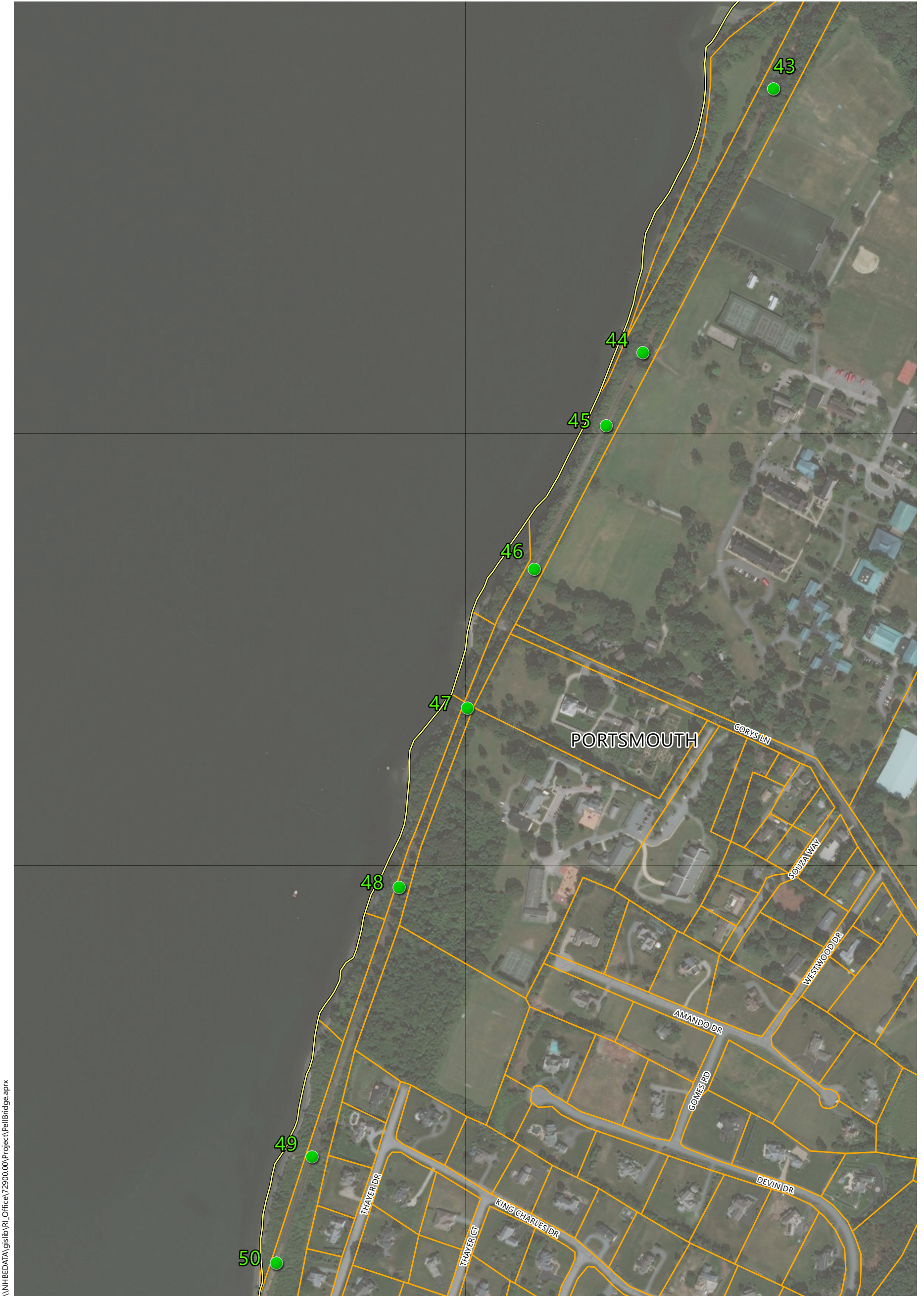
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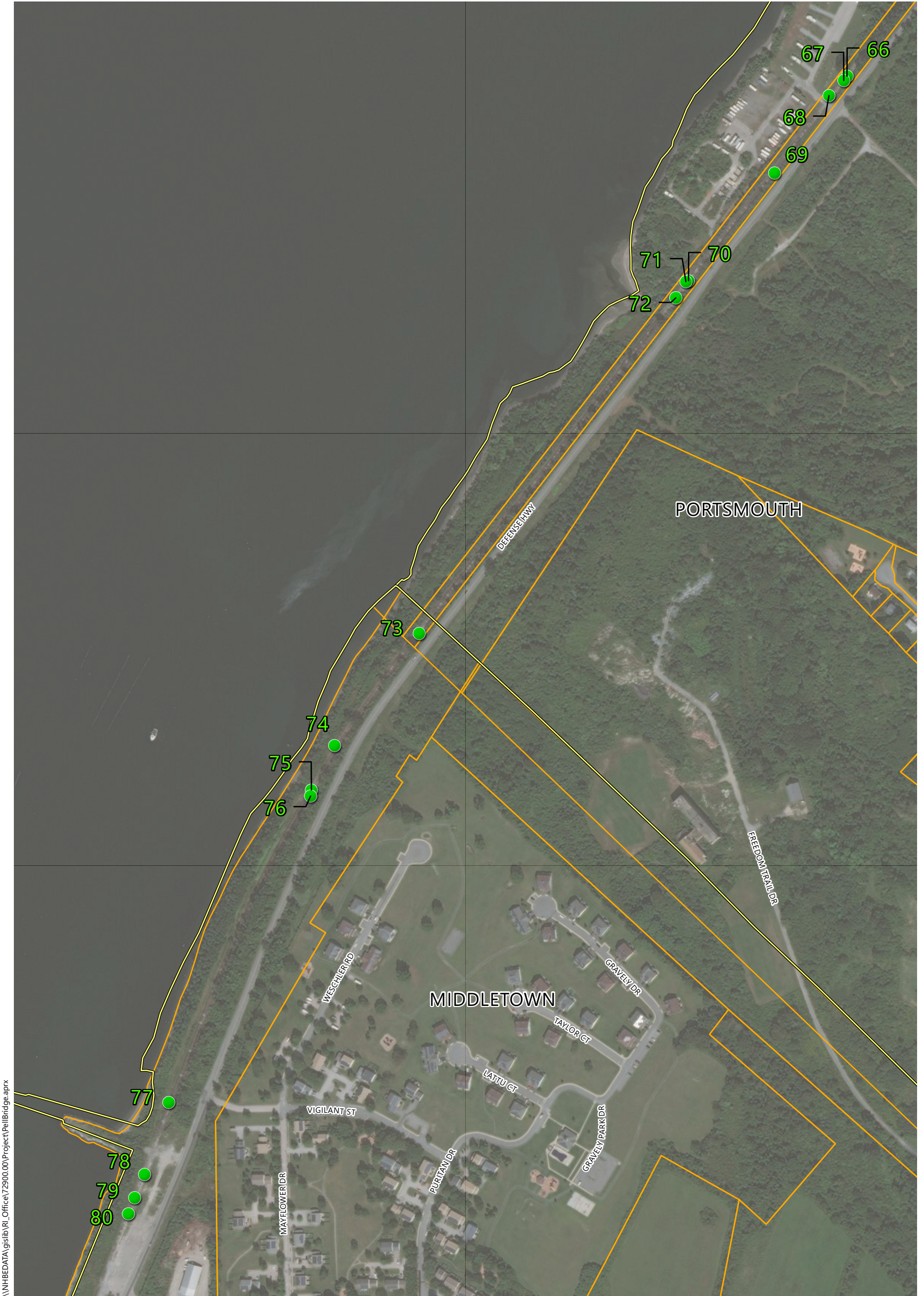
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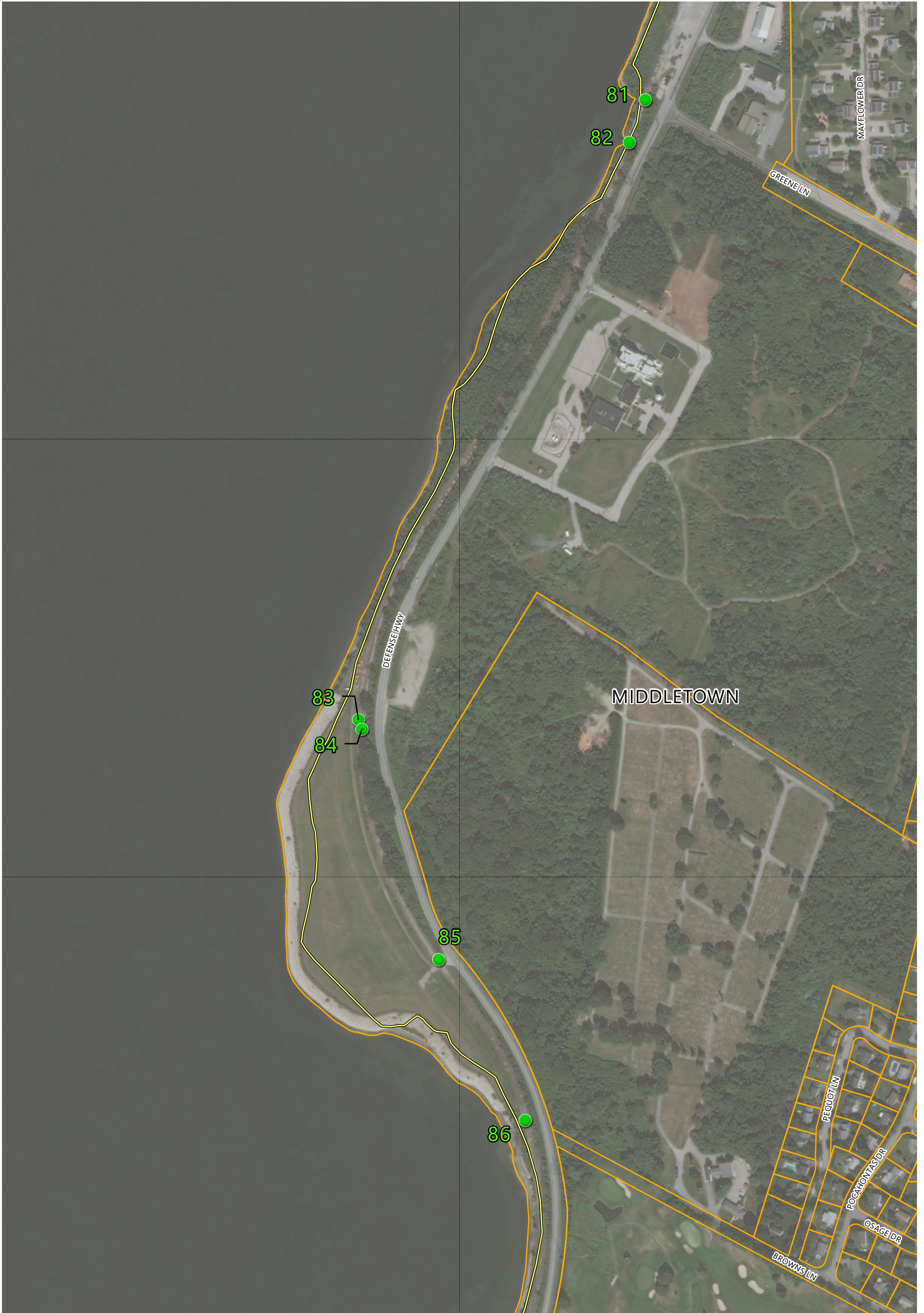
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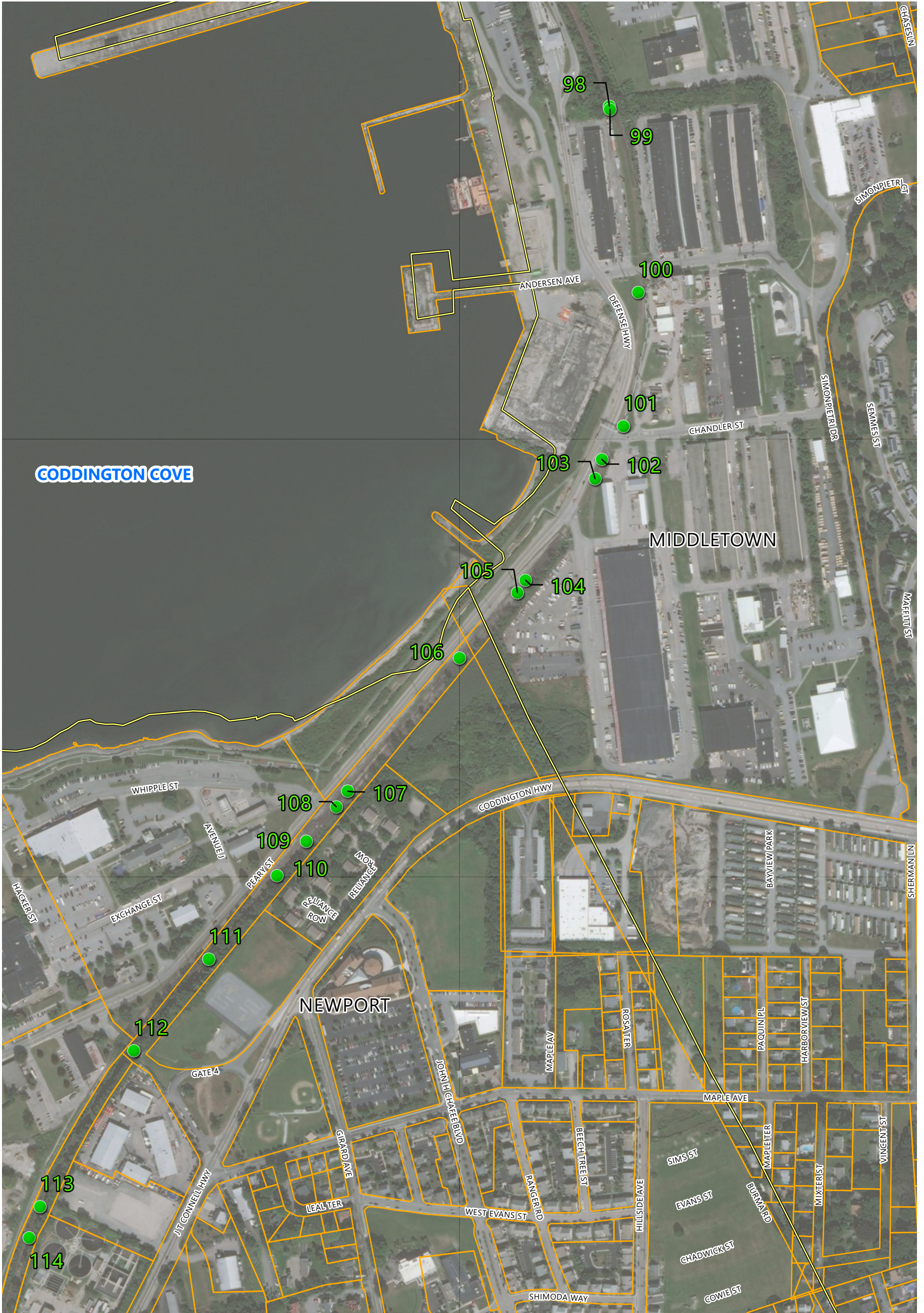
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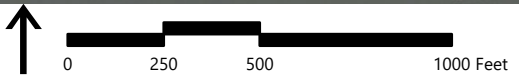
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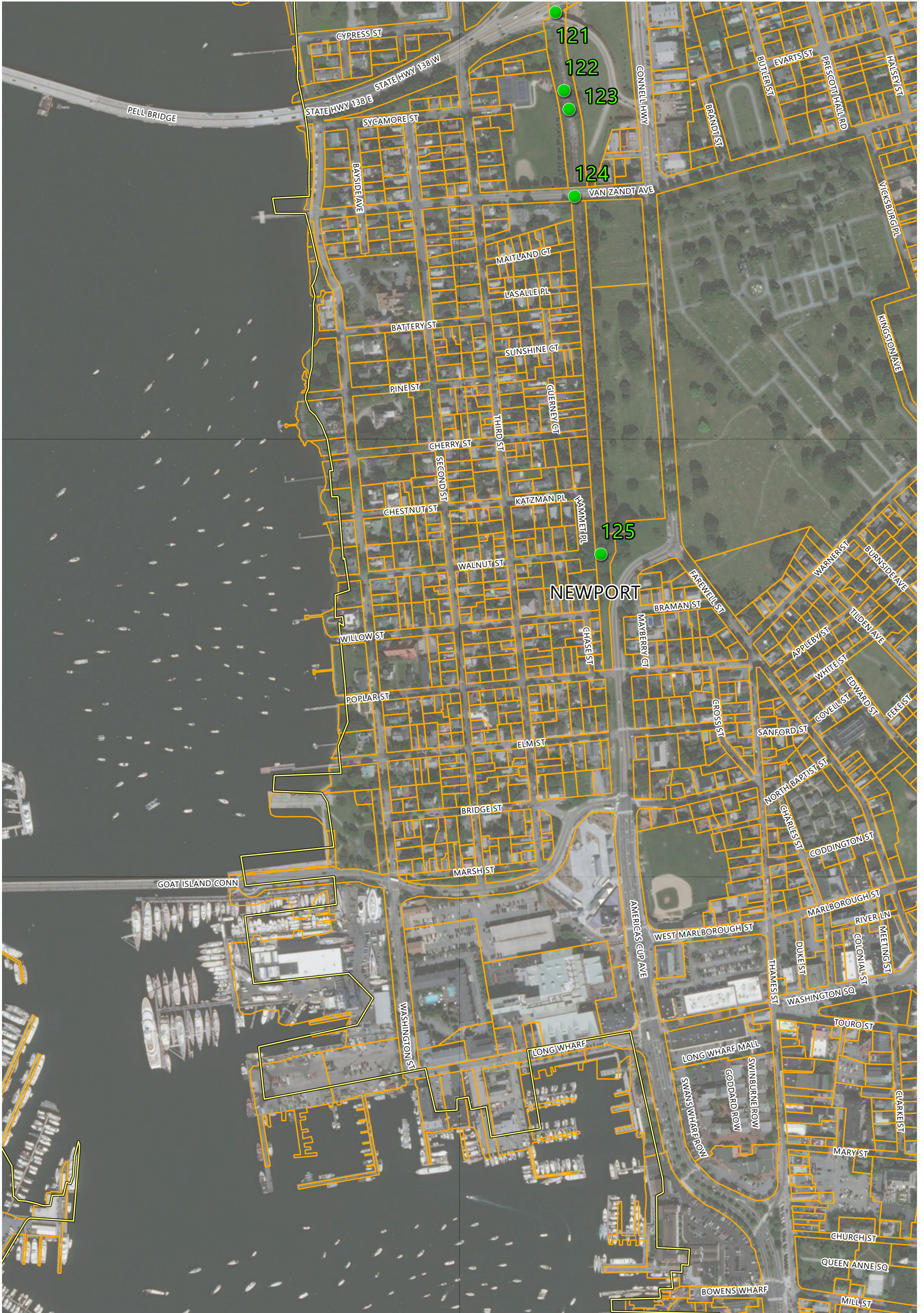


