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A-944	WINDOW DETAILS
A-945	WINDOW DETAILS



Bruner/Cott



**CHARLES RIVER SPEEDWAY
BOSTON LANDMARKS COMMISSION APPLICATION**

Date: MARCH 5, 2019

Architectural Heritage Foundation, Inc.
Old City Hall
45 School Street
Boston, MA 02108-3204

Bruner/Cott & Associates, Inc
130 Prospect Street
Cambridge, MA 02139

Klopfert Martin Design Group
214 Cambridge Street - 5th Floor
Boston, MA 02114

Silman Associates Structural Engineers, DPC
111 Devonshire Street
Boston, MA 02109

BLW Engineers, Inc.
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Littleton, MA 01460

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617.695.6700
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978.486.4301
blwengineers.com

NOTES

- GC RESPONSIBLE FOR WORK SHOWN ON ALL SHEETS, INCLUDING NEW WORK SHOWN ON DEMOLITION PLANS.
- GC TO VERIFY ALL EXISTING DIMENSIONS AND ELEVATIONS.
- WALL TYPES NOT INDICATED ON THE PLANS ARE TO BE ASSUMED TO BE SAME TYPE AS ADJACENT WALL, OR ONE LAYER OF GYPSUM WALL BOARD ON EACH SIDE OF FRAMING.
- ALL WORK IS ASSUMED NEW UNLESS INDICATED OR NOTED AS EXISTING.
- COORDINATE LOCATION OF KITCHEN EXHAUSTS WITH TENANT FITOUT.
- SEE L DWGS FOR EXTERIOR-MOUNTED LIGHT FIXTURE LOCATIONS

GRAPHIC LEGEND

- EXISTING
- NEW
- - - - BY TENANT, N.I.C.
- . - . - PROJECT BOUNDARY
- - - - MATCH LINE

Rev	Date	Remarks

Date	2.14.2019
Scale	As indicated
Project Number	18.002
Drawn By	KW

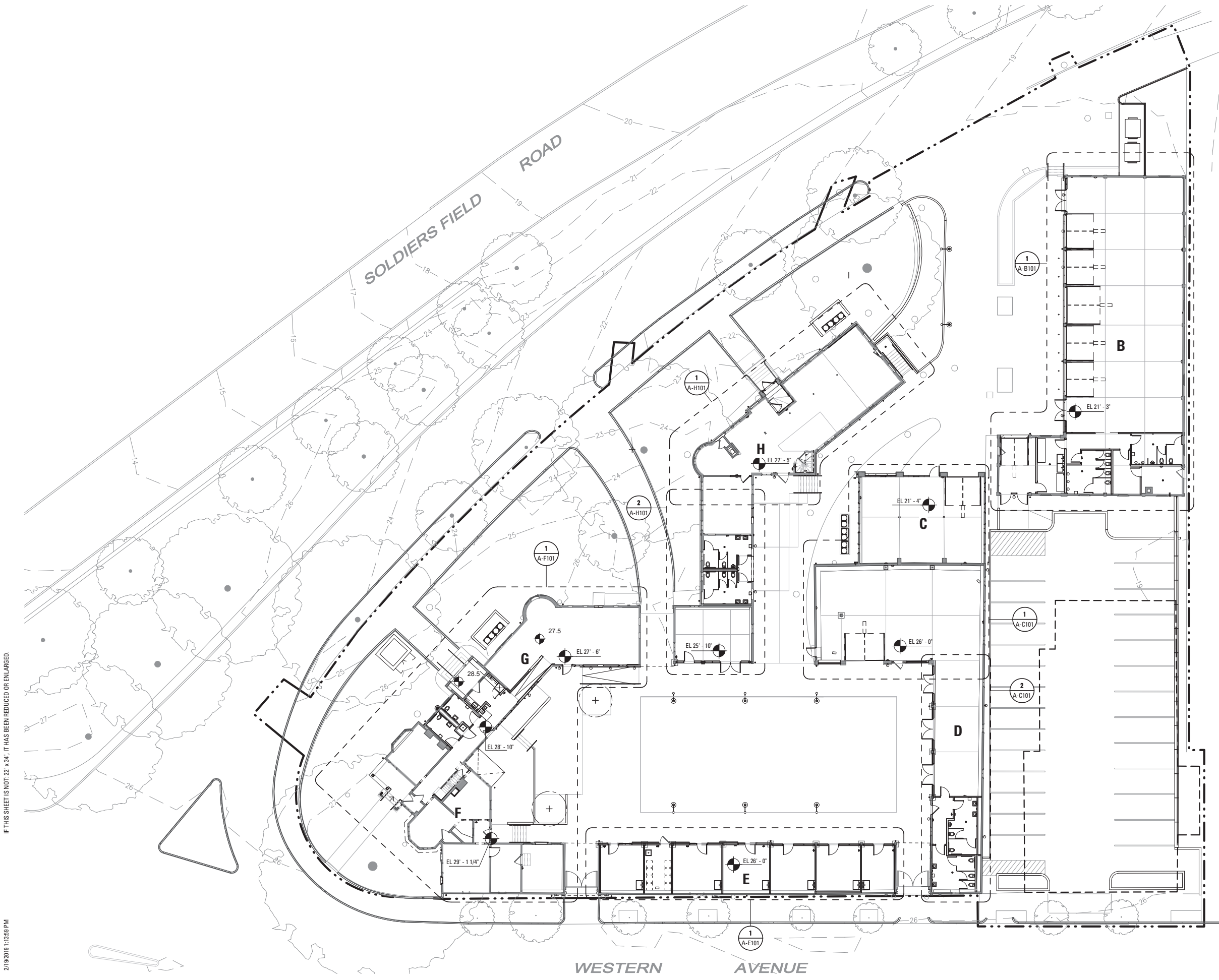
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GROUND FLOOR PLAN