Newport, Middleton, Portsmouth & Tiverton, Rhode Island

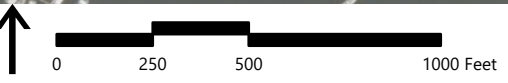
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**Old Colony & Newport Railroad  
National Register of Historic Places  
Eligibility Evaluation**



**ATTACHMENT 4.**

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1. State Avenue Bridge, Tiverton, deck plate girder with granite block abutments.



2. Typical stone culvert, Tiverton.



3. Deck Plate girder bridge with granite block abutments over private drive, Tiverton.



4. Bridge over Riverside Drive, granite block abutments, Tiverton.





5. Sakonnet River Swing Bridge south terminus, earthen fill/rock with concrete footers for power lines, Portsmouth.



6. Siding at Sakonnet River Bridge, south side, Portsmouth.



7. Bridge granite abutments at Main and Anthony Roads, Portsmouth.



8. Bridge over Founders Brook, deck plate girder with granite block abutments and pier, Portsmouth.





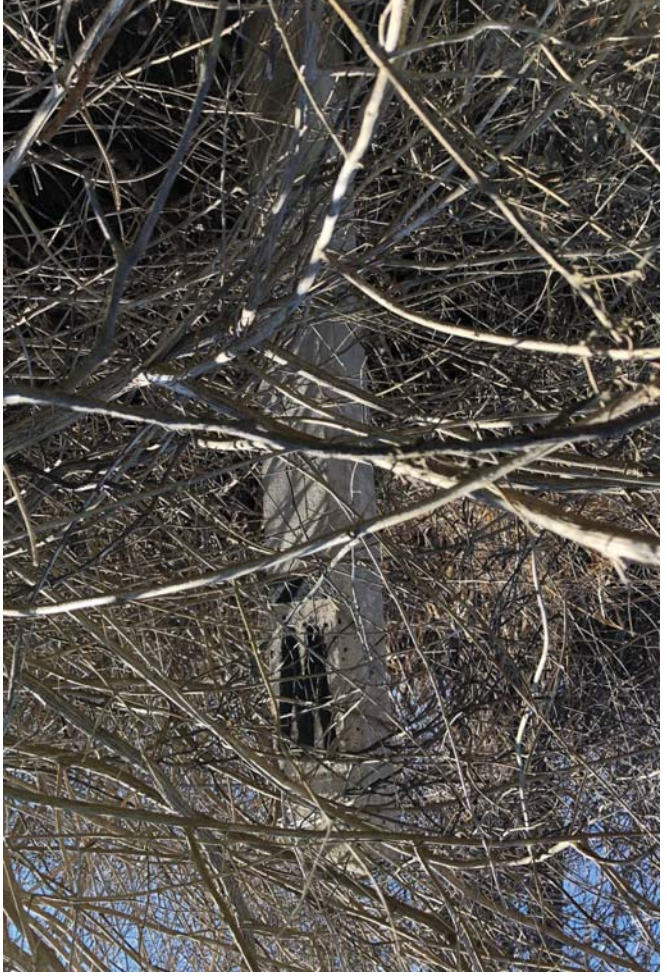
9. Dry laid with uncut fieldstone wall, Portsmouth.



10. Mile Marker #11, typical granite with painted numbers in relief, Portsmouth.



11. Old Pier Road Bridge, deck-plate girder with granite block abutments, Portsmouth.



12. Concrete whistle post, Portsmouth.





13. Siding (north) at Weyerhaeuser Timber Company, Portsmouth.



14. Metal with wood supports, Portsmouth.



15. Siding at Portsmouth/Coal Mine Station; later for Kaiser Aluminum & Chemical Corporation, Portsmouth.



16. Typical cast-iron switch track lever, Portsmouth.





17. Typical concrete culvert, Portsmouth.



18. Stone arch bridge over Barker Brook, Portsmouth.



19. Granite block abutments with timber retaining wall bridge abutments of unnamed road, Portsmouth.



20. Typical concrete culvert with cast-iron pipe, Portsmouth.





21. Bridge over dry bed, deck-plate girder with granite block and concrete abutments, Portsmouth.



22. Bridge over Melville Brook, deck-plate girder with granite block and concrete abutments, Portsmouth.



23. Bradford Avenue Bridge, granite block and concrete abutments, Portsmouth.



24. Siding at US Navy Melville Point Coaling/Fueling Station, Portsmouth.

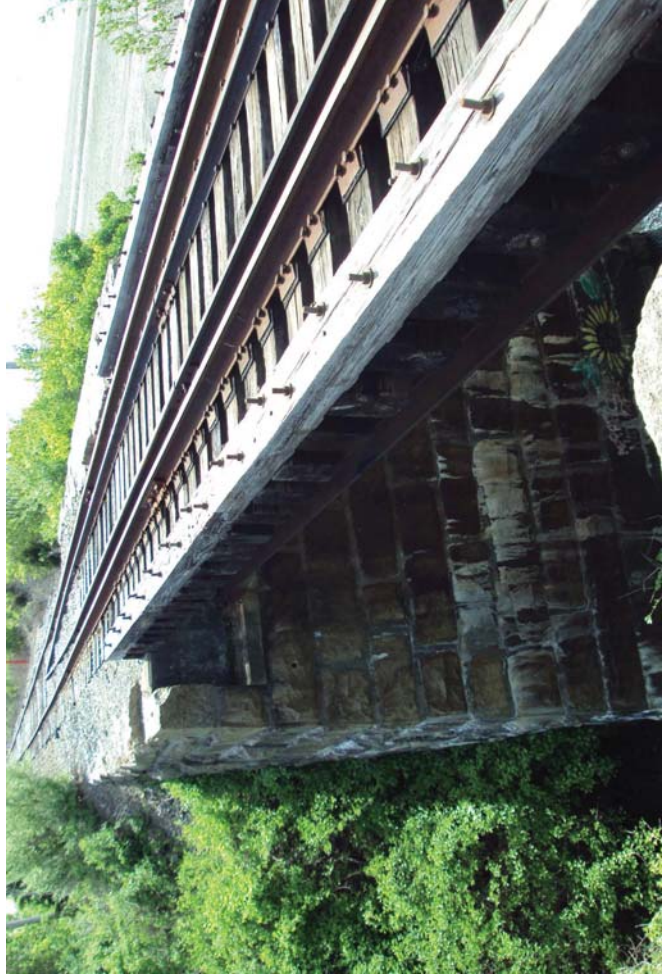




25. Bridge over unnamed brook, double-span concrete, Portsmouth.



26. Bridge over unnamed dry brook bed, deck-plate girder with concrete abutments, Portsmouth.



27. Bridge at Weaver Cove, deck-plate girder with granite block abutments, Portsmouth.



28. Typical corrugated plastic culvert, Portsmouth.





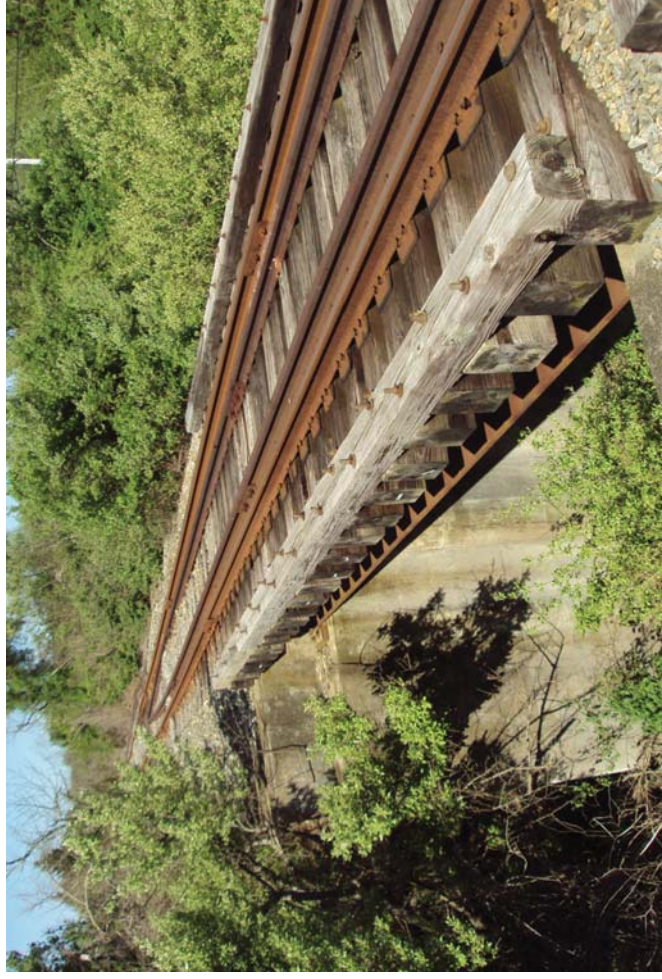
29. Typical cast-iron culvert, Portsmouth.



30. Siding at Carr Point; Part of US Navy Reservation at Melville Point, Portsmouth.



31. Typical cast-iron switch track lever, Portsmouth.



32. Bridge over Inlet, deck-plate girder with concrete abutments over inlet near Carr Point, Portsmouth.





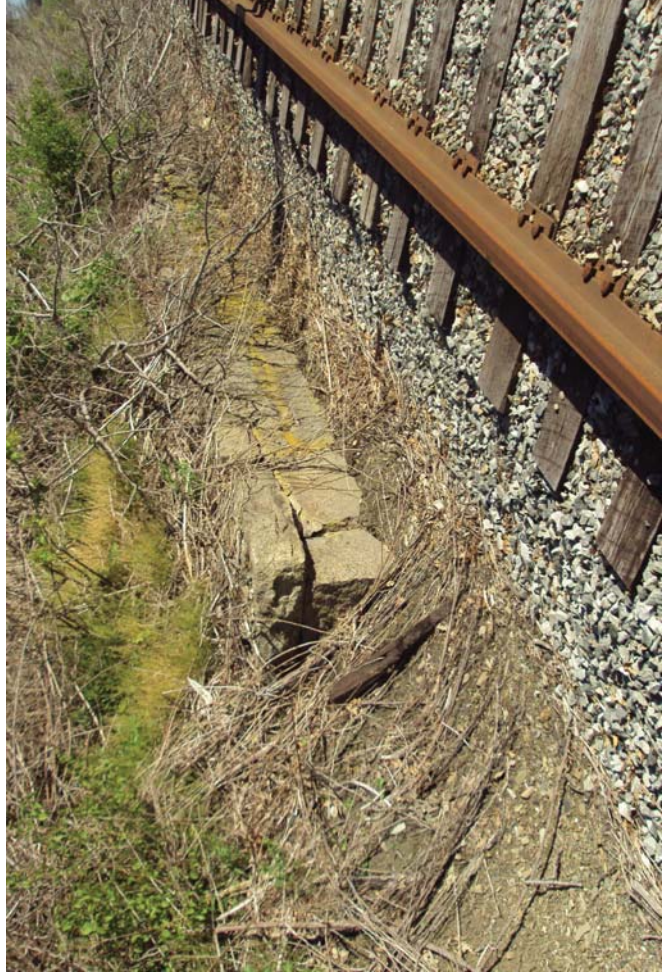
33. Bridge over private drive, deck-plate girder with granite block and concrete abutments over former private drive, Middletown.



34. Bridge at terminus Greene Lane, deck-plate girder with granite block and concrete abutments, Middletown.



35. Bridge over unnamed brook, Stone arch, granite block bridge over unnamed Brook south of Greene Lane, Middletown.



36. Bridge abutments of unnamed crossing, granite block, Middletown.

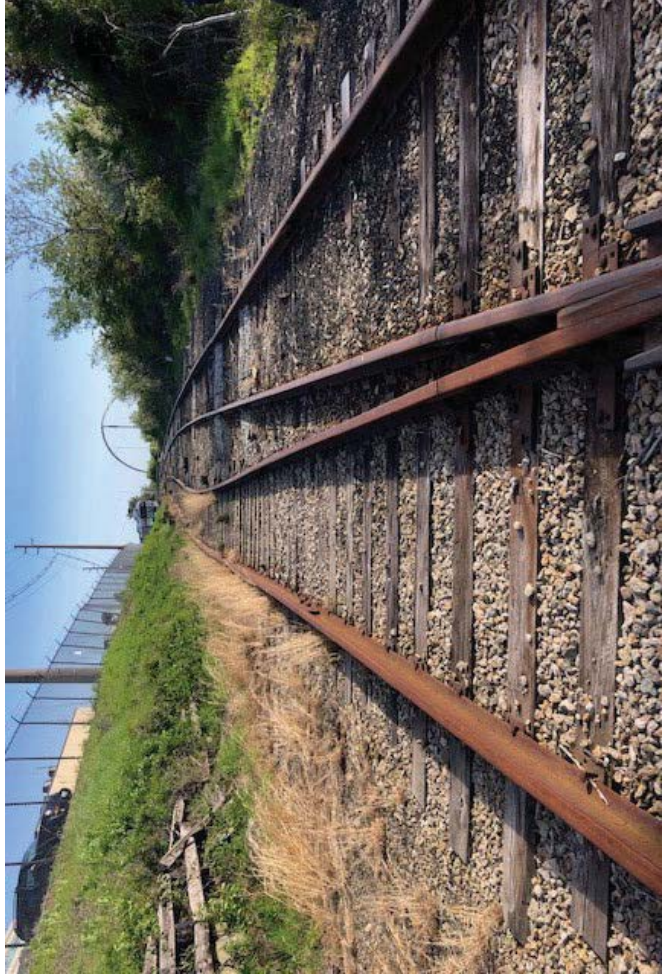




37. Bridge at terminus of Browns Lane, deck-plate girder with granite block abutments, Middletown.



38. Typical concrete box, Middletown.



39. Siding at Coddington Cove Area of the US Naval Reservation, Middletown.



40. Siding at Coddington Cove Area of the US Naval Reservation - southern section, Middletown.

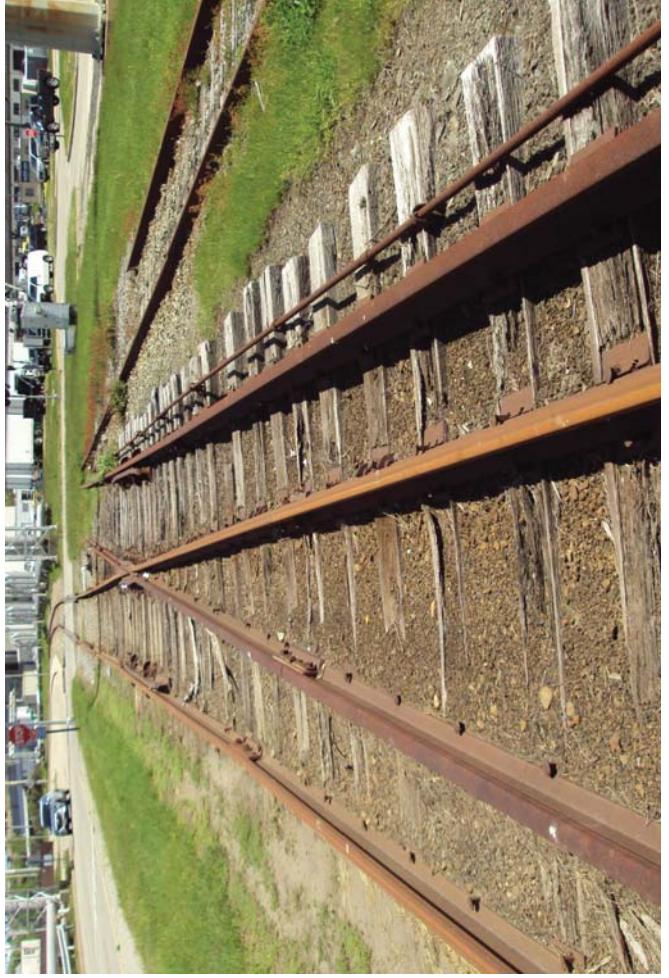




41. Cast iron culvert with modern granite block abutment, Middletown.



42. Typical switch track lever, Middletown.



43. Siding at US Naval Supply Dept, Coddington Cove, Middletown.



44. Bridge over inlet, deck-girder bridge with concrete abutments, Middletown.





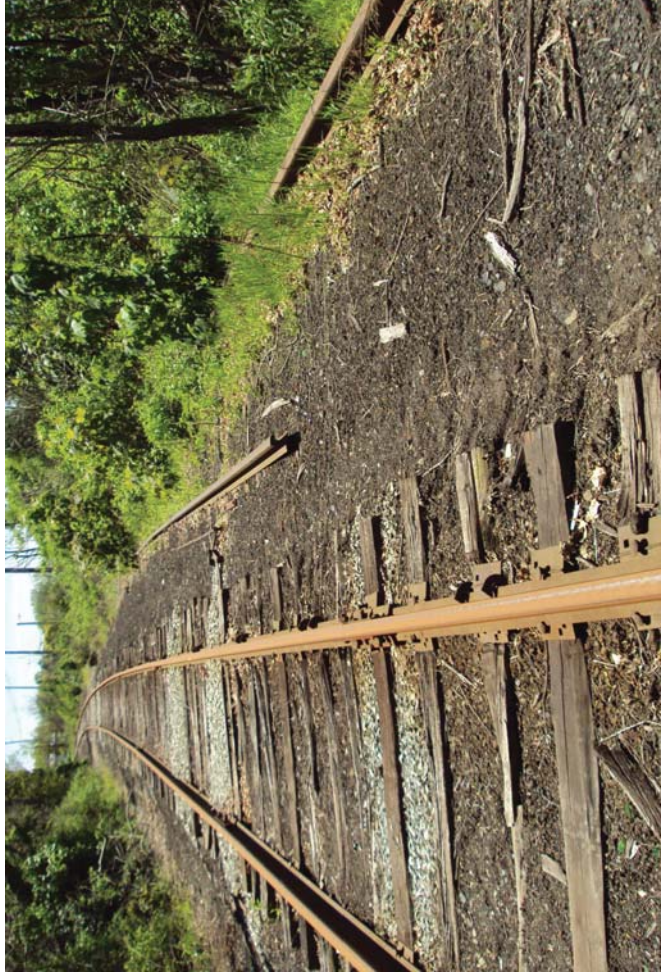
45. Siding US Naval Reservation at Coddington Point, Newport.



46. Concrete retaining wall, Newport.



47. Coddington Highway/Gate 4 Bridge concrete abutments, Newport.



48. Siding at US Naval Reservation at Coddington Point, Newport.

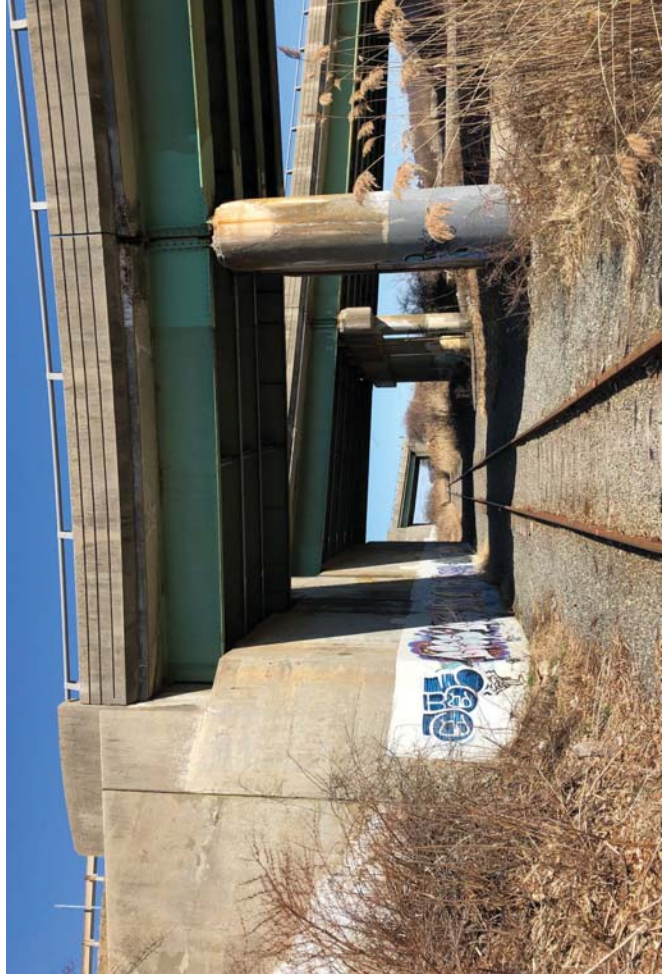




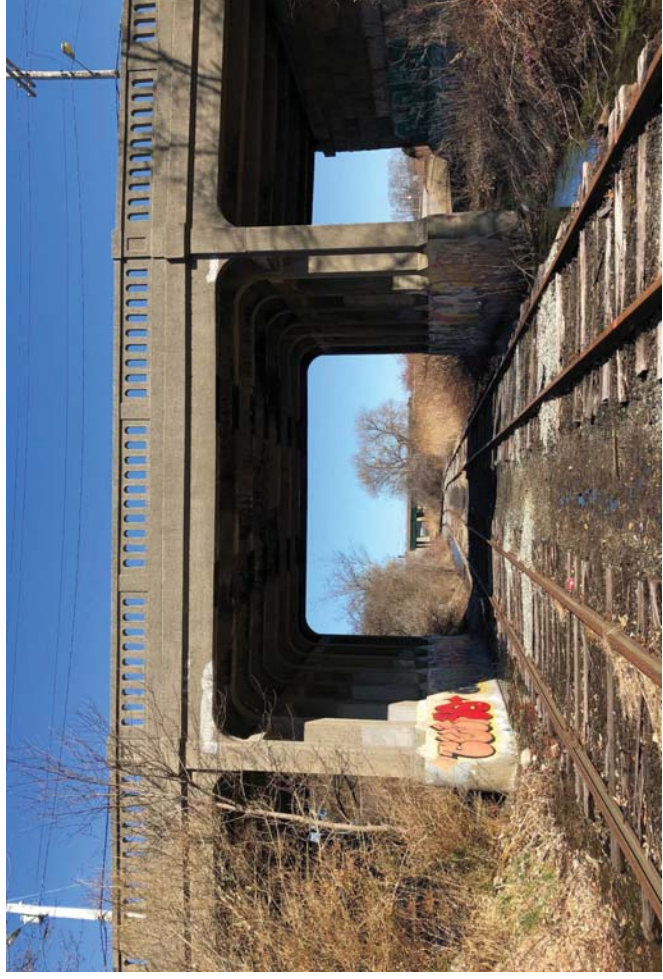
49. Bridge over unnamed Brook, concrete decking with granite abutments, Newport.



50. Claiborne Pell Newport Bridge on ramp, concrete with metal I-beam supports; north-bound on-ramp, Newport.



51. Claiborne Pell Newport Bridge off ramp, two concrete with metal I-beam; south-bound off ramp bridges, Newport.



52. Siding north of Van Zandt Avenue, Newport.





53. Walnut Street Bridge Abutments, Newport.

**LOUIS TORRY HOUSE (108 EVARTS STREET)**

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Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 108 Everts St PLAT/LOT 10/174

NAME(s) Torry, Louis, House

PROPERTY TYPE Building OWNERSHIP Private

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT single dwelling HISTORIC single dwelling

SITING: SETBACK 20 ft LOT SIZE 0.05 acres

STORIES 2 ROOF(s) hip

MATERIALS: Select terms from National Register table

ROOF asphalt WALL concrete

FOUNDATION concrete OTHER 1. wood 2. vinyl 3. brick



Photo ID NEWP\_EvertsSt108\_SW



Photo ID NEWP\_EvertsSt108\_NW

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material	Minor	Moderate	Minor	Minor
Configuration	Minor	Minor	Minor	Minor

INTEGRITY \_\_\_\_\_ Excellent  Good \_\_\_\_\_ Fair \_\_\_\_\_ Poor \_\_\_\_\_ Destroyed

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) House	B-C	1	(4)		
(2) Garage	B-C	1	(5)		
(3)			(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
Original construction	1915	Plaque, Deed	Torry, Louis	Original owner
Purchase	1917	Deed	Bishop, Henry	Owner
Purchase	1922	Deed	Wernquest, Lydia J.	Owner
Purchase	1927	City Directory	Messing, Joseph C and Lydia J.	Owner
Purchase	1936	Deed	McClain, John J. and Alice	Owner
Purchase	1968	Deed	McClain, Robert G.	Owner
Purchase	2002	Deed	Houle, Stacey E.	Owner

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) Prairie School

SURVEYOR VHB DATE 10/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_

## Architectural Description

The Louis Torry House at 108 Evarts Street is a two-story, two-bay-by-three-bay, Prairie School-style (specifically American Foursquare) residence. Walls are rusticated concrete block with quoins at each corner that rest on a concrete foundation. The main entrance occupies the first bay of the east elevation and comprises a multi-light wood door with simple surround and concrete lintel. A two-story full-width porch dominates the facade. The first story features a rusticated knee wall and four rusticated block columns which support the second-story porch. A window was added to the east elevation of the porch. The second-story porch is ornamented with a checkerboard-patterned rusticated knee wall. Most windows are two-over-two, double-hung vinyl sash with concrete sills and lintels. The building is capped by an asphalt-shingle, pyramidal hip roof with a brick chimney, overhanging eaves and a wide wood cornice. A carved stone with the date of the building, "1915," is centered beneath the roofline.

A two-car wood-frame garage is west of the residence and faces north onto Armstrong Place. The garage features drop board siding, a pair of overhead roll-up paneled doors, and an asphalt shingle gable roof.

## History

### Occupancy

The house at 108 Evarts Street was built in 1915 by Louis Torry (1882-1969), a local mason of Italian descent. Torry sold the property and house therein to Henry Bishop in 1917. As of 1920, Charles Oscar Wernquest (born 1888), his sister Lydia (born 1895) and wife Ruth (born 1895) rented the subject property. Charles, a Swedish immigrant, arrived in the United States at the age of six and was naturalized in 1917. He found employment as a gardener and by 1930 purchased the property at 10 Dyers Gate Road. Between 1920 and 1930, the Wernquests had three children: Ruth, Charles, and Hilma. Charles' sister, Lydia, worked as a seamstress and in 1922 purchased 108 Evarts from Henry Bishop. Between 1922 and 1930 Lydia married Joseph C. Messing (1883-1965), a local fisherman and in 1936 the couple sold the subject property to John J. and Alice J. McClain for \$10,000.

From the late 1930s through 2002, generations of the McClain family lived at the subject property. John J. (1895-1948) and Alice J. (McGann) McClain (1895-1954) lived at 108 Evarts Street with their children, John J. McClain Jr. (born 1920), Alice (1921-1954), Betsy R. (born 1926), Robert (born 1931), and Russell (1936-2000). John was a barber at Fort Adams and his daughters, Alice and Betsy, worked at a torpedo station. Alice's husband, Robert T. Muenchausen, also lived with the family. After Robert's death in 1968, ownership of the property was transferred to Robert from the surviving McClain children; Robert maintained ownership until 2002, when it was sold to Stacey E. Houle.

### Concrete-block Architecture

The house was built during the period between 1905 and 1930 when significant numbers of low-cost commercial and residential buildings were constructed of rockfaced hollow concrete block. The mass production of this material began after 1900 with the invention of Harmon S. Palmer's cast-iron machine and improvements in the production of Portland cement. The popularity of the material had to do with its low cost, compared with traditional materials such as wood and brick, its fireproof nature, and its ability to imitate stone. Groups like the Cement Producers Association and the Portland Cement Association promoted the product through trade magazines and books, such as *Plans for Concrete Houses and Concrete Garages*. After 1930, the popularity of concrete block declined as other materials such as cinder block replaced it.

The Louis Torry House retains integrity of location, design, setting, materials, workmanship, feeling, and association, and fulfills National Register criteria A and C with significance at the local level.

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**HALL AVENUE GROCERY AND VARIETY STORE (49 HALL AVENUE)**

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Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 49 Hall Ave PLAT/LOT 10/144

NAME(s) Hall Avenue Grocery and Variety Store

PROPERTY TYPE Building OWNERSHIP Private

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT multiple dwelling HISTORIC multiple dwelling

SITING: SETBACK 10 ft LOT SIZE 0.08 acres

STORIES 2 ROOF(s) flat

MATERIALS: Select terms from National Register table

ROOF tar WALL stucco

FOUNDATION \_\_\_\_\_ OTHER 1.vinyl 2.wood 3.brick 4.stucco



Photo ID NEWP\_HallAve47\_SE



Photo ID NEWP\_HallAve47\_SW

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material		Moderate	Moderate	Moderate
Configuration		Moderate	Minor	Moderate

INTEGRITY \_\_\_\_\_ Excellent \_\_\_\_\_ Good X Fair \_\_\_\_\_ Poor \_\_\_\_\_ Destroyed

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) Building	B-C	1	(4)		
(2) Garage	B-C	1	(5)		
(3)			(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
original construction	1910	Assessor		
owner	1921	Newspaper	Fried, Max	owner
owner	1940	City Directory	Siletchnik, George	owner
owner	1946	City Directory	Siletchnik, George	owner
owner	1950	City Directory	Larson, Carl T.	owner
owner	1959	City Directory	Coleman, Frank E.	owner
owner	2004	Assessor	Coleman, Agnes A.	owner
owner	2009	Assessor	Retlev, Ellen	owner

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) No Style

SURVEYOR VHB DATE 8/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_

**Architectural Description**

The Hall Avenue Grocery and Variety Store at 49 Hall Avenue is a two-story, seven-bay-by-four-bay, rectangular-shaped, masonry building constructed ca. 1910. It faces west onto Hall Avenue at the southwest intersection with Evarts Street. The house is set close to the sidewalk on its west (facade) elevation and slightly set back on the north elevation. Walls are brick covered with stucco and are capped by a flat roof with overhanging eaves and a molded narrow wood cornice. The facade has two entrances and an altered fenestration pattern. The main entrance at the north end bay comprises slightly recessed double paneled wood doors below a blind arch. The secondary entrance is two bays south and is a multi-pane, paneled wood door with an angled brick lintel. A faded green-painted sign partially above the main entrance spells "VARIETY STORE." Most windows are single or paired and rectangular or narrow with wood or vinyl replacement sash and feature an arched or slightly angled brick lintel with plastered sill.

East of the main building is a detached one-story, early-twentieth century garage that faces north onto Evarts Street. The garage has stuccoed walls and a flat roof with one roll-up metal garage bay door.

**History**

There were buildings on the subject property by at least 1903, but the present buildings likely were not constructed until around 1910. In the late nineteenth century, the parcel was owned by George A. Armstrong (1809-1884) and, later, Warren Barker (1840-1907). It is likely that the subject buildings were constructed under Barker's ownership.

In January 1921, Max Fried (born 1885) purchased the property at auction with the intention of moving from New York to operate the grocery store. At that time, the property included a three-tenement brick building, grocery store, and garage. In 1925, Fried lived at the property with his four children. Two other families lived in the #47 unit.

By 1930 through the late 1940s, the Silechnik family lived at the property and operated the grocery store. George Silechnik (1896-1950) was born in Lithuania and immigrated around 1904. He lived at the property with his wife, Anna Rosen, and their two children, Leon and Gertrude. In 1932, he applied to the public works commissioner for a concrete sidewalk base at 49 Hall Avenue.