A-101

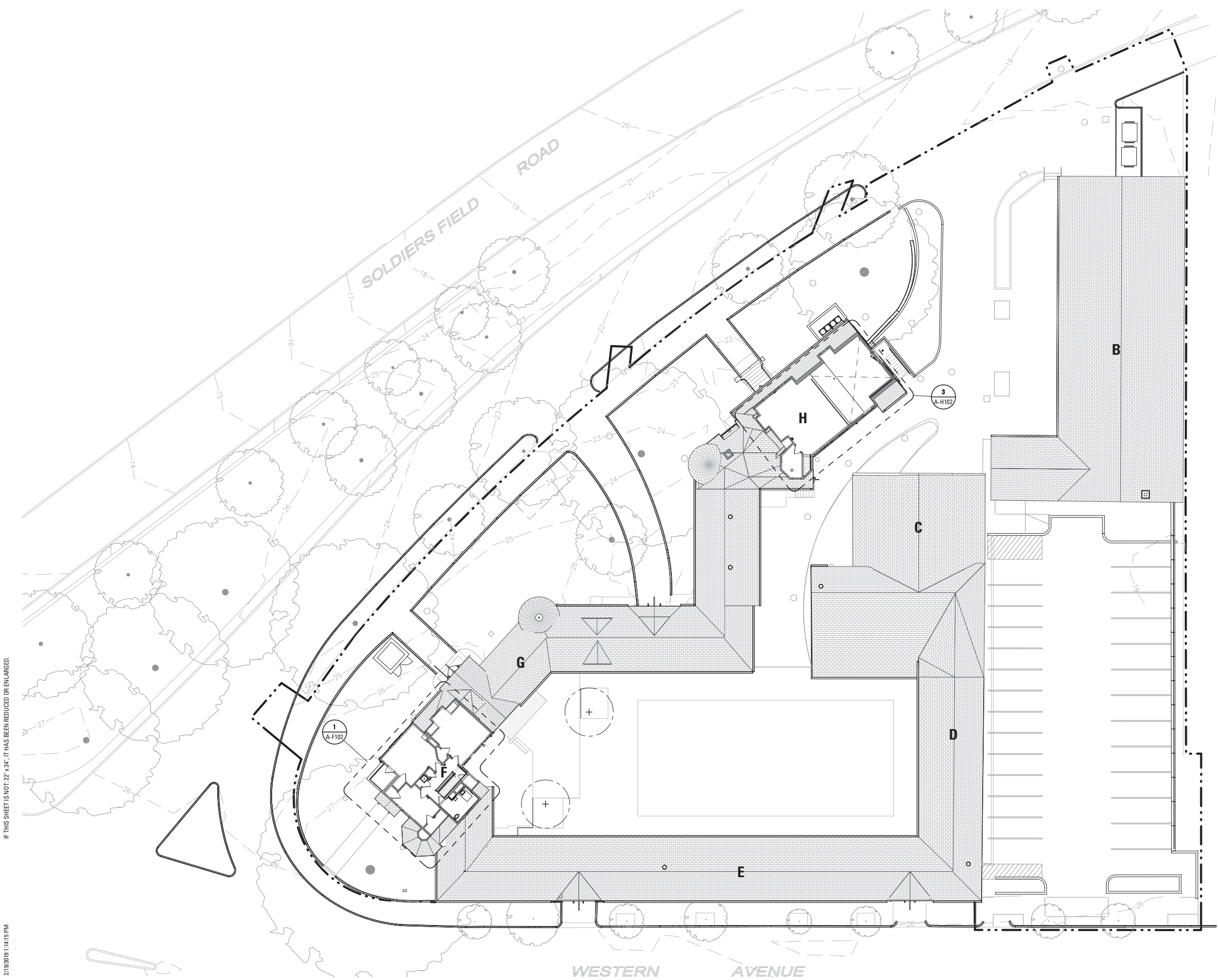


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GRAPHIC LEGEND

- EXISTING
- NEW
- - - - BY TENANT, N.I.C.
- · - · - PROJECT BOUNDARY
- · - · - MATCH LINE

Bruner/Cott
 ARCHITECTS
 225 Friend St., Suite 701
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SECOND FLOOR PLAN

A-102

NOTES

- GC RESPONSIBLE FOR WORK SHOWN ON ALL SHEETS, INCLUDING NEW WORK SHOWN ON DEMOLITION PLANS.
- GC TO VERIFY ALL EXISTING DIMENSIONS AND ELEVATIONS.
- WALL TYPES NOT INDICATED ON THE PLANS ARE TO BE ASSUMED TO BE SAME TYPE AS ADJACENT WALL, OR ONE LAYER OF GYPSUM WALL BOARD ON EACH SIDE OF FRAMING.
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- COORDINATE LOCATION OF KITCHEN EXHAUSTS WITH TENANT FITOUT.
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- NEW
- - - - BY TENANT, N.I.C.
- . - . - PROJECT BOUNDARY
- - - - MATCH LINE

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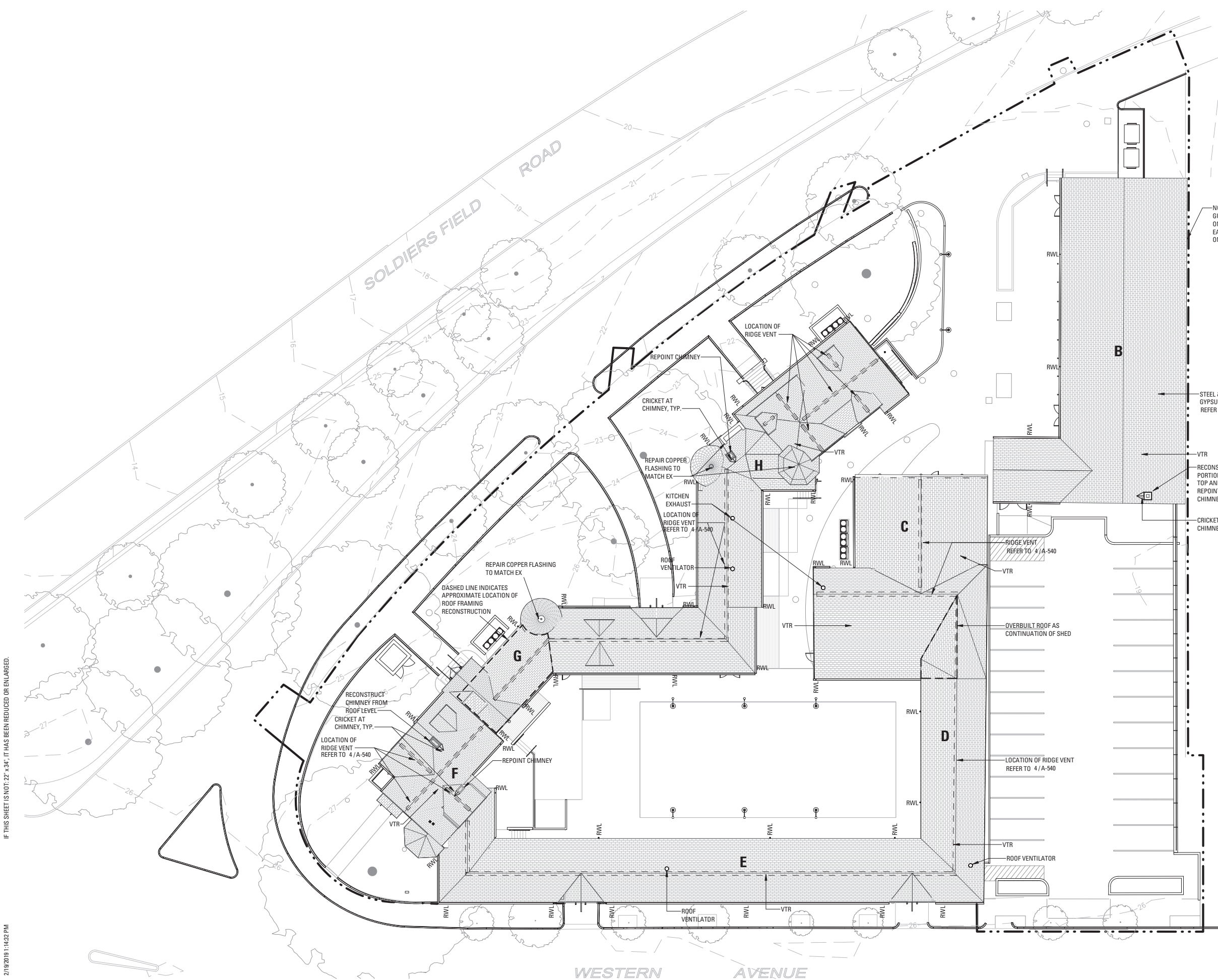


ROOF PLAN

A-103

ROOF PLAN NOTES

- New waterproofing membrane and roofing at all roofs.
- Repair wood fascia to match all sides.
- Provide step flashing at all roof/wall transitions 3" high, 3" wide.
- New gutter and downspouts, all eaves on all roofs except where noted. Refer to details.
- Insulation & vent at all wd roof rafters.
- RWL - rain water leader and receiver. See civil drawings for detail.
- VTR - vent thru roof. See plumbing drawings for detail.