By the late 1940s through the early 1950s, the property was inhabited by Carl Theodore Larson (1899-1953). In November 1947, Larson received a transfer of a Sunday-selling license from Anna Silechnik for the business on Hall Avenue. In 1950, he both lived in the house and operated the store, then called Larson's Variety. (The faded, green-painted sign above the Hall Avenue entrance that says "VARIETY STORE" could date to this period.)

By 1949, the property existed as it does today with a two-story dwelling and corner store at the northwest corner and a one-story detached garage to the east. The maps noted that the main building walls were plastered on terra cotta. By 1953, the address had changed from 47-49 Hall Avenue to 49-51 Hall Avenue.

In 1959, Frank E. Coleman, an electrician occupied the property. The storefront was not in use. In 2004, Agnes A. Coleman purchased the property. Since Coleman's death in 2009, Ellen Retlev has owned the subject property.

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**WHITE'S LAUNDRY AND CARPET CLEANING COMPANY (35 HALSEY STREET)**

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Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 35 Halsey Street PLAT/LOT 09/427

NAME(s) White's Laundry and Carpet Cleaning Company

PROPERTY TYPE Building OWNERSHIP Private

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT single dwelling HISTORIC commercial

SITING: SETBACK 10 ft LOT SIZE 0.23 acres

STORIES 2 ROOF(s) 1. gable 2. hip

MATERIALS: Select terms from National Register table

ROOF asphalt WALL 1. stucco 2. concrete 3. wood

FOUNDATION concrete OTHER 1. synthetics 2. steel



Photo ID NEWP\_HalseySt35\_NE



Photo ID NEWP\_HalseySt35\_SE

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material		Moderate	Moderate	Moderate
Configuration		Moderate	Minor	Moderate

INTEGRITY \_\_\_\_\_ Excellent \_\_\_\_\_ Good \_\_\_\_\_ Fair X Poor \_\_\_\_\_ Destroyed

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) House	B-C	1	(4)		
(2) Outbuilding	B-C	1	(5)		
(3) Outbuilding	B-C	1	(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
property developed	1903	Sanborn map		
owner	1921	Sanborn map	White, Antonio S. and Annie	owner
original construction	1928	Assessor		
owner	1949	Sanborn map	White's Laundry and Carpet Cleaning Company	
owner	1953	Sanborn map	White's Laundry and Carpet Cleaning Company	owner
owner	1953	City Directory	White, Antonio S. and Annie	owner
owner	1958	Newspaper	Egan's Laundry & Cleansers Inc. (Jack Egan)	owner
owner	1996	Assessor	O'Flynn, Thomas H.	owner

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) No Style

SURVEYOR VHB DATE 8/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_

## Architectural Description

The property at 35 Halsey Street comprises three attached buildings all concentrated on the west side of the property. A lawn with raised garden beds is at the east side of the property.

The main building at the south side of the property is a two-story, four-bay-by-three-bay, rectangular-shaped dwelling that was converted from a commercial space. The building faces west onto Halsey Street. Walls are covered in stucco with vertical board at the south elevation. The asphalt-shingle-clad front-gable roof features overhanging eaves and a narrow wood cornice. The west elevation has four windows on the first story and three windows on the second story. The south elevation has a two-story, one-bay-by-two-bay, shed-roof addition centered on the wall that contains the main entrance. The main entrance is at the west elevation of the addition and comprises a contemporary wood-paneled door underneath a slight shed-roof extension. Windows on the upper story of the addition are large, rectangular, single-pane, fixed windows with simple surround. Most windows appear to be replacement one-over-one, double-hung, wood sash with simple surround.

At the north elevation of the main building are two connected one-story, 11-bay-by-4-bay buildings. Walls are stuccoed concrete block and rest on a concrete foundation. Each building has an asphalt-shingle-clad hip roof with overhanging eaves and a narrow wood cornice. Some openings on the west elevation have been blocked-up or fitted with replacement windows. Two of the original four entrances remain and comprise contemporary, rectangular, paneled wood doors. Replacement windows are one-over-one, double-hung, wood sash with simple surrounds. The north elevation and the north end bay of the west elevation appear to contain original windows consisting of three sections of 16-pane, metal sash windows with a center hopper or four-over-eight, double-hung metal sash.

A one-story, hip-roof building, not visible from the public-right-of-way, is northeast of the main building.

## History

The property at 35 Halsey Street was first developed ca. 1903 and was occupied by the "Newport Steam Laundry and Carpet Cleaning Works." At that time, it included a two-story building on the north side of the parcel and a single-story building at the southeast corner. Long-time occupant, White's Laundry, was opened in 1913; as of 1921, the property was owned by Antonio S. and Annie White and included three additional buildings. By 1949, the property existed in the present arrangement with a two-story building at the parcel's south side and a few connected single-story buildings comprising the remainder of the site to the north. At that time, the property was known as "White's Laundry & Carpet Cleaning Co." and had an address of 8 Garfield Street.

The 1910 U.S. Census showed Antonio S. (born 1876) and Annie (born 1877) White living nearby at 52 Hall Avenue with their daughter, Mary (born 1902) and a boarder and his son. At that time, Antonio was a driver. The entire family had been born in Portugal (the Azores). In 1913, Antonio opened White's Laundry on Halsey Street. By the 1915 Rhode Island State Census, the couple's son, Francis (born 1911), had been born and Antonio worked at his own laundry.

In 1953, the White family maintained ownership of White's Laundry and Dry Cleaners and had moved to 9 Admiral Kalbfus Road. As of May 1958, a profile of White's Laundry in the Business Review section of the Newport Daily News described the business as a "combination of modern equipment and expert workmanship." In November 1958, White's Laundry was sold to Egan's Laundry & Cleansers Inc., a New York firm, by Antonio's son, Francis. The new owners, lead by Jack Egan, planned to maintain the facilities as a laundry with the existing 23 employees and to establish a supply outlet in Rhode Island for their laundry-related products.

Since 1996, the property has been owned by Thomas H. O'Flynn.

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**FAIRVIEW (34 MALBONE ROAD)**

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Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 34 Malbone Rd PLAT/LOT 10/011

NAME(s) Fairview

PROPERTY TYPE Building OWNERSHIP Private

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT single dwelling HISTORIC single dwelling

SITING: SETBACK 60 ft LOT SIZE 0.50 acres

STORIES 1 ROOF(s) mansard

MATERIALS: Select terms from National Register table

ROOF asphalt WALL 1. shingle 2. weatherboard

FOUNDATION \_\_\_\_\_ OTHER wood



Photo ID NEWP\_MalboneRd34\_SW



Photo ID NEWP\_MalboneRd34\_NW

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material	Minor	Minor	Minor	Minor
Configuration	Minor	Minor	Minor	Minor

INTEGRITY \_\_\_\_\_ Excellent  Good \_\_\_\_\_ Fair \_\_\_\_\_ Poor \_\_\_\_\_ Destroyed \_\_\_\_\_

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) House	B-C	1	(4)		
(2) Outbuilding	B-C	1	(5)		
(3) Outbuilding	B-C	1	(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
original construction	1876	Hopkins map	Downing, John W.	owner
owner	1881	City Directory	Downing, John W.	owner
owner	1893	Richards map	Young, Dalton E.	owner
owner	1921	Sanborn map	Young, Dalton E.	owner
owner	1925	Newspaper	Farrell, Anne Waller	owner
owner	1949	City Directory	Hale, Harold D.	owner
owner	1959	City Directory	Hale, Harold D. Jr.	owner
owner	1989	Assessor	Napolitano, Jeanne M. and Michael R.	current owner

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) Second Empire, Queen Anne

SURVEYOR VHB DATE 8/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_



## Architectural Description

Fairview at 34 Malbone Road is a two-and-one-half-story, four-bay-by-four-bay, wood shingle Second Empire-style residence with Queen Anne and Stick style updates. The building faces east onto Malbone Road and is set back from the street by a manicured lawn and semi-circular paved drive. The asymmetrical facade (east) measures four bays wide and is dominated by a single-story, full-width, hip-roof porch that extends around the north elevation and is ornamented with angled brackets, circular vergeboard, and a low railing with sleeve belly balusters. The main entrance is south of center and features a pair of multi-pane wood-frame glazed doors with a simple surround. Window openings at the first story are rectangular and fit with multi-pane and one-over-one wood sash that are flanked by wood shutters. A hip-roof bay window projects from the side (south) elevation, and a single-story hip-roof addition extends west from the rear (west) elevation.

A moderate wood cornice ornamented by regularly-spaced brackets supports overhanging eaves and a Mansard roof. Clad with asphalt shingles, the Mansard is pierced by pairs of gabled wood dormers fit with two-over-two sash at each elevation. A shallow gambrel dormer is centered on the façade beneath a single-story tower. The dormer opens to a small balcony and features a wood sign identifying the name of the property as "FAIRVIEW."

There are two ca. 1875 single-story, hip-roof outbuildings at the rear (west) side of the property.

## History

Fairview was constructed between 1870 and 1876. As of 1876, the site contained a house and outbuilding owned by Captain John W. Downing. Downing (1810-1888) was born and summered in Newport, Rhode Island, but spent much of his adult life in New York City where he maintained a home at Clinton Place. During the Civil War (1861-1865), Downing commanded a ship that transported Union soldiers to southern ports. In 1873, New York Governor John A. Dix (1860-1923) appointed him as Harbor Master. Downing and his wife, Wealthy Willis (1818-1901), had one daughter, Annie L. (born 1859). Members of the Downing family are buried at the nearby Island Cemetery.

By 1893, Fairview was owned by Dalton Elwood Young (1856-1936). Young, a business owner, real estate developer and local politician, was the son of Henry and Sara (Sharp) Young and husband of Ruppell Mary Brewster (1858-1920). Together with his brother Henry, Young owned the Young Brothers grocery store at 130 Thames Street in the late nineteenth century. In 1886, he developed four cottages at the intersection of Cherry Street and Third Street with builder John Young. In the 1890s, Young, a Democrat, ran for Alderman and in 1894 was appointed a postmaster by President Grover Cleveland (those postmasters earning more than \$1,000 per year were appointed by the president; Young was making \$2,900 during the mid-1890s). As of 1900, Young resided at Fairview with his wife, Mary, and her father, Stephen Brewster.

In September 1925, Fairview, including the land, house, and heirloom furniture, were purchased at auction by Anne Waller Farrell for \$13,400. Mrs. Farrell was a local business owner who operated a women's gown store at 228 Bellevue Avenue, as well as another store in Miami. She resided at Fairview, along with her husband Leo Francis Farrell (died 1933), likely until her death in 1948.

In 1949, Harold Duncan Hale (1894-1955) was living at Fairview and was employed by the Newport Electric Car company. Fairview remained occupied by members of the Hale family after Harold's death, including his widow, Anne F. Hale, and their son Harold D. Hale Jr. with his wife, Kathleen Veronica.

Since 1989, the Napolitano family has retained ownership of the property.

Fairview retains integrity of location, design, setting, materials, workmanship, feeling, and association, and fulfills National Register criteria A and C with significance at the local level.

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**MORRISON HOUSE (48 MALBONE ROAD)**

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Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 48 Malbone Rd PLAT/LOT 10/214

NAME(s) Morrison House

PROPERTY TYPE Building OWNERSHIP Private

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT single dwelling HISTORIC single dwelling

SITING: SETBACK 20 ft LOT SIZE 0.25 acres

STORIES 2 ROOF(s) hip

MATERIALS: Select terms from National Register table

ROOF asphalt WALL vinyl

FOUNDATION concrete OTHER 1. wood 2. vinyl 3. brick



Photo ID NEWP\_MalboneRd48\_W



Photo ID NEWP\_MalboneRd48\_SW

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material	Minor	Moderate	Minor	Moderate
Configuration	Minor	Minor	Minor	Minor

INTEGRITY \_\_\_\_\_ Excellent  Good \_\_\_\_\_ Fair \_\_\_\_\_ Poor \_\_\_\_\_ Destroyed

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) House	B-C	1	(4)		
(2) Garage	B-C	1	(5)		
(3)			(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
original construction	1922	City Directory	Morrison, Michael J.	owner
resident	1925	City Directory	Morrison, Annie J.	owner
resident	1930	U.S. Census	Morrison, Annie J.	owner
resident	1934	City Directory	Morrison, James A.	owner
resident	1940	U.S. Census	Morrison, James A.	owner
resident	1949	City Directory	Morrison, Elizabeth C.	owner
resident	1958	City Directory	Morrison, Elizabeth C.	owner
resident	2000	Assessor	Fredrickson, Richard A. & Marjorie L.	current owner

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) Colonial Revival

SURVEYOR VHB DATE 6/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_

## Architectural Description

The house at 48 Malbone Road is a two-story, three-bay-by-three-bay, rectangular, wood-frame, Colonial Revival-style residence with symmetrical east (facade) elevation. The building has an asphalt-shingle-clad, hip roof with brick chimney at the rear slope. A hip-roof dormer is centered on the front slope. The roof has deeply overhanging eaves and a narrow cornice. Walls are vinyl and rest on a concrete foundation. The main entrance comprises a partially-glazed, wood-frame door and rectangular sidelights with simple surround. A one-story, full-width, hip roof porch with rounded column supports dominates the facade. An angled bay window is above the main entrance at the second story. The north side of the west elevation has a one-story, shed-roof addition. Most windows are one-over-one, double-hung, rectangular vinyl replacement sash.

An early-twentieth-century, one-story, three-bay, wood-frame garage with asphalt-shingle-clad hip roof, vinyl siding, and two overhead doors is west of the residence.

## History

The Morrison House was inhabited by members of the Morrison family from ca. 1922 through at least 1958. City Directory research indicates that it was constructed in 1922. The detached garage at the rear of the property was likely constructed shortly after the dwelling was built, in the late 1920s.

The Morrison family resided on Malbone Road for most of the twentieth century; prior to their relocation to 48 Malbone, they occupied 30 Malbone from ca. 1912-1920. Michael J. and Annie J. Morrison, the respective heads of the household, were both born in New York: Michael in 1852 and Annie in 1858, though their parents hailed from Ireland. The couple had four children: James A. (born 1878), Elizabeth C. (born 1881), Madeline M. (born 1882), and Genevieve F. (born 1883), two of whom retained ownership of the property through the mid-twentieth century (James and Elizabeth). Michael and James were both occupied as storemen at a Torpedo Station. Elizabeth and Genevieve were both public school teachers; Elizabeth taught at the John Clark School and Genevieve at the Coggeshall School. Madeline worked as a dance instructor.

Since 2000, the house has been owned by Richard A. and Marjorie L. Fredrickson.

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**HAYES HOUSE (52 MALBONE ROAD)**

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Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 52 Malbone Rd PLAT/LOT 10/015

NAME(s) Hayes House

PROPERTY TYPE Building OWNERSHIP Private

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT multiple dwelling HISTORIC single dwelling

SITING: SETBACK 10 ft LOT SIZE 0.14 acres

STORIES 2 ROOF(s) 1. gable 2. hip

MATERIALS: Select terms from National Register table

ROOF asphalt WALL 1. shingle 2. weatherboard

FOUNDATION other OTHER 1. wood 2. aluminum 3. brick



Photo ID NEWP\_MalboneRd52\_SW



Photo ID NEWP\_MalboneRd52\_S

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material	Minor	Moderate	Minor	Minor
Configuration	Minor	Minor	Minor	Minor

INTEGRITY \_\_\_\_\_ Excellent  Good \_\_\_\_\_ Fair \_\_\_\_\_ Poor \_\_\_\_\_ Destroyed \_\_\_\_\_

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) House	B-C	1	(4)		
(2) Garage	B-C	1	(5)		
(3)			(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
original construction	1876	Hopkins map	Hayes, Patrick	owner
owner	1893	Richards map	Hayes, Patrick	owner
owner	1907	Richards map	Hayes, Ann, Philip A., and Thomas H.	owner
owner	1921	Sanborn map	Hayes, Philip A. and Thomas H.	owner
owner	1946	City Directory	Carney, Joseph F. and Madeline T.	owner
owner	1949	City Directory	Carr, Donald J. and Jean D.	owner
owner	1957	City Directory	Amber, Frank J. and Jacintho M.	owner
owner	2004	Assessor	Wells, Durbin H. Jr. and Ludi Goodenberger	current owner

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) Italianate, Queen Anne

SURVEYOR VHB DATE 8/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_

## Architectural Description

The Hayes House at 52 Malbone Road is a two-and-one-half-story, two-bay-by-four-bay, rectangular, wood-frame, Italianate-style residence with Queen Anne-style elements that was constructed sometime between 1870 and 1876. The building faces east onto Malbone Road immediately south of Sheffield Avenue. The building has an asphalt-shingle-clad, front-gable roof with two brick chimneys evenly spaced at the center ridge. The roof has wide overhanging eaves with regularly spaced brackets and a moderate wood cornice. Walls are covered with clapboards at the first story and decorative wood shingles at the upper stories. The foundation is parged. The main entrance is at the north side of the asymmetrical east (facade) elevation and comprises a rectangular wood-paneled door with decorative square glass window at the upper portion. The south side of the facade has narrow rectangular paired one-over-one, double-hung windows with wood sash and shared simple surround. A one-story, hip-roof porch extends fully across the facade and partially on the north elevation. The porch features Queen Anne-style turned posts, lace-like brackets, and a railing with slender turned balusters. On the porch, at the north elevation, is a secondary entrance door that faces east and is set back one bay from the facade wall. The west side of the north elevation is a one-story, four-bay, hip-roof addition. The west elevation has a two-story, one-bay, hip-roof addition. Most windows are rectangular, double-hung with wood sash and simple wood surrounds and exterior storm windows. Several of the windows have decorative upper sashes.

A two-story, two-bay, wood-frame garage with two wood-paneled garage bays is at the rear (west) of the property and faces north onto Sheffield Avenue. The garage has wood shingle and is capped by an asphalt-shingle-clad side-gable roof.

## History

The Hayes House was constructed sometime between 1870 and 1876. As of 1876, the property was occupied by a house and outbuilding owned by Patrick Hayes. The 1874 City Directory lists Patrick Hayes (1811-1895) as a farmer with a house on Malbone Road, near Gibbs Street (present day Van Zandt Avenue). The Hayes family hailed from Ireland and Patrick was naturalized as a citizen in 1888. In 1907, the property was still owned by members of the Hayes family, including Patrick's now widowed wife, Ann T. Flood Hayes (1827-1915), and two of their children, Philip V. Hayes (1861-1952) and Thomas H. Hayes (1864-1939). As of 1921, the property extended almost half of the north side of the block down to Hall Avenue.

Sometime in the mid-twentieth century the house was altered to accommodate a two-family dwelling. In 1946, one unit in the house was inhabited by Joseph F. and Madeline T. Carney. Joseph worked at Aquidneck Sales Company. In 1949, another unit was occupied by Donald J. and Jean D. Carr. Donald was a field director for the American Red Cross.

The property remained in the Hayes family until 1953, at which point it was sold to William J. and Kathleen A. Christie for \$7,500. In 1955, William J. and Kathleen A. Christie lived at 52 Malbone Road. At that time, William worked as a lithograph pressman.

In 1956, the Christie family sold the property to Francis (Frank) J. Amber. The following year, the Amber family, consisting of Frank J. and Jacintho M., occupied one unit. Frank was employed by the U.S. Rubber Company in Bristol and Jacintho worked at the Newport Gas Company. In 1959, Edwin J. Carroll lived in one of the units at 52 Malbone Road. Edwin was employed by the Newport Oil Burner Corporation.

In 1970, Michael W. and Ann M. (Corriera) Burke purchased the property from Francis J. Amber. Michael W. Burke (1942-2015) was born in Newport and attended Rogers High School. He was an active member of the U.S. Marine Corps for four years, worked as a laborer, and was a custodian at the Middletown School Department for more than two decades.

In 1975, the Burkes sold the property to Durbin H. Wells, Jr. Since 2004, ownership of the property has been shared between Durbin H. Wells, Jr. and Ludi Goodenberger, husband and wife.

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**O'CONNOR HOUSE (54 MALBONE ROAD)**

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Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 54 Malbone Rd PLAT/LOT 10/015

NAME(s) O'Connor House

PROPERTY TYPE Building OWNERSHIP Private

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT single dwelling HISTORIC single dwelling

SITING: SETBACK 10 ft LOT SIZE 0.21 acres

STORIES 2 ROOF(s) gable

MATERIALS: Select terms from National Register table

ROOF asphalt WALL 1. shingle 2. weatherboard

FOUNDATION \_\_\_\_\_ OTHER 1. wood 2. aluminum



Photo ID NEWP\_MalboneRd54\_NW



Photo ID NEWP\_MalboneRd54\_N

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material	Minor	Moderate	Minor	Minor
Configuration	Minor	Minor	Minor	Minor

INTEGRITY \_\_\_\_\_ Excellent  Good \_\_\_\_\_ Fair \_\_\_\_\_ Poor \_\_\_\_\_ Destroyed

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) House	B-C	1	(4)		
(2) Garage	B-C	1	(5)		
(3)			(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
owner	1876	Hopkins map	O'Connor, Eugene	owner
original construction	1893	Richards map	O'Connor, E.	owner
owner	1900	U.S. Census	O'Connor, Edward and Mary	owner
owner	1907	Richards map	O'Connor, Edw. E.	owner
owner	1915	State Census	O'Connor, Arthur F.	owner
owner	1920	U.S. Census	Halton (O'Connor), Margaret	owner
owner	1949	City Directory	Bennett (O'Connor), Anna M	owner
owner	1997	Assessor	Spaulding, Virginia	current owner

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) Queen Anne

SURVEYOR VHB DATE 8/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_

## Architectural Description

The O'Connor House at 54 Malbone Road is a two-and-one-half-story, three-bay-by-four-bay, rectangular, wood-frame, Queen Anne-style residence that was constructed sometime between 1893 and 1895. The building faces east onto Malbone Road immediately north of Sheffield Avenue. The building has an asphalt-shingle-clad, front-gable roof with solar panels. There is a shed-roof dormer on its north slope. The roof has overhanging eaves with a moderate wood cornice that fully extends across the facade forming a pediment at the gable front. Walls are covered with clapboards at the first story and decorative wood shingles at the upper stories. A dominating one-story, hip-roof porch extends across the east (facade) elevation and approximately halfway on the south elevation. The porch features Queen Anne-style turned posts, lace-like spindlework brackets, and a railing with slender turned balusters. The main entrance is at the north side of the asymmetrical facade and comprises a rectangular partially-glazed, wood-paneled door. The south elevation had a two-and-one-half-story, front-gable-roof extension that projects above the roofline. The extension has overhanging eaves and a full cornice that forms a pediment at the gable end. A bay window is at the first story of the extension. Most windows are narrow paired rectangular one-over-one, double-hung with wood sash and exterior aluminum storm sash. They have simple wood surrounds framed by shutters.

To the west of the house is a one-story early-twentieth-century garage that faces south onto Sheffield Avenue. The garage features rusticated concrete block walls capped by a pyramidal hipped roof and a small cupola and two wood-paneled roll-up garage bays. The roof of the garage has solar panels.

## History

The O'Connor House was constructed sometime between 1893 and 1895. By 1895, the corner of Malbone Road and Sheffield Avenue was developed with a house with a similar footprint to the current house.

The 1892-1894 City Directories lists Arthur F. and Edward O'Connor at 36 Malbone Road; Arthur was a driver and Edward was a gardener. The 1895 City Directory list Arthur F. and Edward O'Connor as living on Malbone Road at the corner of Sheffield Avenue. It is likely that the two O'Connors, who had subdivided a larger parcel, relocated from the Greek Revival-style house at 58 Malbone Road to the subject house on the corner of Sheffield Avenue in that period.

The 1900 U.S. Census listed the O'Connor/Halton family at the subject property. Edward O'Connor (born 1829) and his wife, Mary (born 1829), were both born in Ireland and immigrated to the United States in 1856-1857. Their two children, Margaret (born 1863) and Arthur (born 1871) were born in Rhode Island. At that time, Arthur worked as a carpenter. Margaret's two children, Edward (born 1882) and Annie M. (born 1885), also lived at the house. The 1915 State Census listed the occupants of the subject property as Arthur F. O'Connor, his brother, Edward J., and their sister, Margaret Halton, with her daughter, Anna M., and her son-in-law, Francis J. Bennett (born 1880), as well as a boarder, Charles Hunter. Bennett worked as a poultry dealer. The 1920 U.S. Census lists the occupants of the subject property as Margaret F. Halton and her two brothers, Edward J. and Arthur F. O'Connor. At that time, Edward was occupied as a machinist at a torpedo station and Arthur was still a house carpenter.

By 1949, the house was occupied by Anna M. (O'Connor) Bennett. Since 1997, the house has been owned by Virginia Spaulding.

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**MARTINS HOUSE (32 PRESCOTT HALL ROAD)**

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Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 32 Prescott Hall Rd PLAT/LOT 09/051

NAME(s) Martins House

PROPERTY TYPE Building OWNERSHIP Private

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT single dwelling HISTORIC single dwelling

SITING: SETBACK 10 ft LOT SIZE 0.11 acres

STORIES 1 ROOF(s) gable

MATERIALS: Select terms from National Register table

ROOF asphalt WALL shingle

FOUNDATION \_\_\_\_\_ OTHER wood



Photo ID NEWP\_PrescottHallRd32\_W



Photo ID NEWP\_PrescottHallRd32\_NW

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material	Minor	Moderate	Minor	Minor
Configuration	Minor	Minor	Minor	Minor

INTEGRITY \_\_\_\_\_ Excellent  Good \_\_\_\_\_ Fair \_\_\_\_\_ Poor \_\_\_\_\_ Destroyed

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) Building	B-C	1	(4)		
(2)			(5)		
(3)			(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
original construction	1914	Assessor		
resident	1920	U.S. Census	Martins, John I.	renter
resident	1921	Sanborn map	Martins, Joseph I.	owner
resident	1930	U.S. Census	Martins, John I.	renter
resident	1950	City Directory	Martins, John I.	renter
resident	1959	City Directory	Martins, John I.	renter
owner	1992	Assessor	Sousa, Maureen C.	owner
owner	2003	Assessor	Zeigler, Maureen C.	owner

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) Other

SURVEYOR VHB DATE 8/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_



## Architectural Description

The Martins House at 32 Prescott Hall Road is a one-and-one-half-story, three-bay-by-two-bay, wood-frame, rectangular-shaped vernacular building. It faces east onto Prescott Hall Road on the south side of Garfield Street; an on-ramp for Route 238 is immediately northwest of the property. The house is slightly set back from the street by a narrow strip of lawn and a low hedge. Walls are covered in wood shingles and capped by a moderately pitched side-gable roof with overhanging eaves and a narrow cornice. A four-bay, shed-roof dormer is at the front slope. The front roof slopes past the facade (east) to form the porch roof, which is supported by four, simple, squared posts. The porch contains the main entrance, which is centered on the facade and consists of a rectangular wood door with a simple surround. Most of the windows are four-over-one, double-hung, wood sash with simple surrounds.

## History

The house at 32 Prescott Hall Road appears to have been constructed in 1914. The property was owned in 1921 by Jose I. Martins. Joseph Ignatius Martins (born 1864) was born in Portugal (the Azores) and immigrated to the United States in 1884. He worked as an engineer. He and his wife, Philomena (born 1871) had three children, Joseph I. Jr., Mary A., and John I.

The property was likely constructed as a family rental property. Members of the Martins family rented the house as least until 1959. The 1920 U.S. Census shows John I. Martins (1894), his wife, Margaret B. (born 1896) renting the property, and living there with their four children, John J. Jr. (born 1914), Dorothy (born 1915), William (born 1918), and Filomena (born 1920). All family members were born in Rhode Island. John worked as a machinist at a torpedo station. By the 1930 U.S. Census, John I. and Margaret were still living at the property, now with their 10 children. John I. was working as a laundry machinist and his son, John J. Jr., was an apprentice upholsterer. Members of the Martins family were still living at 32 Prescott Hall in 1950. John I. was working at Bonnetat French Laundry, Jos. I and Mary C. both was working at Newberry's as a stock boy and a clerk, Paul J. was in the military, and William I. was a general storekeeper at a torpedo station.

In 1992, Maureen C. Sousa purchased the property. Since 2003, Maureen C. Zeigler has retained ownership of the property.

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**EPPLEY LABORATORY (12 SHEFFIELD AVENUE)**

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Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 12 Sheffield Ave PLAT/LOT 10/158

NAME(s) Eppley Laboratory

PROPERTY TYPE Building OWNERSHIP Private

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT research facility HISTORIC research facility

SITING: SETBACK 10 ft LOT SIZE .93 acres

STORIES 2 ROOF(s) 1. hip 2. flat

MATERIALS: Select terms from National Register table

ROOF asphalt WALL 1. stucco 2. brick

FOUNDATION concrete OTHER 1. wood 2. synthetics 3. brick



Photo ID NEWP\_Sheffield Ave12\_NE



Photo ID NEWP\_Sheffield Ave12\_NE

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material	Minor	Moderate	Minor	Minor
Configuration	Minor	Minor	Minor	Minor

INTEGRITY \_\_\_\_\_ Excellent \_\_\_\_\_ Good X Fair \_\_\_\_\_ Poor \_\_\_\_\_ Destroyed

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) Building	B-C	1	(4)		
(2) Building	B-C	1	(5)		
(3)			(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
original construction	1921	Sanborn map	Eppley, Marion	owner
expansion	1949	Sanborn map	Eppley Laboratory	owner
expansion	1963	Historic Aerials	Eppley Laboratory	owner
construction	1970	Historic Aerials	Eppley Laboratory	owner

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) Other

SURVEYOR VHB DATE 8/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_

## Architectural Description

The Eppley Laboratory complex includes two detached buildings, one on the far west side of the property and the other main building comprised of four interconnected buildings at the east side. The buildings are set slightly back from the street edge by a narrow strip of lawn with hedges and the remainder of the property features a paved parking area surrounded by lawn.

The main building is a two-story, two-bay-by-four-bay, masonry building that faces south onto Sheffield Avenue. Walls are red brick set in a common bond pattern that rest on a partially-elevated concrete foundation and are capped by an asphalt-shingle-clad pyramidal hip roof. The roof has overhanging eaves and a moderate wood cornice. A tall red brick exterior chimney is at the northeast corner. The facade (south) is dominated by a one-story, full-width, hip-roof addition that contains the main entrance on the east side, recessed in an open bay, and a loading bay at the west side, consisting of partially-glazed, wood paneled original double doors. Most windows are six-over-one, double-hung, rectangular, wood replacement or original sash with narrow brick sill and lintel. A one-story, ten-bay, brick, hip-roof building is attached to the rear (north) elevation of the main building and extends north and then west. To the west of the intersection of the main building and the rear addition is a large, rectangular, one-story, flat-roof building. A one-story, 18-bay-by-three-bay, hip-roof building is connected to the large, central building and extends along Sheffield Avenue. The walls are stucco and the asphalt-shingle-clad roof features overhanging denticulated eaves. An entrance, comprising a contemporary partially-glazed, wood paneled door, towards the west side of the facade (south), has a sign above that labels the building as "The Eppley Laboratory, Inc. Main Office."

The building at the west side of the property is similar to the building that stretches along Sheffield Avenue. The building is a one-story, three-bay-by-four-bay building with stucco walls and an asphalt-shingle-clad hip roof. The main entrance is centered on the facade (south) and comprises an original partially-glazed, wood paneled door with blocked transom. A two-story, two-bay, flat-roof addition with roof deck extends from the rear (north) of the building. Most windows are one-over-one, double-hung, wood replacement sash with simple surround.

## History

The Eppley Laboratory complex at 12 Sheffield Avenue was constructed between 1921 and 1970.

Eppley Laboratory was established in 1917 to supply Weston Standard Cells for the Leeds & Northrup Company. Soon after, the company expanded to produce Thermal Radiation Instrumentation, DC Bridges, and Themopiles. In the 1930s and 1940s, the lab supplied instrumentation for solar and atmospheric irradiance. In 1932, they installed the first radiation instrument used for meteorological research at the Mount Washington Observatory. The installation was conducted by Ralph S. Emmerson, William R. Gary, and Alston A. Clarke. By the 1960s, the Eppley 180-degree "Lightbulb" Pyranometer was the most popular measuring device for solar radiation. At that time, the lab employed more than 50 people. The company further expanded the instruments they produced in the late twentieth century though the original Standard Cell division was disbanded in the 1990s.

The subject parcel grew as the laboratory expanded. In 1921, Marion Eppley owned two parcels, then addressed as #14 and #16, on Sheffield Avenue, each developed with a rectangular building. In the mid-twentieth century, the complex was altered with the construction of three connected one- and two-story buildings. The building at the west side was constructed by 1963 and the long, rectangular building along Sheffield Avenue was constructed sometime between 1963 and 1970.

The Eppley Laboratory, as well as the associated Eppley Foundation for Research, Inc., was founded by Marion Eppley. Captain Marion Eppley (1883-1960) was born in West Orange, New Jersey and was educated at Princeton University, where he lectured on chemistry. He arrived in Newport as a naval officer during World War I (1914-1917). Soon after the war, he established the Eppley Laboratory, which was originally located in his home, the former E.D. Morgan estate, on Harrison Avenue before moving to Sheffield Avenue. In 1924, Eppley was appointed by President Coolidge (1872-1933) to the Board of Visitors to the Naval Academy. In 1926, the Franklin Institute of Philadelphia awarded him the Howard N. Polis gold medal for work on electrical standard cells. Eppley was widely published in a variety of scientific magazines.

Following World War II (1941-1945), during which he served in the Pacific, he moved from Newport to Portsmouth, RI. In 1960, Eppley died at his home in Oyster Bay, Long Island and was buried at Arlington National Cemetery.