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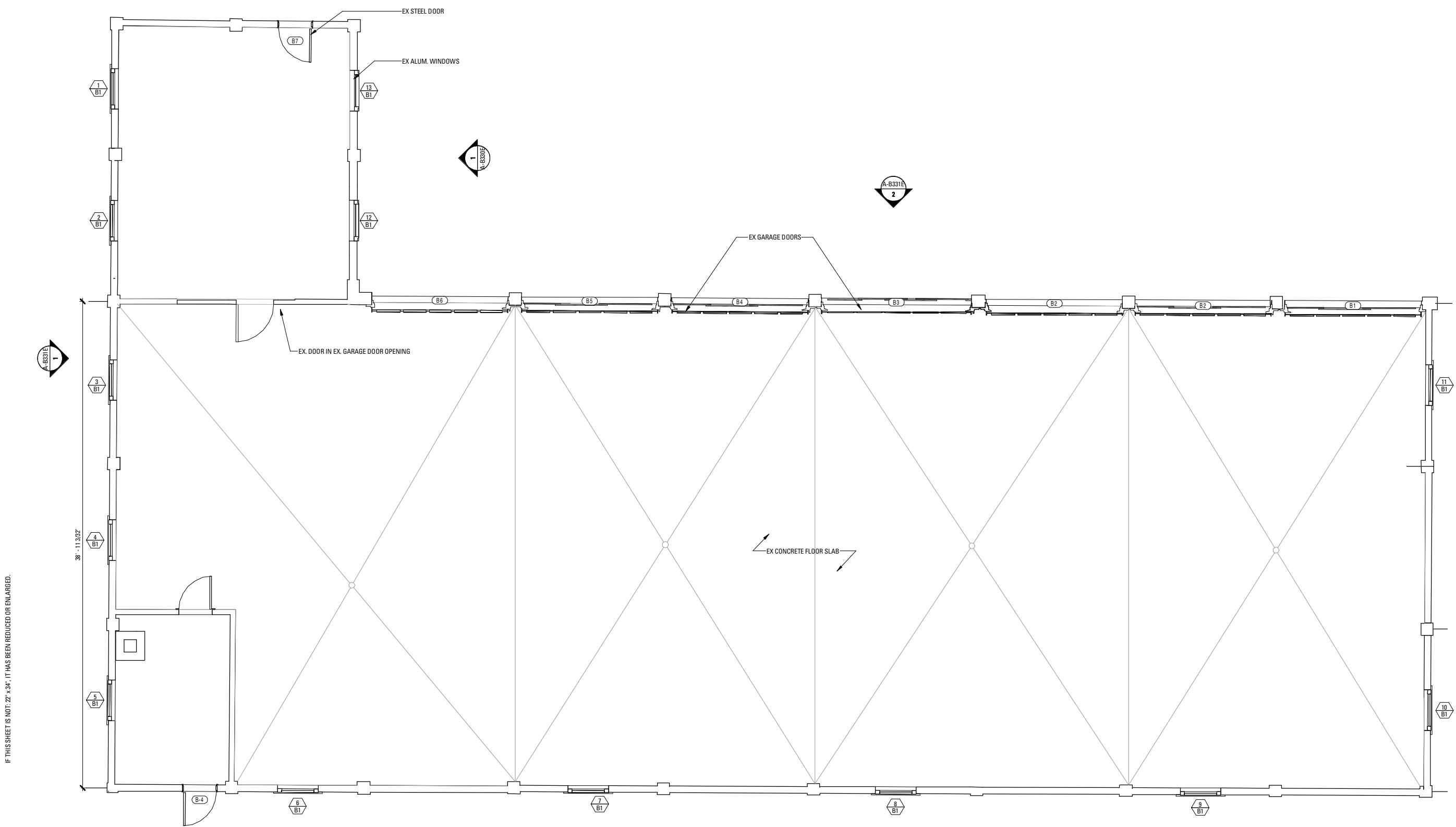
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BLDG B - 1ST FLOOR

EXISTING

A-B101E



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EQUIPMENT

WORK TABLES: 16 GA. GRADE 316
STAINLESS SS WORKTABLE W/
BACKSPLASH AND COUNTER BELOW

WT-1: 30' x 96' WORK TABLE
WT-2: 30' x 72' WORK TABLE

ROOM FINISH LEGEND

OFFICE	← ROOM NAME
313	← ROOM NUMBER
C-1	← FLOOR
B-1	← BASE
P-1	← WALL
ACT-1	← CEILING

NOTE: REFER TO REFLECTED CEILING PLANS
FOR EXTENT OF GWB SOFFITS, OR
SPECIAL CEILING MATERIAL LOCATIONS

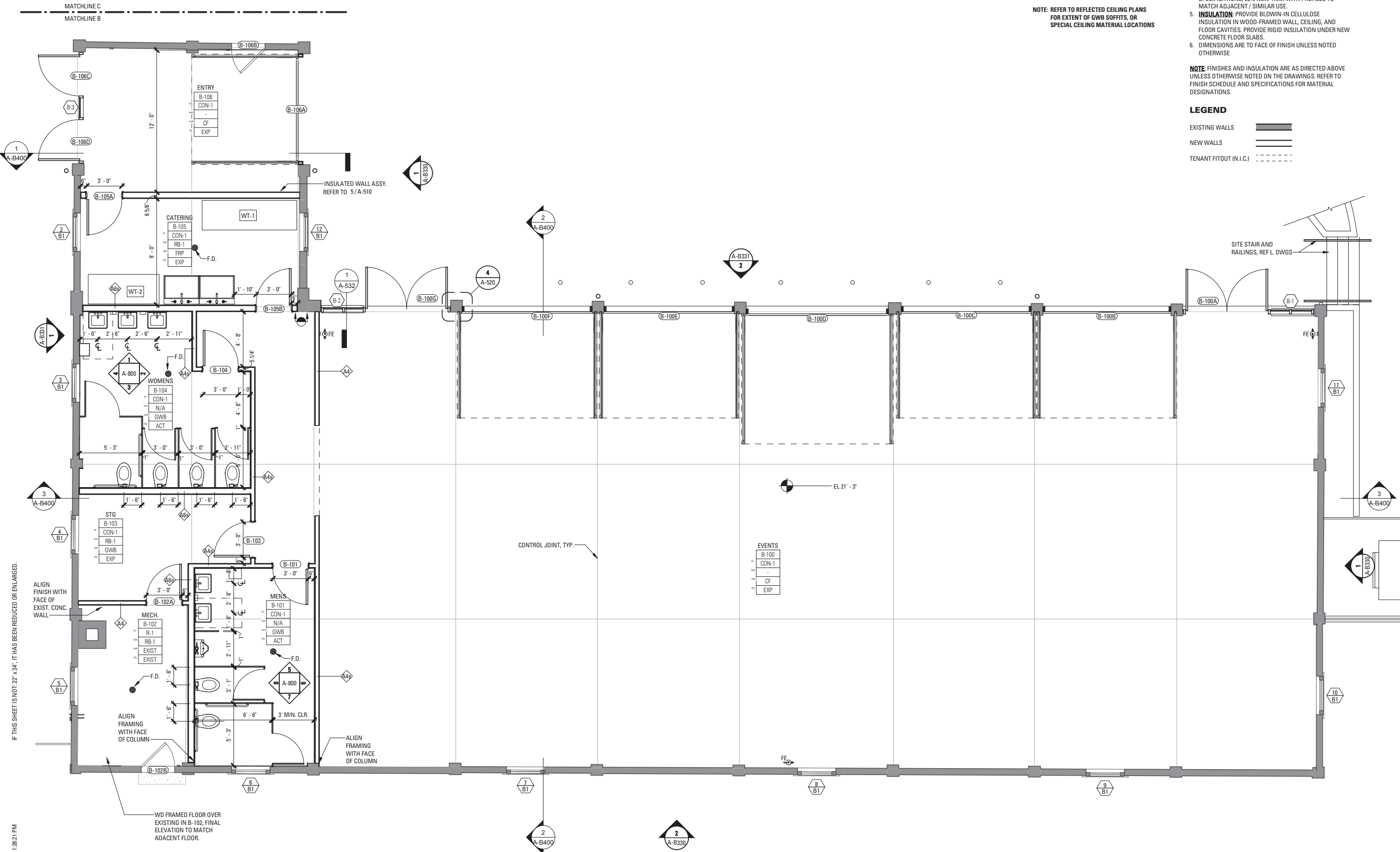
GENERAL NOTES

- FLOORS:** REFINISH EXISTING WOOD FLOORS
- WALLS:** NEW GWB FINISH, PAINTED
- CEILING:** NEW GWB CEILING, PAINTED
- MILLWORK:** REF. WINDOW AND DOOR SCHEDULE FOR CASING, SALVAGE, RESTORE, AND/OR MATCH EXISTING WOOD BASE AND CROWN MOLDING IN BLDGS F, G, & H. FOR ESTIMATING PURPOSES, ASSUME 80% SALVAGED INTERIOR WOOD TRIM, REPAINTED ACCORDING TO SPECIFICATIONS, 20% NEW TRIM WITH PROFILES TO MATCH ADJACENT / SIMILAR USE.
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- DIMENSIONS ARE TO FACE OF FINISH UNLESS NOTED OTHERWISE

NOTE: FINISHES AND INSULATION ARE AS DIRECTED ABOVE UNLESS OTHERWISE NOTED ON THE DRAWINGS. REFER TO FINISH SCHEDULE AND SPECIFICATIONS FOR MATERIAL DESIGNATIONS.

LEGEND

EXISTING WALLS	—
NEW WALLS	—
TENANT FITOUT (N.I.C.)	- - - -



Rev	Date	Remarks

Date: 2.14.2019
Scale: As indicated
Project Number: 18.002
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Author: _____

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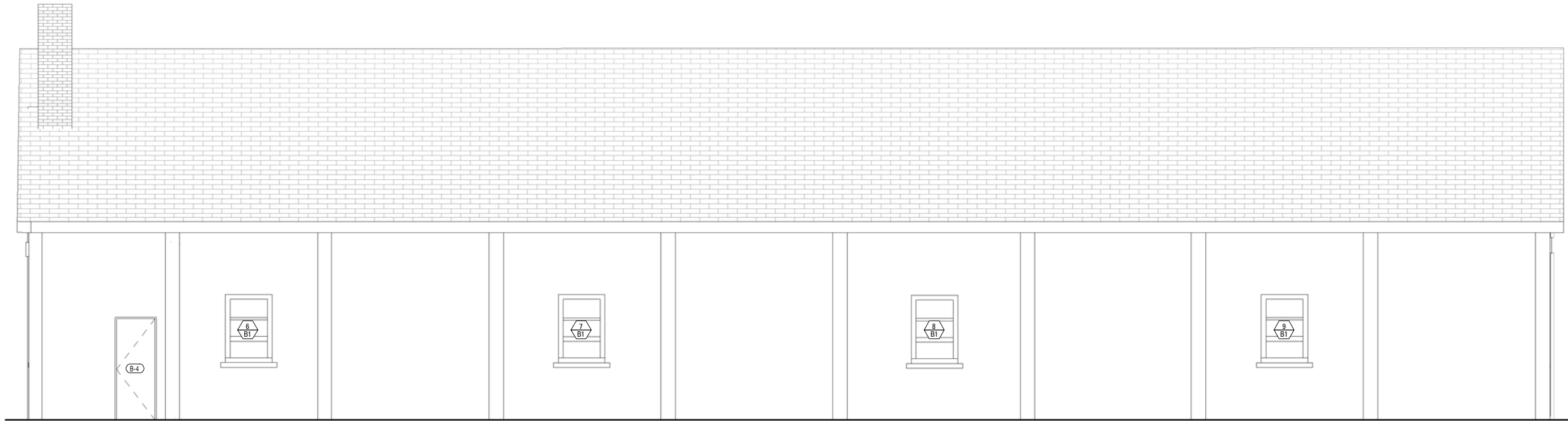
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BLDG B FLOOR PLAN

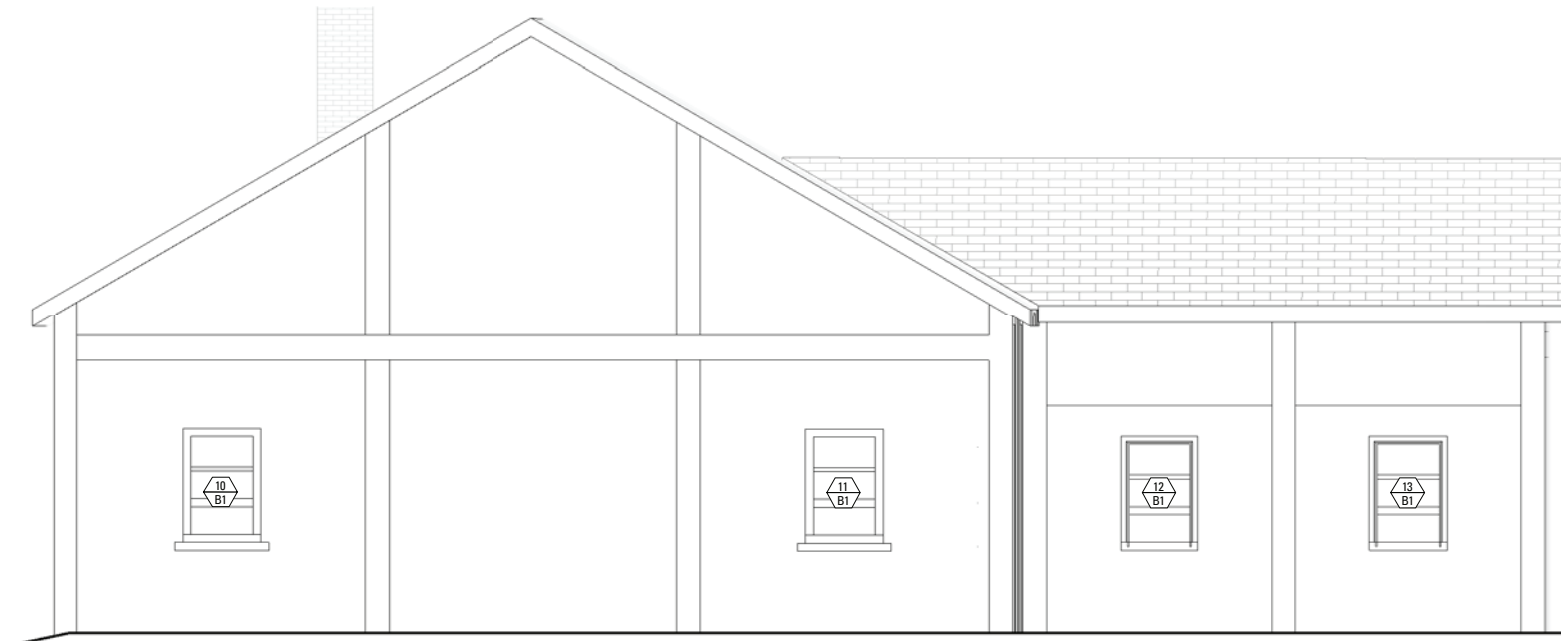
A-B101

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② BLDG B - EAST ELEVATION
 SCALE: 1/4" = 1'-0"



① BLDG B - NORTH ELEVATION
 SCALE: 1/4" = 1'-0"

Rev	Date	Remarks

Date: AUGUST 31, 2018
 Scale: 1/4" = 1'-0"
 Project Number: 18.002
 Drawn By: _____ Author: _____

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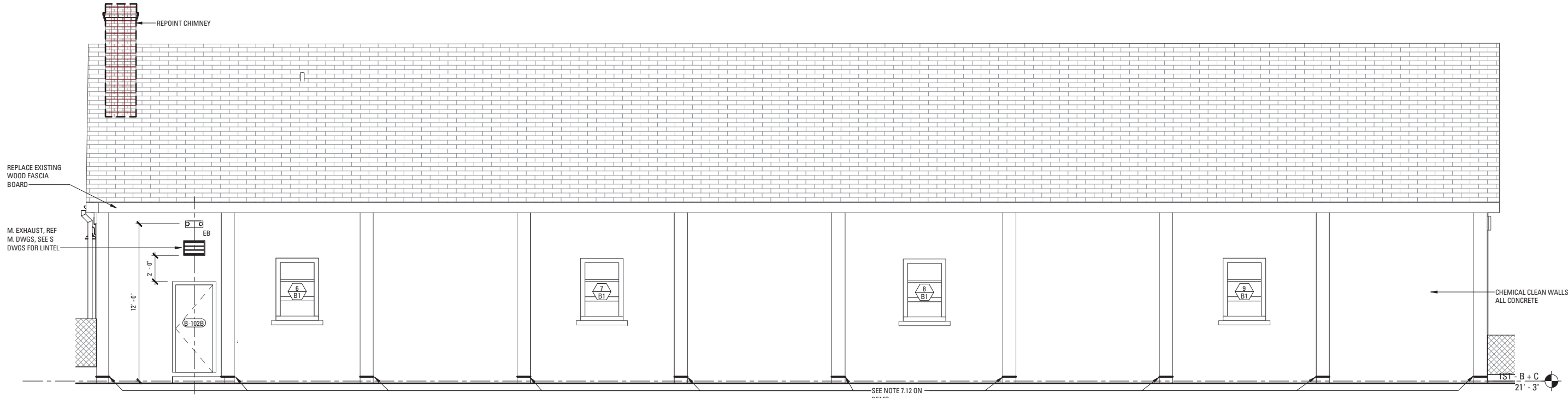
BLDG B - ELEVATIONS

EXISTING

A-B330E

IF THIS SHEET IS NOT: 22" x 34", IT HAS BEEN REDUCED OR ENLARGED.