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**62 VAN ZANDT AVENUE**

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Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 62 Van Zandt Avenue PLAT/LOT 09/040

NAME(s) \_\_\_\_\_

PROPERTY TYPE Building OWNERSHIP Private

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT single dwelling HISTORIC single dwelling

SITING: SETBACK 10 ft LOT SIZE 0.19 acres

STORIES 2 ROOF(s) 1. gable 2. shed

MATERIALS: Select terms from National Register table

ROOF asphalt shingle WALL weatherboard

FOUNDATION fieldstone OTHER 1. wood 2. brick



Photo ID NEWP\_VanZandtAve62\_N



Photo ID NEWP\_VanZandtAve62\_SW

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material		Minor	Minor	Minor
Configuration		Minor	Minor	Minor

INTEGRITY X Excellent \_\_\_\_\_ Good \_\_\_\_\_ Fair \_\_\_\_\_ Poor \_\_\_\_\_ Destroyed

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) House	B-C	1	(4)		
(2)			(5)		
(3)			(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
original construction	1753	Assessor		
owner	1874	Deed	Sherman, Peleg T.	owner
owner	1887	Deed	Corridon, John	owner
owner	1966	Deed	Lisbon, Vernon J.	owner
owner	1972	Deed	Canham, Charles D. W. II	owner
owner	2009	Assessor	Canham, Charles D. III	owner

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) Georgian

SURVEYOR VHB DATE 10/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_

## Architectural Description

The house at 62 Van Zandt Avenue is a four-bay-by-two-bay Georgian-style residence. The building extends two stories above a raised fieldstone foundation, features clapboard walls, and is capped by a side gable roof sheathed in asphalt shingles and pierced by two brick chimneys. The main entrance at the second bay of the front (south) elevation features a paneled door and wood-framed screen door, capped by a multi-light wood transom. Accessed by a poured concrete stair and steel handrails, the entrance is accented by an unpedimented flat entablature supported by a pair of wooden pilasters. Window openings are fit with twelve-over-twelve double-hung wood sash with simple wood surrounds.

A ca. 1970 one-and-one-half-story addition projects from the side (west) elevation. Designed to match the main block, the addition measures two bays wide and two bays deep, features clapboard walls and twelve-over-twelve wood sash and a secondary entrance at the west elevation. The gambrel roof is clad with asphalt shingles and is pierced by a brick chimney at the ridge and paired gable-roof dormers at the front slope. A second addition projects from the rear (north) elevation of the main block. The addition rises one story to a shed roof.

## History

According to Assessor's records, the building at 62 Van Zandt Avenue was constructed in 1753. Historic map research suggests that the house was moved to its present location between 1876 and 1878 by Peleg T. Sherman (1816-1879). Peleg T. Sherman was born in Middletown, Rhode Island, served as a two-term republican representative in the general assembly. Sherman purchased the property from the Estate of J. Prescott Hall and Henrietta D. W. Hall in 1874. An 1876 map indicates that Sherman also owned land on either side of Prescott Hall Road on the south side of Evarts Street. It is unlikely Sherman ever resided in the house as his wife, Sally, is listed as a resident of Middletown in 1880. After his death in 1879, it appears that his brother Isaac A. Sherman inherited the property. According to Richard M. Bayles' *History of Newport County Rhode Island*, Isaac Sherman resided in Middletown between 1877 and 1888, which suggests he was never an occupant of the house.

In 1887, John Corridon purchased the property from Isaac A. Sherman and his wife Cornelia. John Corridon was employed as a watchmen in 1891. By 1907, John Corridon had died and the property was owned by his wife, Mary G. The Corridon children who lived at the house at that time included Dennis, who worked at a livery stable, Francis J., who was a ball player, Julia, a bookkeeper, and William T., a farmer. As shown in the 1910 U.S. Census, the property was resided at by the five unmarried Corridon siblings: Josephine (born 1873), Dennis J. (born 1875), Katherine (also spelled Catherine) (born 1878), Julia (born 1879), and William T. (born 1880). Dennis was the proprietor of a livery. Their parents were from Ireland. In 1921 the address of the subject property was 12 Van Zandt Avenue. The property was owned by J. and W.T. Corridon. The parcels immediately to the south and west were also owned by the Corridon's and included a barn and a house and outbuilding, respectively. At that time, the property was inhabited by Josephine, Katherine, and William T. William T. had joined his brother, Dennis, at the stable and Katherine was an artist. By 1930, the three siblings still lived at the property and the house was valued at \$5,000.

The house was sold to Vernon J. Lisbon in 1966 and to Charles D. W. Canham II and Jacelyn P. Canham in 1972. In 2002, the property was placed into the estate of Jacelyn P. Canham. In 2009, it was passed down to Charles D. Canham III.

Van Zandt Avenue was originally called Gibbs Street and, sometime between 1893 and 1901, the name was changed to the present Van Zandt Avenue.

The property at 62 Van Zandt Avenue retains integrity of design, setting, materials, workmanship, feeling, and association, and fulfills National Register criteria A and C with significance at the local level.

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**CAROLINE L. PARKER HOUSE (104 VAN ZANDT AVENUE)**

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Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 104 Van Zandt Avenue PLAT/LOT 09/062

NAME(s) Parker, Caroline L. House

PROPERTY TYPE Building OWNERSHIP Private

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT multiple dwelling HISTORIC single dwelling

SITING: SETBACK 10 ft LOT SIZE 0.12 acres

STORIES 1 ROOF(s) Mansard

MATERIALS: Select terms from National Register table

ROOF asphalt WALL wood

FOUNDATION \_\_\_\_\_ OTHER 1. wood 2. aluminum 3. brick



Photo ID NEWP\_VanZandtAve104\_N



Photo ID NEWP\_VanZandtAve104\_NW

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material	Moderate	Moderate	Minor	Minor
Configuration	Moderate	Minor	Minor	Minor

INTEGRITY \_\_\_\_\_ Excellent  Good \_\_\_\_\_ Fair \_\_\_\_\_ Poor \_\_\_\_\_ Destroyed

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) House	B-C	1	(4)		
(2)			(5)		
(3)			(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
original construction	1876	Deed	Parker, Caroline L.	owner
owner	1893	Richards map	Parker, Caroline L.	owner
owner	1907	Richards map	Barker, Elizabeth	owner
owner	1921	Sanborn map	Barker, Eliza B.	owner
owner	1930	City Directory	Hitt, George E.	owner
owner	1950	City Directory	Bartis, John K.	owner
owner	1982	Assessor	Bartis, Canela J.	owner
owner	2003	Assessor	Edward, Alfred W. and Linda J.	current owner

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) Second Empire

SURVEYOR VHB DATE 8/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_

**Architectural Description**

The house at 104 Van Zandt Avenue is a one-and-one-half-story, wood-frame, Second Empire-style building that faces south onto Van Zandt Avenue. The house is set back from the street edge by a narrow strip of lawn and low metal fence. Walls are clapboard and are topped by a decorative asphalt-shingle Mansard roof. Slightly flared overhanging eaves encircle the roofline and are supported by carved wooden brackets. The roof is pierced by two brick chimneys and five gable-roof dormers ornamented with overhanging eaves and brackets similar to those along the roofline. Windows throughout are two-over-two, double-hung, wood sash behind aluminum storms. The facade (south elevation) is dominated by a single-story, partially-enclosed, full-width, hip-roof porch supported by a turned column. Polygonal bays project from the front and side elevations. The rear (north) elevation features a one-and-one-half-story addition.

**History**

The house at 104 Van Zandt Avenue was constructed ca. 1876 by Caroline L. Parker of New York City. Parker purchased the vacant parcel from George G. Jamison of Newport.

In 1894, Parker sold the property and house therein to James T. and Eliza B. Barker. James (1841-1921), a painter, and his wife, Eliza (1851-1930), occupied 46 Gibbs along with their three children, Elizabeth R. (born 1880), George A. (born 1882), and William (born 1889). Everyone in the family was born in Rhode Island; Eliza's parents were originally from England. The property was still owned by the Barkers when James T. Barker died in 1921. By the time of her death in 1930, Eliza B. (Oakley) was residing on Broadway Street in Newport.

In 1930, William J. Barker, executor of the Will of James T. and Eliza B. Barker, sold the property to Antonio G. and Nancy R. T. Moitozo. At that time, Antonio Moitozo (1914-1994), who was born in the Azores and immigrated in 1902, spoke Portuguese and worked as a fireman at the Naval Hospital.

In the 1930s and 1940s, the house was occupied by members of the Hitt family. The 1930 U.S. Census listed the occupants of 465 Van Zandt Avenue as George E. (1886-1970) and his wife, Ida C. (1886-1967), and their four children, Mabel (also seen as MayBelle) (1906-1989), Stuart (born 1910), Ivora (born 1912), and George (born 1915); as well as two twin nieces, Irene and Muriel Brunnell (born 1922), and Mabel's husband, John B. Woyce (1906-1962), and their child, Donald (born 1930). All occupants with the exception of John Woyce were born in Rhode Island. Ida, Irene, and Muriel had parents from French Canada and John Woyce's parents were from Poland and Germany. At that time, George E. Hitt worked as a butcher, Stuart was a cemetery laborer, George was a theater usher, and John Woyce was a grocery store clerk. Members of the Hitt, Brunnell, and Woyce families are buried at Beech Grove Cemetery in Westport, Massachusetts.

In 1944, Antonio G. and Nancy R. T. Moitozo sold the property to John K. Bartis. In 1950, John K. Bartis (1891-1968) lived at the house with his family. Bartis and his wife, Venetia (1898-1991), had three children, Canela (1923-2014), Mary (1924-1944), and James (1927-1982). In 1982, Canela purchased the property. Canela and his wife, Anastasia, owned and operated the Star Lunch restaurant in Newport for more than 50 years.

Since 2003, the property has been owned by Alfred W. and Linda J. Edward.

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**BALL REALTY COMPANY BUILDING (122 VAN ZANDT AVENUE)**

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Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 122 Van Zandt Ave PLAT/LOT 10/49

NAME(s) Ball Realty Co. Building

PROPERTY TYPE Building OWNERSHIP Private

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT Domestic: Multiple Dwelling HISTORIC Domestic: Multiple Dwelling

SITING: SETBACK 0 ft LOT SIZE \_\_\_\_\_ acres

STORIES 2 ROOF(s) Gable

MATERIALS: Select terms from National Register table

ROOF asphalt WALL wood, concrete block

FOUNDATION concrete OTHER \_\_\_\_\_



Photo ID NEWP\_VanZandtAve122\_N



Photo ID NEWP\_VanZandtAve122\_NE

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material	Minor	Moderate	Minor	Minor
Configuration	Minor	Minor	Minor	Minor

INTEGRITY \_\_\_\_\_ Excellent  Good \_\_\_\_\_ Fair \_\_\_\_\_ Poor \_\_\_\_\_ Destroyed

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) Building	B-C	1	(4)		
(2) Building	B-C	1	(5)		
(3)			(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
Original construction	1907-21	Sanborn map	Ball Realty Co.	Developer
Resident	1949	City Directory	Coburn, Herbert F., etc.	Resident
Resident	1959	City Directory	Figueroa, John A., etc.	Resident

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) Other

SURVEYOR VHB DATE 8/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_



## Architectural Description

The building at 122 Van Zandt Avenue is a two-and-one-half-story, three-bay-by-four-bay, rectangular-shaped residential building. The building faces south onto Van Zandt Avenue and is set close to the edge of the sidewalk; the remainder of the lot is paved, and an ancillary building is sited at the rear.

The first story of the building features rusticated concrete block walls that are smoothed at the facade. The upper stories are clad in wood shingles. The front-gable roof has overhanging eaves, a narrow wood cornice, and slight gable returns, and features two three-bay, shed-roof dormers projecting from the east and west slopes. The main entrance is centered at the south elevation and comprises a contemporary partially-glazed, paneled aluminum door with moderate wood surround and an infilled transom, framed on either side by rusticated concrete block. The entrance is flanked by three windows on each side, each with a shared wood surround. A narrow molded wood cornice extends across the width of the facade between the first and second stories. The second story is accented by a pair of polygonal bays and recessed porch, and the pediment above is pierced by two window openings. Most windows are one-over-one, double-hung, vinyl replacement sash with simple wood surrounds.

The roughly T-shaped, gable-roof building at 120 Van Zandt Avenue is located at the rear of the subject parcel, north of 122 Van Zandt Avenue, and is two stories in height with wood shingle-clad walls set on a raised foundation of concrete block.

## History

The two buildings occupying the subject parcel at 122 Van Zandt Avenue were originally included in the same lot and were built together with the adjacent buildings and ancillary structures at 124 and 126 Van Zandt Avenue. Between 1907 and 1921 the vacant 20,700 square foot lot was acquired by the Ball Realty Company from Joseph V. Coen and the two multi-family buildings, single-family dwelling, and two rear automobile garages were constructed.

The Ball Realty Co. was owned and operated by Nathan Ball (1879-1960), a Russian immigrant who arrived in Newport with his parents and three siblings in 1899 (Ball's original surname was changed from Bolotowsky upon the family's arrival). In addition to Ball's real estate firm, he owned a plumbing supply company and a number of residential properties throughout the city.

Nathan Ball played a central role in the 1902 sit-in to reopen the Touro Synagogue in Newport for the Passover service of that year. The Synagogue had been owned by the Congregation Shearith Israel of New York City since 1894 and the Jewish community of Newport wanted local ownership of their congregation. In 1899, the dispute went to the Supreme Court of Rhode Island. In January 1901, as a result of ownership disputes, among other concerns, the Touro Synagogue was closed. That same year, Ball hosted religious services for the Touro Congregation in his home on Coddington Street. The following year, he was part of a group of Jewish residents, which included members of the Congregation Jeshuat Israel and the Touro Congregation, who staged a sit-in and successfully reopened the synagogue.

The 1949 Sanborn map shows the present arrangement of the subject property and the two properties to the east. At that time, the single lot included the two-and-one-half-story flat at 60-62 Van Zandt Avenue (present-day #122) set close to the street, the one- and two-story T-shaped building (present-day #120) at the rear used for a plumbing supply business (likely operated by Nathan Ball), and the two-story dwelling (present-day #124) with rear outbuilding and the three-story flat (present-day #126) on the east side of the property. As of 1953, all buildings remained on a single lot but the addresses had changed to 122, 124, and 126 Van Zandt Avenue.

Based on City Directory research, it appears that the building at 122 Van Zandt Avenue contained six residential units. In 1949, residents of the building included Herbert F. Coburn, Henry J. Spicer, Lillian E. Travis, Alice K. Murphy, Elizabeth J. Gadoury, and George A. Gomes. In 1959, occupants included John A. Figueredo, Jose Amaral, George A. Gomes, Robert A. Ney, and Arthur L. Carver Jr.

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**NATHAN BALL APARTMENT BUILDING (126 VAN ZANDT AVENUE)**



Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 126 Van Zandt Ave PLAT/LOT 10/255

NAME(s) Ball, Nathan Apartment Building

PROPERTY TYPE Building OWNERSHIP Private

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT Domestic: Multiple Dwelling HISTORIC Domestic: Multiple Dwelling

SITING: SETBACK 10 ft LOT SIZE \_\_\_\_\_ acres

STORIES 3 ROOF(s) flat

MATERIALS: Select terms from National Register table

ROOF asphalt WALL stucco

FOUNDATION parged OTHER \_\_\_\_\_



Photo ID NEWP\_VanZandtAve126\_NE



Photo ID NEWP\_VanZandtAve126\_NW

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material	Minor	Moderate	Minor	Minor
Configuration	Minor	Minor	Minor	Minor

INTEGRITY \_\_\_\_\_ Excellent  Good \_\_\_\_\_ Fair \_\_\_\_\_ Poor \_\_\_\_\_ Destroyed

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) Building	B-C	1	(4)		
(2)			(5)		
(3)			(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
Original construction	1921	Sanborn map	Ball Realty Co.	Developer
Resident	1949	City Directory	Ball, Nathan, etc.	Resident
Resident	1959	City Directory	Ball, Nathan, etc.	Resident

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) Other

SURVEYOR VHB DATE 8/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_

## Architectural Description

The building at 126 Van Zandt Avenue is a three-story, four-bay-by-four-bay apartment building. It faces south onto Van Zandt Avenue across from Albro Street. The building is slightly set back from the edge of the sidewalk and the remainder of the lot has a narrow strip of lawn or is paved. Walls are stucco with painted brick quoins set on a parged foundation and topped by a flat roof. The roof features slightly overhanging eaves and a narrow wood cornice with a stepped parapet at the facade (south). The main entrance is at the east side of the facade and comprises two separate rectangular wood paneled doors with shared brick quoin surround. The entrances are set on a one-story, flat-roof porch with squared supports and wood railing and simple balusters. The flat roof contains a deck with low wood railing and balusters. The east end bay at the third story of the facade has a contemporary partially-glazed wood paneled door that opens onto a metal fire escape. Fenestration is regular on all elevations and features six-over-six or six-over-one, double-hung rectangular with wood replacement sash with brick quoin surround.