8/30/2018 3:45:38 PM



2 BLDG B - EAST ELEVATION
 SCALE: 1/4" = 1'-0"

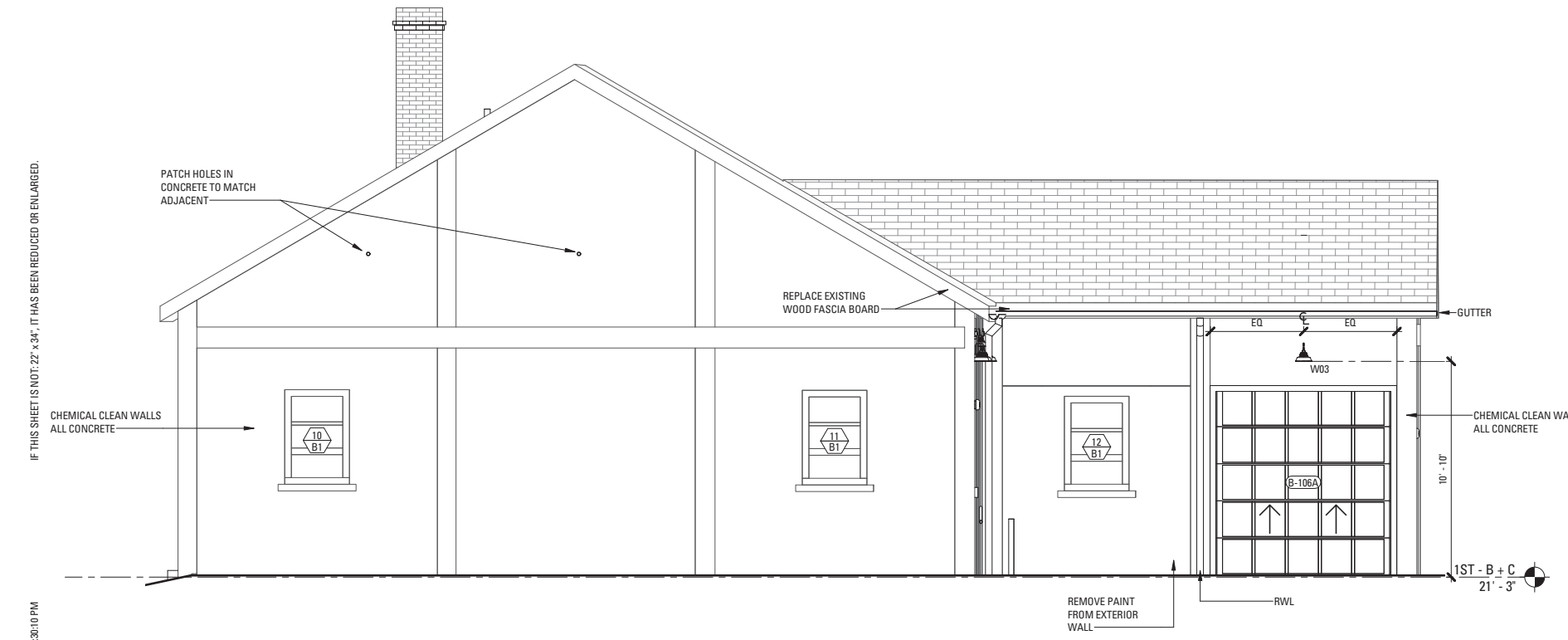
SEE NOTE 7.12 ON DEMO
 APPLY RUST INHIBITOR TO EXISTING STEEL STRUCTURE. PATCH CONCRETE TO MATCH ADJACENT.

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Date	2.14.2019
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1 BLDG B - NORTH ELEVATION
 SCALE: 1/4" = 1'-0"

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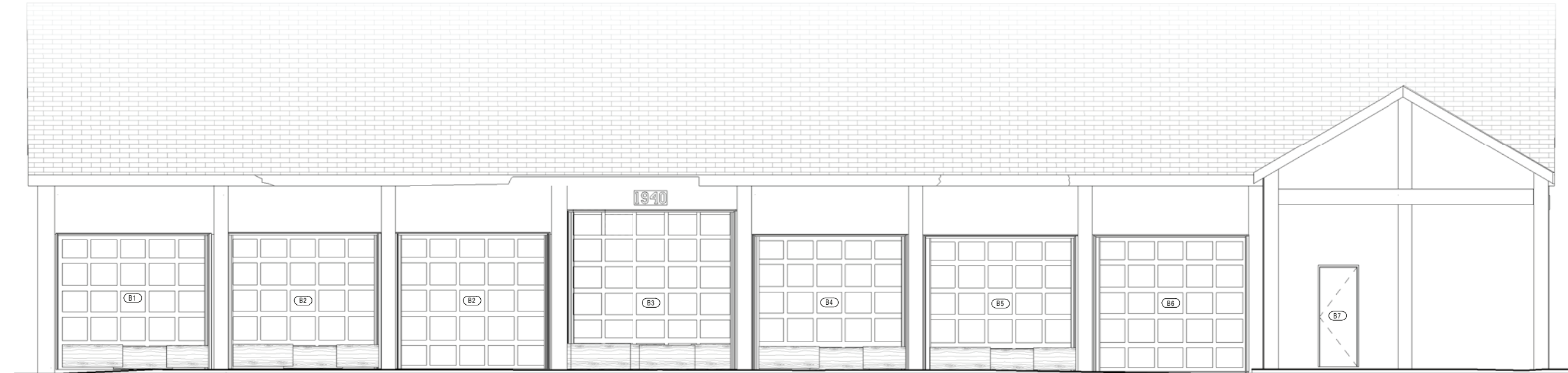
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HATCH LEGEND

-  REPOINT EXISTING MASONRY
-  EPOXY WOOD FILLER

BLDG B ELEVATIONS

A-B330



2 BLDG B - WEST ELEVATION NORTH
 SCALE: 1/4" = 1'-0"



1 BLDG B - SOUTH ELEVATION
 SCALE: 1/4" = 1'-0"

Rev	Date	Remarks

Date	AUGUST 31, 2018
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BLDG B - ELEVATIONS