## History

The building occupying the subject parcel at 126 Van Zandt Avenue were originally included in the same lot and were built together with the adjacent buildings and ancillary structures at 122 and 124 Van Zandt Avenue. Between 1907 and 1921 the vacant 20,700 square foot lot was acquired by the Ball Realty Company from Joseph V. Coen and the two multi-family buildings, single-family dwelling, and two rear automobile garages were constructed.

The Ball Realty Co. was owned and operated by Nathan Ball (1879-1960), a Russian immigrant who arrived in Newport with his parents and three siblings in 1899 (Ball's original surname was changed from Bolotowsky upon the family's arrival). In addition to Ball's real estate firm, he owned a plumbing supply company and a number of residential properties throughout the city.

Nathan Ball played a central role in the 1902 sit-in to reopen the Touro Synagogue in Newport for the Passover service of that year. The Synagogue had been owned by the Congregation Shearith Israel of New York City since 1894 and the Jewish community of Newport wanted local ownership of their congregation. In 1899, the dispute went to the Supreme Court of Rhode Island. In January 1901, as a result of ownership disputes, among other concerns, the Touro Synagogue was closed. That same year, Ball hosted religious services for the Touro Congregation in his home on Coddington Street. The following year, he was part of a group of Jewish residents, which included members of the Congregation Jeshuat Israel and the Touro Congregation, who staged a sit-in and successfully reopened the synagogue.

The 1949 Sanborn map shows the present arrangement of the subject property and the two properties to the west. At that time, the single lot included the two-and-one-half-story flat at 60-62 Van Zandt Avenue (present-day #122) set close to the street, the one- and two-story T-shaped building (present-day #120) at the rear and used for a plumbing supply business (likely operated by Nathan Ball), and the two-story dwelling (present-day #124) with rear outbuilding and the three-story flat (present-day #126) on the east side of the property. As of 1953, all buildings remained on a single lot but the addresses had changed to 122, 124, and 126 Van Zandt Avenue. In 1949, Nathan Ball, Lula S. Fox, and James G. Koutsaftis lived in each of the units. In 1959, the three units were occupied by Nathan Ball, the owner, Blanche M. Stoddard, and George F. Schlums.

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**COGGESHALL SCHOOL (134 VAN ZANDT AVENUE)**

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Rhode Island Historical Preservation & Heritage Commission  
**HISTORIC PROPERTY DATA FORM**

DATABASE ID# \_\_\_\_\_

TOWN Newport VILLAGE \_\_\_\_\_

ADDRESS 134 Zan Zandt Ave PLAT/LOT 10/33, 39, 50

NAME(s) Coggeshall School

PROPERTY TYPE Building OWNERSHIP Local Public

STATUS \_\_\_\_\_

NR DISTRICT \_\_\_\_\_

USES: Select terms from National Register table

CURRENT vacant/not in use HISTORIC school

SITING: SETBACK 10 ft LOT SIZE \_\_\_\_\_ acres

STORIES 2 ROOF(s) 1. hip 2. gable

MATERIALS: Select terms from National Register table

ROOF slate WALL brick

FOUNDATION granite OTHER 1.granite 2.aluminum 3.wood 4.brick



Photo ID NEWP\_Van ZandtAve134\_NW



Photo ID NEWP\_Van ZandtAve134\_N

ALTERATIONS:	PORCH	WINDOWS	TRIM	OVERALL
Material		Moderate	Minor	Moderate
Configuration		Moderate	Minor	Minor

INTEGRITY \_\_\_\_\_ Excellent  Good \_\_\_\_\_ Fair \_\_\_\_\_ Poor \_\_\_\_\_ Destroyed

PROPERTY COMPONENTS: List & number in order of importance. Include the primary component of the resource as number 1.

Component Type	Code	Count	Component Type	Code	Count
(1) Building	B-C	1	(4)		
(2)			(5)		
(3)			(6)		

EVENT	DATE	SOURCE	NAME (person/firm/organization)	ROLE
original construction	1899	Sanborn map	Coggeshall School	

ARCHITECTURE: If more than one list & number in order of importance

TYPE Building STYLE(s) Richardsonian Romanesque

SURVEYOR VHB DATE 10/2018 REVIEWER \_\_\_\_\_ DATE \_\_\_\_\_

## Architectural Description

The Coggeshall School at 134 Van Zandt Avenue is a Richardsonian Romanesque-style school building constructed in 1899. The school faces south onto Van Zandt Avenue between the intersection with Malbone Road (east) and Hall Avenue (west) and is surrounded by paved drives with a parking lot to the north and east. The property also includes Lots 39 (west) and 50 (northwest), which are occupied by the associated lawn, recreational space, and playground.

The school comprises a two-and-one-half-story central volume with a front-gable roof that is flanked by two-story, L-shaped wings capped by hip roofs that extend from the side elevations. The building is set on a raised, rough-cut granite foundation. Walls are red brick set in a common bond with smooth masonry quoins at major wall intersections. The façade of the main block is dominated by a double-height rounded-arch window opening at the gable. The main entrances are recessed within full-arch vestibules framed with masonry quoins at the south elevations of the two wings, near the intersection with the side elevations of the main block. Entrances comprise half-light modern metal doors flanked by sidelights and topped by diamond-pane rectangular window openings and a full-arch transom. The basement level is pierced by regularly-spaced rectangular window openings. The remaining fenestration is regular and mostly consists of replacement windows organized in groupings of three one-over-one, double hung, metal sash above a hopper window. The window openings have masonry lintels and sills. The slate-shingled roofs feature overhanging eaves with moderate denticulated wood cornices; the roofline at the facade (south elevation) of the main block features a smooth stone edge. Six brick chimneys with decorative brickwork project from the east and west wings.

## History

The Coggeshall School was built in 1899 on land formerly owned by George Stanhope. Concern regarding overcrowded classrooms in Newport around the turn of the twentieth century lead to the construction of the new elementary school on Van Zandt Avenue. The school served as a neighborhood elementary school for the surrounding residences until it was closed in 2014 due to a city-wide consolidation of public schools. Construction was underway by 1898 and the school was dedicated by early 1899. The building had eight classrooms that could serve over 300 children and featured modern sanitation and ventilation systems. After the school was built, suggested improvements included the addition of a new sidewalk in front of the school in 1899 and enclosing the grounds with hedges in 1900. In 1901, the school and property were valued at \$40,000.

In 1915 a four-room addition was added to accommodate growth within the northern school district after citizen voted on a \$35,000 appropriation. In 2013, the Coggeshall Elementary School was closed, along with three other elementary schools in Newport. Children were relocated to the new Pell Elementary School on Dexter Street.

The school was named for the locally prominent Thomas Coggeshall (1811-1889), a direct descendent of John Coggeshall (1599-1647), one of the founders of the Colony of Rhode Island and Providence Plantations. Thomas Coggeshall was a member of the Newport City Council from 1855-1870, a member of the school committee from 1866-1880, was a long-time postmaster, and served as mayor from 1890-1892.

The Coggeshall School was designed by Creighton Withers. Little is known about Withers' work and life. Withers was born in New York in 1865. The 1894 Newport Directory lists Withers as a summer resident living in the Hunter Annex Cottage on Washington Street. Withers was listed in the Newport Directory as an architect from 1895 to 1906, and in the 1900 US Census living at 22 Catherine Street in Newport. Thereafter, it appears that he moved to California. Withers is credited with designing the President's House at the Naval War College (1896). He also designed two houses within the Shoreby Hill Historic District in Jamestown, Rhode Island: the Margaret L. and Henry S. Potter Cottage/Red House at 5 Allen Road (1898-1899) and the Governor David R. Francis Cottage (1899) at 29 Longfellow Road.

The Coggeshall School was built by Newport-native Frederick Augustus Allan Jr. (1864-1907). Allan studied carpentry with P.G. Case & Co. before starting his own contracting business in 1895. In addition to the Coggeshall School, he was also responsible for the construction of the F.B. Coggeshall block at the corner of Washington Square and Thames Street, a house for Reginald Norman on Block Point, and the Bee Hive building on Thames Street. Allan Jr. is buried at the nearby Island Cemetery.

The Coggeshall School retains integrity of location, design, setting, materials, workmanship, feeling, and association, and fulfills National Register criteria A and C with significance at the local level.

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**Appendix D: Section 106  
Correspondence**





STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House • 150 Benefit Street • Providence, R.I. 02903-1209

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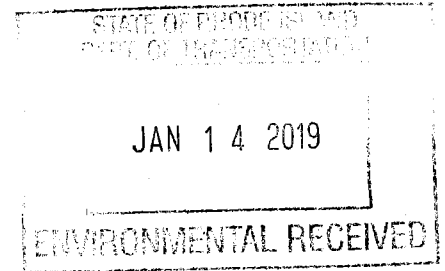
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Website [www.preservation.ri.gov](http://www.preservation.ri.gov)

11, January 2019

Melanie Jewett Army, AICP  
Assistant Chief of Planning  
Office for Environmental and Cultural Resources Review  
Rhode Island Department of Transportation  
Providence, Rhode Island 02903-1124



Re: Pell Bridge Approach and Ramps Project  
Newport, Rhode Island  
RIC#2000-EH-033  
Draft Phase I Archaeological Survey Report

Dear Ms. Jewett Army:

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) staff has received the Draft Phase I Archaeological Survey Report for the Pell Bridge Approach Roads and Ramps Project.

RIHPHC has reviewed the report and found its contents and conclusions to be sound. RIHPHC concurs that there is no need for further archaeological survey.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Michaela Jergensen, RIDOT Project Review Coordinator, of this office.

Very truly yours,

*Michaela M. Jergensen*  
For: J. Paul Loether

Executive Director

Rhode Island Historical Preservation and Heritage Commission

190111.01mahj



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION & HERITAGE COMMISSION

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TTY / Relay 711 Website [www.preservation.ri.gov](http://www.preservation.ri.gov)

16, April 2019

Melanie Jewett Army, AICP  
Assistant Chief of Planning  
Office for Cultural and Natural Resources  
Rhode Island Department of Transportation  
Two Capitol Hill, Room 350  
Providence, Rhode Island 02903-1124

Re: Reconstruction of the Pell Bridge Approaches  
Newport and Middletown, Rhode Island  
RIC No. 2000-EH-033  
Revised Project Notification

Dear Ms. Jewett Army:

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) staff has received the Revised Project Notification for the Reconstruction of the Pell Bridge Approaches.

The RIHPHC has reviewed the provided proposed action alternatives but do not have enough information to form an opinion at this time. We look forward to continued consultation on this project as it moves forward.

Based on a January 31<sup>st</sup>, 2019 letter to the Rhode Island Bridge and Turnpike Authority (RIBTA) that we were copied on this office is aware that the Rhode Island Department of Transportation (RIDOT) would like to work with both the RIHPHC and the RIBTA on a National Register Nomination for the Pell Bridge, as 2019 marks its 50<sup>th</sup> year. This project provides an opportunity for us mention the nomination, which we agree should be considered and welcome an opportunity to work with the author should a nomination be written.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Michaela Jergensen of Project Review in this office.

Very truly yours,

6072 J. Paul Loether  
Executive Director  
Rhode Island Historical Preservation and Heritage Commission

c. Carlos Padilla- Fresse (by email)  
Buddy Croft, RIBTA



Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

Office 401-222-2450  
Fax 401-222-3905

December 7, 2019

Mr. J. Paul Loether, Executive Director  
Rhode Island Historical Preservation & Heritage Commission  
Old State House  
150 Benefit Street  
Providence, RI 02903

Attention: Ms. Michaela Jergensen

Re: Reconstruction of the Pell Bridge Approaches  
Newport, Rhode Island  
RIC No. 2000-EH-033  
**Pell Bridge Ramps' Evaluation of Eligibility**

Dear Mr. Loether:

As you are aware, RIDOT, in partnership with FHWA, is developing plans to reconstruct the Pell Bridge Approach Ramps in the Town of Newport. As you are also aware, your office transmitted a letter to RIDOT on December 2, 2019 wherein you concurred with the determination that the Old Colony Railroad was not eligible for listing in the National Register of Historic Places. However, you noted that certain surviving elements of the railroad may be potentially eligible for listing individually, including the bridge over Barker Brook in Portsmouth, the bridge over unnamed brook (MAP ID 82) in Middletown, and the Claiborne Pell Bridge on and off ramps in Newport. Upon that conclusion, your office requested further evaluation of these resources to identify any potential effects for this or future projects.

The RIDOT Cultural Resources Unit (CRU) reviewed the three (3) above-referenced historic resources and identified one (1) within the project's Area of Potential Effect (APE). This historic resource, the Claiborne Pell Bridge on and off ramps in Newport, consist of four (4) bridges named Third Street Bridge No. 903, Old Colony Bridge No. 904, Old Colony Ramp North Bridge No. 905, and Old Colony Ramp South Bridge No. 906, all of which were constructed in conjunction with the development of the Claiborne Pell Bridge in 1969. The CRU, after reviewing the planned reconfiguration of the ramps, determined that potentially all four bridges would be demolished in the interest of improved traffic circulation, reducing queuing, and improved safety. The CRU also identified all four bridges as "Common-Type Rhode Island Bridges Built 1946-1975 that are Within the Scope of the Program Comment," a classification developed during the *2016 Update to the Rhode Island Historic Bridge Inventory*. Please see the attached Historic Bridge Inventory forms for Bridge Nos. 903, 904, 905, and 906, and related correspondence regarding Historic Bridge Inventory Technical Memorandum No. 1 - ACHP Program Comment.

As a result of our additional research, the RIDOT CRU recommends that the bridges, and by extension the Pell Bridge on and off ramps in Newport, are **not eligible** for the National Register and **will not experience adverse effects** by the proposed project.

Based on the information provided above, we seek your concurrence on this matter. Due to the unique situation presented by the bridges in this project, we recognize that a conditional concurrence may be necessary, requiring certain activities to be conducted prior to or during the construction of the project.

To: J. Paul Loether  
From: Jacob Begin  
Subject: Reconstruction of Pell Bridge Approaches

Date: December 7, 2019  
Page 2 of 2

We would appreciate any review comments you have within thirty (30) days of receipt of this letter. Should you have any questions or require additional information, please contact me at 401-563-4540; email [jacob.begin@dot.ri.gov](mailto:jacob.begin@dot.ri.gov).

Sincerely,



Jacob Begin  
Supervising Historic Preservation Specialist  
Cultural Resources Unit



**RHODE ISLAND HISTORIC BRIDGE INVENTORY AND MANAGEMENT PLAN**

**Common-Type Rhode Island Bridges Built 1946-1975  
That are Within the Scope of the Program Comment**

**Bridge No. 090301**

**Third Street Bridge**

RI 138 and Third St

Newport

Year Built: 1969

Type: Steel Stringer/Girder

Length: 90.88'





**RHODE ISLAND HISTORIC BRIDGE INVENTORY AND MANAGEMENT PLAN**

**Common-Type Rhode Island Bridges Built 1946-1975  
That are Within the Scope of the Program Comment**

**Bridge No. 090501**

**Old Colony Ramp North Bridge**

RI 138 WB and Newport Secondary RR

Newport

Year Built: 1969

Type: Steel Stringer/Girder

Length: 89.9'



**RHODE ISLAND HISTORIC BRIDGE INVENTORY AND MANAGEMENT PLAN**

**Common-Type Rhode Island Bridges Built 1946-1975  
That are Within the Scope of the Program Comment**

**Bridge No. 090401**

**Old Colony Bridge**

RI 138 and Newport Secondary RR

Newport

Year Built: 1969

Type: Steel Stringer/Girder

Length: 157.15'





## RHODE ISLAND HISTORIC BRIDGE INVENTORY AND MANAGEMENT PLAN

### Common-Type Rhode Island Bridges Built 1946-1975 That are Within the Scope of the Program Comment

**Bridge No. 090601**

**Old Colony Ramp South Bridge**

RI 138 EB and Newport Secondary RR

Newport

Year Built: 1969

Type: Steel Stringer/Girder

Length: 134.84'





Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

Office 401-222-2450  
Fax 401-222-3905

November 21, 2014

Mr. Carlos Machado, Division Administrator  
Federal Highway Administration  
380 Westminster Street, Fifth Floor  
Providence, RI 02903  
Attention: Ms. Barbara Breslin

Re: Rhode Island Historic Bridge Inventory & Management Plan  
RIC No. 2013-EB-006; RIFAP No. SPR-PL-3(34)0602  
**Technical Memorandum No. 1 – ACHP Program Comment**

Dear Mr. Machado:

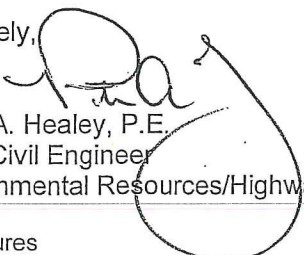
With respect to the above-referenced project (a.k.a. HBI), enclosed are two (1) copies of the document titled: *Technical Memorandum No. 1 – Advisory Council on Historic Preservation Program Comment Issued for Streamlining Section 106 Review Actions Affecting Post-1945 Concrete and Steel Bridges. Technical Memorandum No. 1* with the associated two appendices identifies bridges and culverts that either meet the criteria to which the Program Comment will apply or not apply due to *Considerations A, B or C* of the Advisory Council on Historic Preservation's (ACHP) Program Comment that was issued to the Federal Highway Administration.