EXISTING

A-B331E

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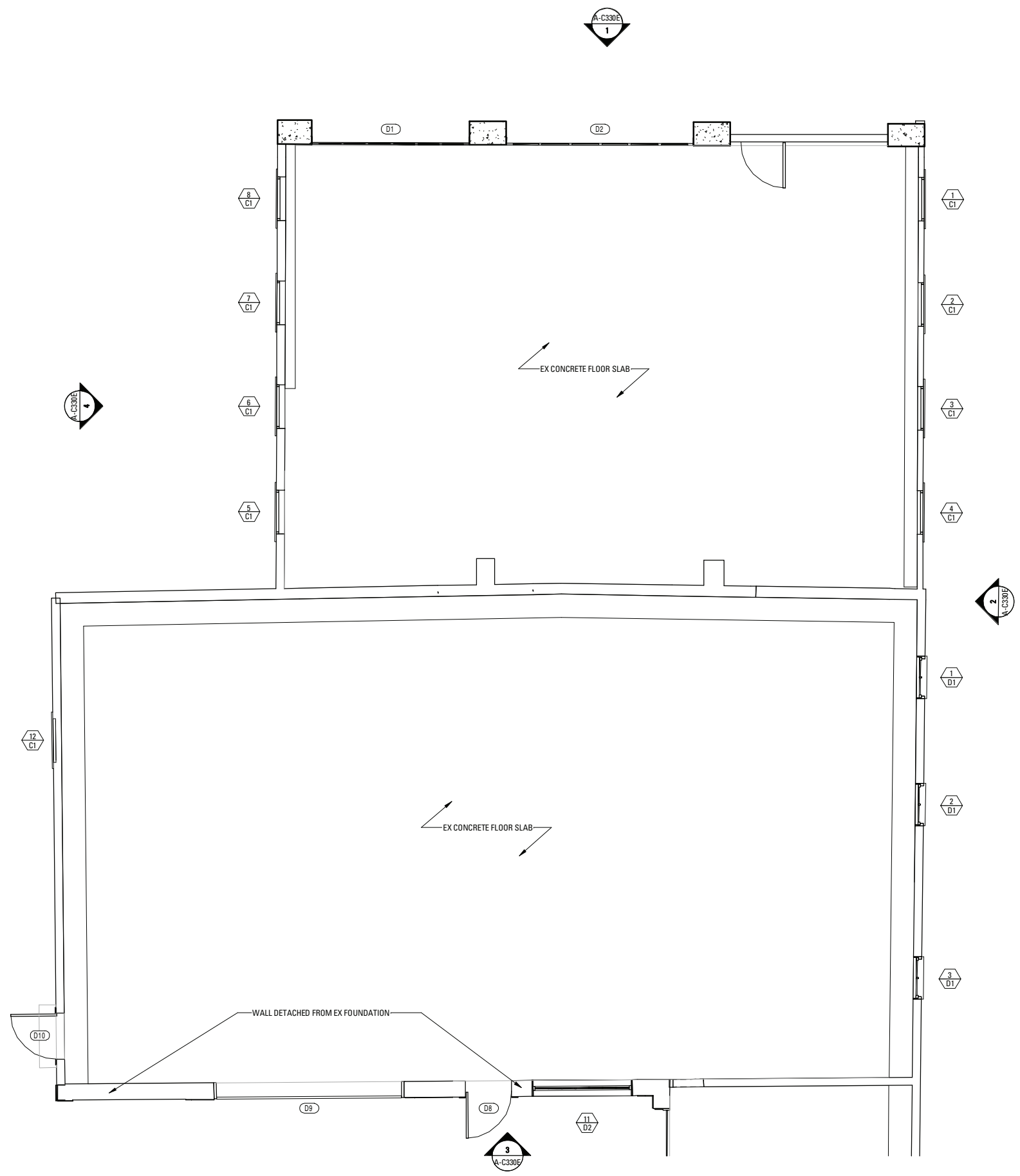
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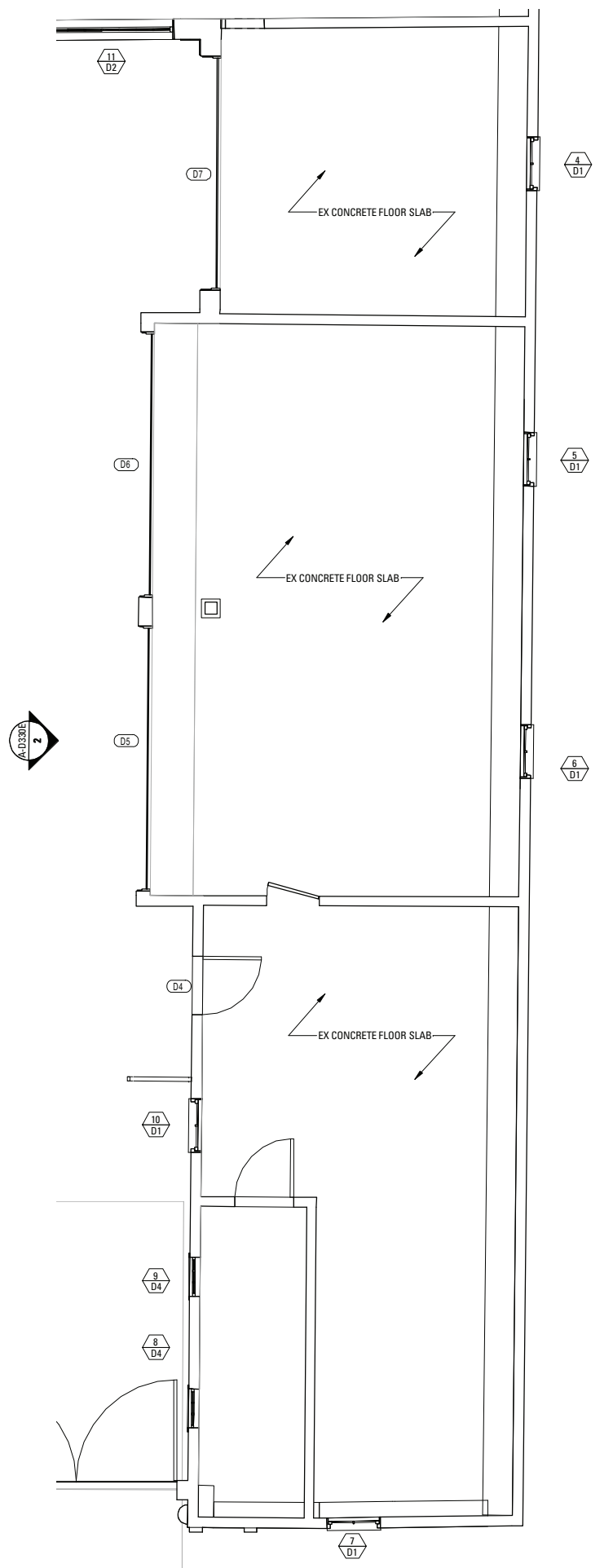
BLDG C+D - 1ST FLOOR

EXISTING

A-D101E



1 BUILDINGS C+D - 1ST FLOOR
 SCALE: 1/4" = 1'-0"



2 BUILDING D SOUTH - 1ST FLOOR
 SCALE: 1/4" = 1'-0"

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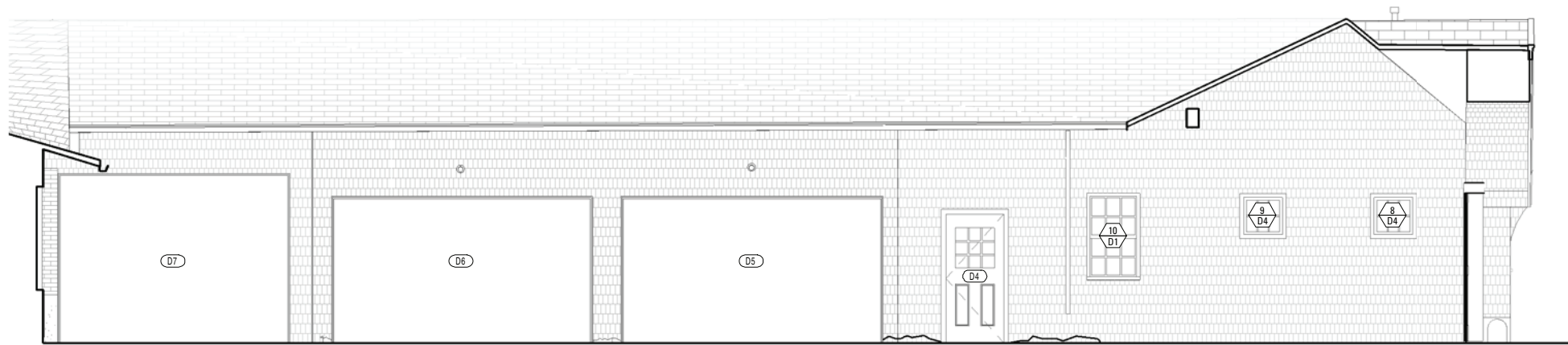
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Rev	Date	Remarks

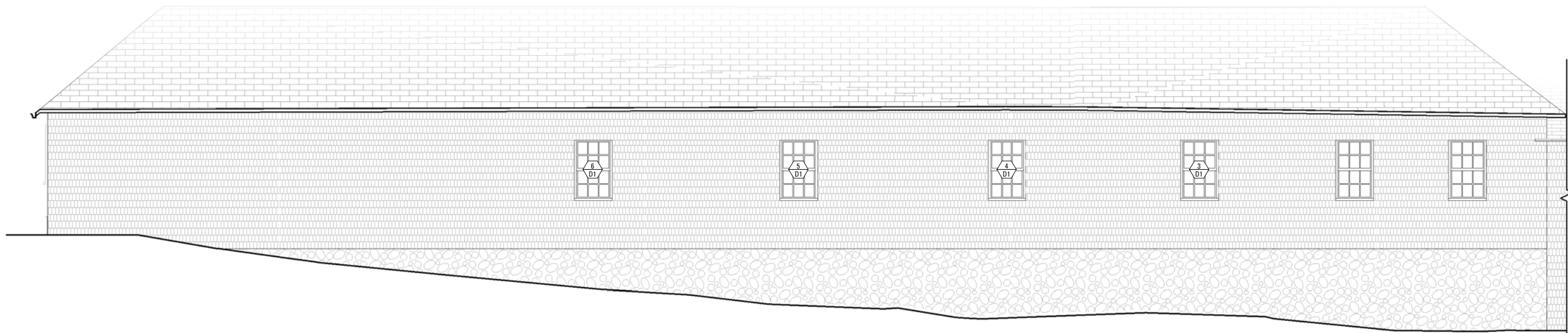
Date: AUGUST 31, 2018
 Scale: 1/4" = 1'-0"
 Project Number: 18.002
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2 BLDG D - WEST ELEVATION
 SCALE: 1/4" = 1'-0"



1 BLDG D - EAST ELEVATION
 SCALE: 1/4" = 1'-0"

BLDG D - ELEVATIONS

EXISTING

A-D330E

IF THIS SHEET IS NOT 22" x 34", IT HAS BEEN REDUCED OR ENLARGED.

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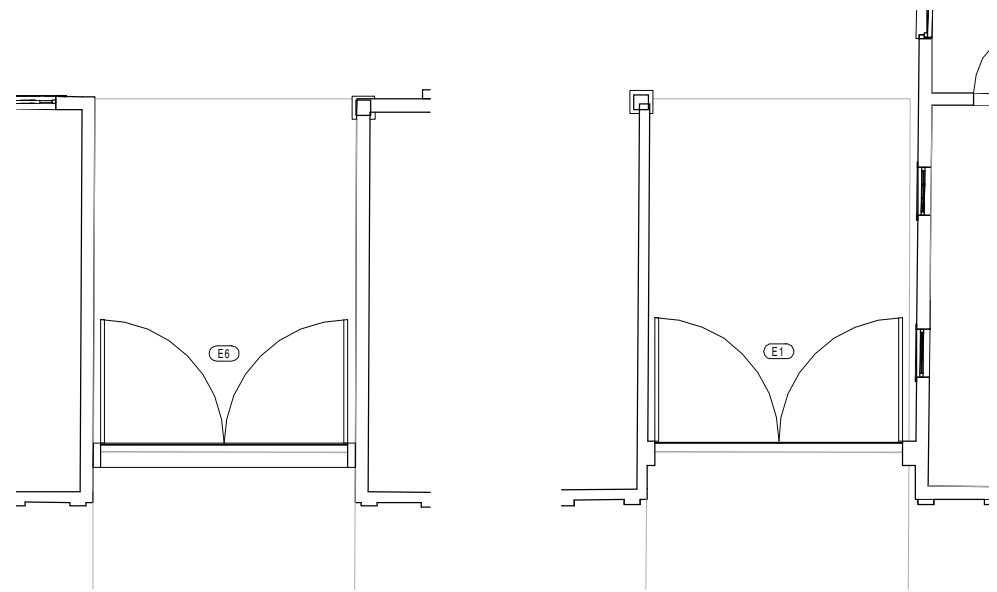
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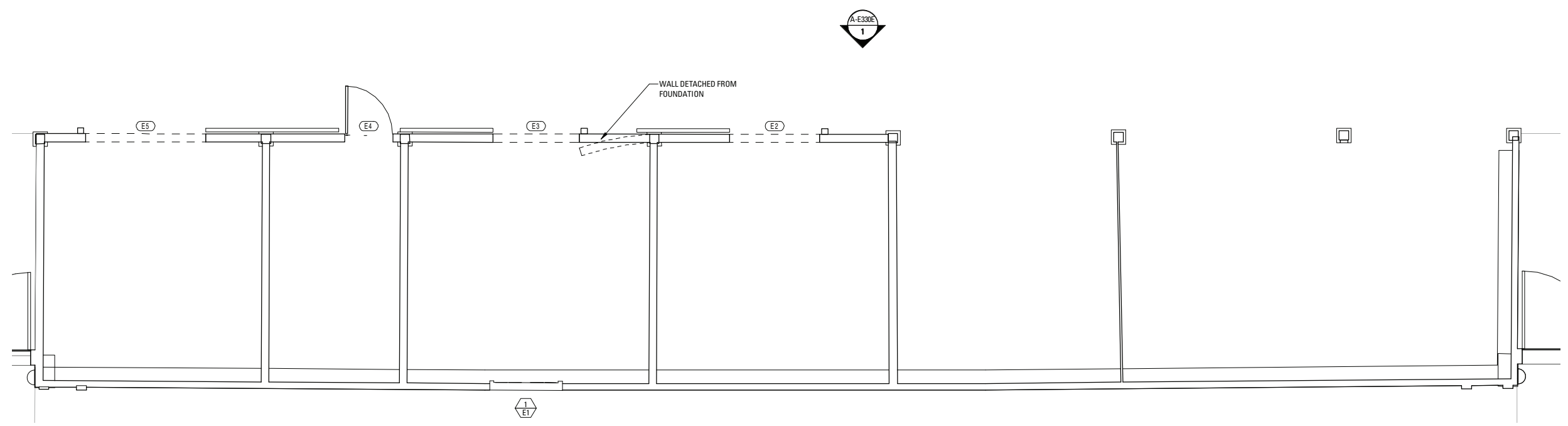
BLDG E - 1ST FLOOR

EXISTING

A-E101E



2 BUILDING E - ENTRIES
 SCALE: 1/4" = 1'-0"



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1 BUILDING E - 1ST FLOOR
 SCALE: 1/4" = 1'-0"

8/30/2018 3:45:48 PM

GENERAL NOTES

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- CEILINGS:** NEW GWB CEILINGS, PAINTED
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LEGEND

- EXISTING WALLS
- NEW WALLS
- TENANT FITOUT (N.I.C.)