We previously transmitted a draft copy of *Technical Memorandum No. 1* to your office and the RIHPHC for review and comment on November 12, 2013. Comments were received from the RIHPHC and the document was accordingly revised several times. By the RIHPHC's November 13, 2014 correspondence (copy enclosed), *Technical Memorandum No. 1* can now be transmitted by your office to the FHWA's Federal Preservation Officer for review. The second copy of *Technical Memorandum No. 1* is your file copy.

Please note that RIDOT has not applied the Program Comment to the following categories of bridges: (1) bridges that are part of the Interstate Highway System, as they have previously been evaluated for National Register eligibility, (2) bridges for which the Section 106 review process has already been completed and for which replacement is ongoing or will take place in the near future, and (3) bridges that are outside of the end date (1975) of the HBI.

Should you have any questions, please contact Mr. Michael A. Hébert, Supervising Historic Preservation Specialist/Archaeologist at 222-2023, extension 4040.

Sincerely,



Peter A. Healey, P.E.  
Chief Civil Engineer  
Environmental Resources/Highway Engineering

Enclosures

cc: Farhoumand, Smith, Palumbo, Cassin, Fish, Healey, Hébert, Nazareth, Badorek, Emidy-RIHPHC, all w/o enclosures; File: 2013-EB-006





STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
HISTORICAL PRESERVATION & HERITAGE COMMISSION

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TTY (401) 222-3700

Website [www.preservation.ri.gov](http://www.preservation.ri.gov)

13 November 2014

Mr. Peter A. Healey, P.E.  
Chief Civil Engineer  
Office of Environmental Programs  
Rhode Island Department of Transportation  
2 Capitol Hill  
Providence, Rhode Island 02903

STATE OF RHODE ISLAND  
DEPT. OF TRANSPORTATION

NOV 14 2014

ENVIRONMENTAL RECEIVED

Re: Rhode Island Historic Bridge Inventory & Management Plan  
RIC No. 2013-EB-006  
RIFAP No. SPR-PL-3(34)0602  
Revised Technical Memorandum No. 1 – ACHP Program Comment

Dear Mr. Healey:

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) staff has reviewed the Revised Technical Memorandum No. 1 for the Rhode Island Historic Bridge Inventory & Management Plan. The RIHPHC notes that our comments were taken into account and that corrections have been made where applicable. Now that these corrections have been addressed we feel that the Technical Memorandum is ready to be finalized.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Jeffrey Emidy, or Michaela Jergensen of Project Review at this office.

Very truly yours,

For: Edward F. Sanderson  
Executive Director  
Deputy State Historic Preservation Officer

cc: Hebert





Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

Office 401-222-2450  
Fax 401-222-3905

October 28, 2014

Mr. Edward F. Sanderson, Executive Director  
Rhode Island Historical Preservation & Heritage Commission  
Old State House  
150 Benefit Street  
Providence, RI 02903

Attention: Mr. Jeffrey Emidy

Re: Rhode Island Historic Bridge Inventory & Management Plan  
RIC No. 2013-EB-006  
RIFAP No. SPR-PL-3(34)0602  
**Revised Technical Memorandum No. 1 – ACHP Program Comment**

Dear Mr. Sanderson:

With respect to the above-referenced project (a.k.a. HBI), enclosed for your acceptance is one (1) copy of the revised document titled: *Technical Memorandum No. 1 – Advisory Council on Historic Preservation Program Comment Issued for Streamlining Section 106 Review Actions Affecting Post-1945 Concrete and Steel Bridges* (dated July 8, 2013; revised September 25, 2014). This document was revised based on your May 9, 2014 review comments.

Upon the receipt of your acceptance, *Technical Memorandum No. 1* will be forwarded by the RI Division Office of FHWA to Ms. MaryAnn Naber, FHWA's Federal Preservation Officer, for her review and acceptance.

We would appreciate the receipt of your approval at your earliest convenience. Should you have any questions, please contact Mr. Michael A. Hébert, Supervising Historic Preservation Specialist/Archaeologist at 222-2023, extension 4040.

Sincerely,

Peter A. Healey, P.E.  
Chief Civil Engineer  
Environmental Resources/Highway Engineering

Enclosure

cc: Smith, Palumbo, Healey, Hébert, Fish, Nazareth, Badorek, Begin, Harper-AHS, Breslin-FHWA, all w/o enclosure; File: 2013-EB-006



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

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RIHPHC No. 13686  
191202.04jde

2 December 2019

Via email: [jacob.begin@dot.ri.gov](mailto:jacob.begin@dot.ri.gov)

Jacob Begin, Supervising Historic Preservation Specialist  
Cultural Resource Unit  
Rhode Island Department of Transportation  
Two Capitol Hill  
Providence, Rhode Island 02903

Re: Reconstruction of the Pell Bridge Approaches  
Newport, Rhode Island  
RIC No. 2000-EH-033  
Evaluation of Eligibility

Dear Mr. Begin:

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) staff have reviewed the *Evaluation of Eligibility* that you provided for the above-referenced project. The Rhode Island Department of Transportation is proposing to reconstruct the approach ramps to the Pell Bridge in Newport. As part of the Section 106 review for the project, the Old Colony Railroad was identified as being potentially eligible for listing in the National Register of Historic Places.

VHB has prepared an *Eligibility Evaluation* document for the Old Colony Railroad and has concluded that, due to a loss of integrity in the areas of setting, materials, workmanship, design, feeling, and association, the Railroad, as a whole, is not eligible for listing in the National Register. The RIHPHC concurs with this determination, however, we believe that certain surviving elements of the railroad may be potentially eligible for listing individually. These include the Bridge over Barker Brook in Portsmouth, the bridge over unnamed brook (Map ID 82) in Middletown, and the Claiborne Pell Bridge on and off ramps in Newport. Further evaluation of these resources will be necessary if any of them are in the area of potential effect for this or future projects.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact RIHPHC Deputy Director Jeffrey Emidy at 401-222-4134 or [jeffrey.emidy@preservation.ri.gov](mailto:jeffrey.emidy@preservation.ri.gov).

Sincerely,

FOR

J. Paul Loether  
Executive Director  
State Historic Preservation Officer



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
HISTORICAL PRESERVATION & HERITAGE COMMISSION

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07 January 2020

Jacob Begin  
Supervising Historic Preservation Specialist  
Office of Cultural Resources  
Rhode Island Department of Transportation  
Room 370A  
Providence, Rhode Island 02903-1124



Re: Reconstruction of Pell Bridge Approaches  
Newport, Rhode Island  
RIC No. 2000-EH-033  
Pell Bridge Ramps' Evaluation of Eligibility

Dear Mr. Begin:

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) staff has received the Pell Bridge Ramps' Evaluation in conjunction with The Reconstruction of the Pell Bridge Approaches project, which proposes demolishing the four ramp bridges (The Third Street Bridge No.903, Old Colony Bridge No.904, Old Colony Ramp Bridge No.905 and Old Colony Ramp South Bridge No. 906) in the interest of improving traffic circulation and reducing traffic queuing.

The Rhode Island Department of Transportation (RIDOT) has opined that the four on and off ramps of the Claiborne Pell Bridge are Not Eligible for listing in the National Register of Historic Places and therefore will not experience adverse effects due to the project. The RIHPHC concurs with this finding provided that the following stipulations are met. Firstly, before the four on and off ramps are demolished, they, and the surrounding area affected by the project must be photographed according to National Register standards. Secondly, those photographs of the four on and off ramps should be used in the compilation of a National Register of Historic Places Nomination for the Claiborne Pell Bridge. This nomination should be completed before the project has ended.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Michaela Jergensen, RIDOT Project Review Coordinator, of this office.

Very truly yours,

J. Paul Loether  
Executive Director  
State Historic Preservation Officer





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06 February 2020

Jacob Begin  
Supervising Historic Preservation Specialist  
Office of Cultural Resources  
Rhode Island Department of Transportation  
Room 370A  
Providence, Rhode Island 02903-1124



Re: Reconstruction of Pell Bridge Approaches  
Newport, Rhode Island  
RIC No. 2000-EH-033  
Recommendation of Effect

Dear Mr. Begin:

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) staff has received the Pell Bridge Ramps' Recommendation of Effect in conjunction with The Reconstruction of the Pell Bridge Approaches project, which proposes to reconstruct the Pell Bridge Approach in the interest of improving traffic circulation and reducing traffic queuing.

The Rhode Island Department of Transportation (RIDOT) has identified several historic properties within the Area of Potential Effect. These properties include: Common Burying Ground and Island Cemetery, Miantonomi Memorial Park and WWI Memorial Tower, Newport Historic Landmark District, Claiborne Pell Bridge No.900 (Newport Bridge), Third Street Naval Hospital Historic District, Van Zandt Avenue Historic Railroad Bridge No.287, 62 Van Zandt Avenue, and Old Colony and Newport Railroad. The Old Colony and Newport Railroad has since been determined ineligible as a whole. RIDOT has opined that the project will have No Adverse Effect on the historic properties. The RIHPHC concurs with RIDOT, however the project's proximity to Common Burying Ground we would like to review and comment on detailed plans as they develop. Further, as previously agreed a National Register of Historic Places Nomination for the Claiborne Pell Bridge should be written. This nomination should be completed before the project has ended.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Michaela Jergensen, RIDOT Project Review Coordinator, of this office.

Very truly yours,

FOR: J. Paul Loether  
Executive Director  
State Historic Preservation Officer

200206.01mahj



Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

Office 401-222-2450  
Fax 401-222-3905

February 18, 2020

Mr. Carlos C. Machado, Division Administrator  
Federal Highway Administration  
380 Westminister Street, 6<sup>th</sup> Floor, Room 601  
Providence, RI 02903

Attn: Mr. Carlos E. Padilla-Fresse

Re: Reconstruction of the Pell Bridge Approaches  
Newport and Middletown, Rhode Island  
RIC No. 2000-EH-033  
RIFAP No. HPP-4864 (002)  
**Notification of Finding of No Adverse Effect**

Dear Mr. Machado:

The Rhode Island Department of Transportation (RIDOT), with assistance from the Federal Highway Administration (FHWA), is developing design plans for the reconstruction of the off ramps and approaches to the Claiborne Pell Bridge No. 900 in Newport and Middletown, Rhode Island. As a result of coordination with the Section 106 consulting parties for the proposed project, a recommendation of "No Adverse Effect" has been assessed by our office.

The consultation began on March 4, 2019 when a Project Notification letter was sent from RIDOT to the identified consulting parties, including: The Rhode Island Historical Preservation & Heritage Commission (RIHPHC), Newport Restoration Foundation (NRF), the Preservation Society of Newport County (PSNC), the Newport Historical Society, and the Newport City Planner. This letter was also forwarded to the Narragansett Indian Tribal Historic Preservation Office (NITHPO) from FHWA on March 11, 2019. A Revised Project Notification letter that listed all project alternatives was sent to the consulting parties from RIDOT on March 19, 2019, and to the NITHPO from FHWA on March 28, 2019. On April 19, 2019, per NRF's request, a Project Notification letter was sent to the Point Association from RIDOT. In response to the Project Notifications, RIDOT received comments from three of the consulting parties, including: RIHPHC on April 16, 2020, NRF on April 17, 2020, and PSNC on April 18, 2020. On July 23, 2019, a letter requesting an evaluation of the eligibility of the Old Colony and Newport Railroad was sent to the RIHPHC, to which RIHPHC responded in concurrence on December 2, 2019. Based on concerns for the eligibility of the Pell Bridge ramps and approaches, as addressed in RIHPHC's December 2<sup>nd</sup> letter, however, RIDOT sent a follow-up letter to RIHPHC on December 7, 2019, wherein we recommended the ramps were not eligible. RIHPHC responded on January 7, 2019 in concurrence. Following this discussion, RIDOT sent Recommendation of No Adverse Effect letters to all consulting parties on January 14, 2020, which was then sent to the NITHPO on January 15, 2020 from FHWA. RIHPHC responded on February 6, 2020 in agreement that the project will have no adverse effect to historic properties.

Should your office make a finding of **No Adverse Effect**, the enclosed *Draft* letters entitled: "Notification of a Finding of No Adverse Effect" can be transmitted Mr. J. Paul Loether of the Rhode Island Historical Preservation & Heritage Commission, Mr. Mark Thompson of the Newport Restoration Foundation, Ms. Trudy Coxe of the Newport Preservation Society of Newport County, Ms. Christine O'Grady of the Newport Historic District Commission, Ms. Ruth Taylor of the Newport



To: Mr. Machado, Division Administrator  
From: Jacob Begin  
February 18, 2020  
Page 2

Historical Society, Mr. Tom Hockaday of the Point Association, and Mr. John Brown of the Narragansett Indian Tribal Historic Preservation Office. Also included is the supporting documentation form: "Section 106 Data Sheet."

Provided the consulting parties do not object to this finding of effect, our office anticipates the subsequent implementation of this undertaking per *36 CFR §800.5(d)(1)*.

Electronic copies of the draft letters to the consulting parties on your agency's letter head have been emailed to Ms. Yvette Reaux of your staff in order to facilitate and expedite transmittal to those parties. Should you have any questions or require additional information, please contact me at 401-563-4540; email: [jacob.begin@dot.ri.gov](mailto:jacob.begin@dot.ri.gov).

Sincerely,



Jacob Begin  
Supervising Historic Preservation Specialist  
Cultural Resources Unit

Enclosures

Cc by email: Begin, Chase, Fahey, Fiset, Fish, Palumbo, Richards; all without enclosures



February 10, 2020

Jacob Begin  
Supervising Historic Preservation Specialist  
Cultural Resources Unit  
Department of Transportation  
Two Capitol Hill  
Providence, RI 02930

Re: Reconstruction of Pell Bridge Approaches  
Newport and Middletown  
RIC No. 2000-EH-033  
Recommendation of Effect

Dear Jacob,

I am writing on behalf of the Newport Restoration Foundation (NRF), which is in receipt of the letter and attachments dated January 14, 2020 regarding the abovementioned project.

On April 17, 2019, NRF's Executive Director, Mark Thompson, outlined the organization's concerns about the project. After reviewing the Department of Transportation's response and the current plan, NRF feels as though the organization's concerns have been adequately addressed. This includes:

- "No adverse effect" on the historic resources in the area of potential effect.
- Minimal to no increased traffic in the Point neighborhood.
- Provisions made for pre- and post-construction conditions surveys, vibration monitoring, and dust control.
- No impact on NRF's mill by the right-of-way taking at 62 Halsey Street.

Given this, NRF has no further comments on the project at this time. The organization would like to remain a consulting party and be kept apprised of changes in the plan.

Sincerely,

A handwritten signature in cursive script that reads 'Alyssa Lozupone'.

Alyssa Lozupone  
Director of Preservation



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION & HERITAGE COMMISSION

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5 March 2020

Carlos Padilla-Fresse  
Federal Highway Administration  
380 Westminster Street, Room 601  
Providence, Rhode Island  
02903

Re: Reconstruction of Pell Bridge Approaches  
Newport, Rhode Island  
RIC# 2000-EH-033  
RIFAP No. HPP-4864 (002)  
Notification of No Adverse Effect Finding

Dear Mr. Padilla-Fresse:

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) staff has reviewed the notification of a Finding of No Adverse Effect that the Federal Highway Administration (FHWA) submitted regarding the reconstruction of the Pell Bridge Approaches.

The Rhode Island Department of Transportation (RIDOT) has identified Common Burying Ground and Island Cemetery, Miantonomi Memorial Park and WWI Memorial Tower, Newport Historic Landmark District, which are listed in the National Register of Historic Places along with Claiborne Pell Bridge No. 900, Third Street Naval Hospital Historic District, Van Zandt Avenue Historic Railroad Bridge No.287, and 62 Van Zandt Avenue, which are were determined eligible for listing in the National Register of Historic, with the exception of 62 Van Zandt Avenue, which is potentially eligible for listing in the National Register of Historic Places. The FHWA and RIDOT have opined that this project will have No Adverse Effect on the afore mentioned properties.

The RIHPHC concurs with FHWA and RIDOT's identification of historic resources in the project's Area of Potential Effect and the finding of No Adverse Effect. The RIHPHC would like to see more detailed plans as they develop, particularly around the project area that abuts the common burying ground and cemetery.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Michaela Jergensen of Project Review in this office.

Very truly yours,



FOR: J. Paul Loether  
Executive Director  
State Historic Preservation Officer

c. Jacob Begin, RIDOT (by email)

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