ROOM FINISH LEGEND

- OFFICE ROOM NAME
- 313 ROOM NUMBER
- C-1 FLOOR
- B-1 BASE
- P-1 WALL
- ACT-1 CEILING

NOTE: REFER TO REFLECTED CEILING PLANS FOR EXTENT OF GWB SOFFITS, OR SPECIAL CEILING MATERIAL LOCATIONS

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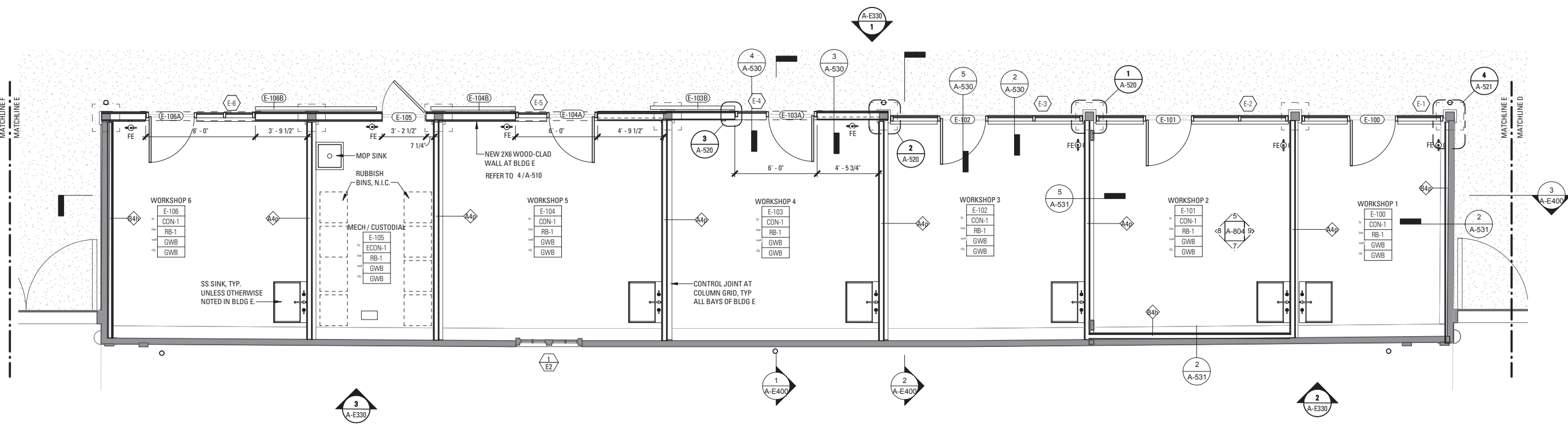
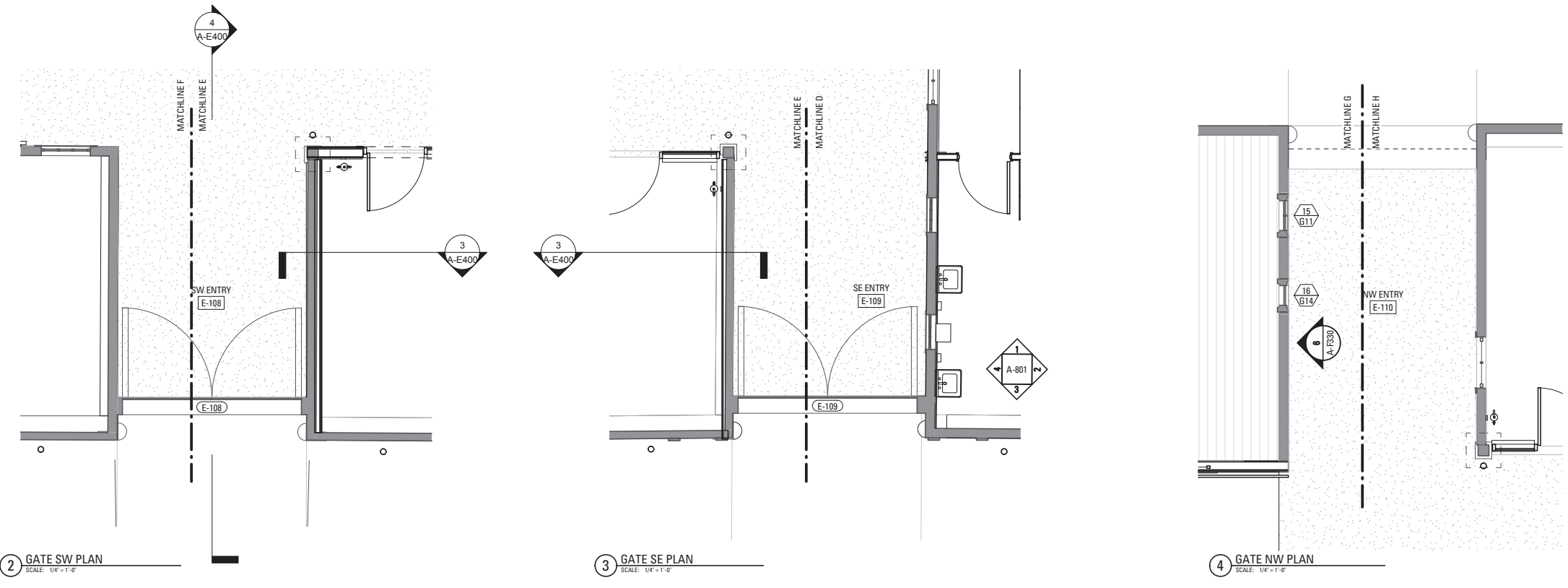
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BLDG E + ENTRY PLANS

A-E101



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1 BLDG E - PLAN
SCALE: 1/4" = 1'-0"

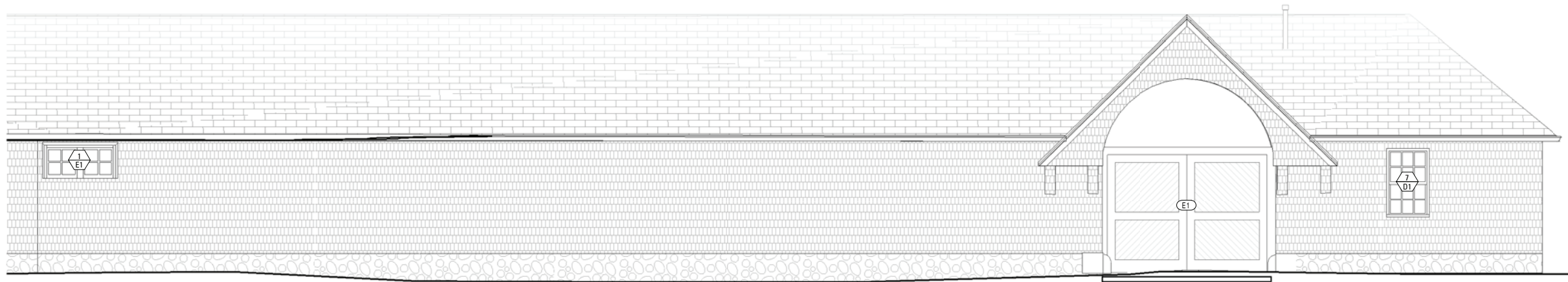
2 GATE SW PLAN
SCALE: 1/4" = 1'-0"

3 GATE SE PLAN
SCALE: 1/4" = 1'-0"

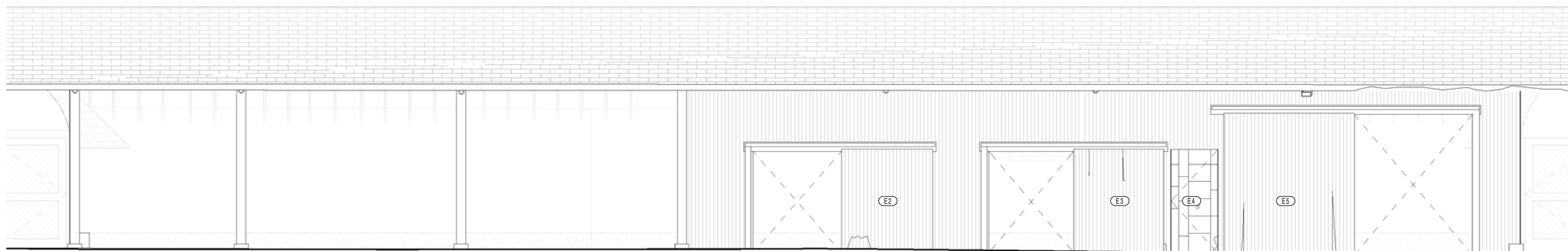
4 GATE NW PLAN
SCALE: 1/4" = 1'-0"



3 BLDG E - SOUTH ELEVATION WEST
 SCALE: 1/4" = 1'-0"



2 BLDG E - SOUTH ELEVATION EAST
 SCALE: 1/4" = 1'-0"



1 BLDG E - NORTH ELEVATION
 SCALE: 1/4" = 1'-0"

Rev	Date	Remarks

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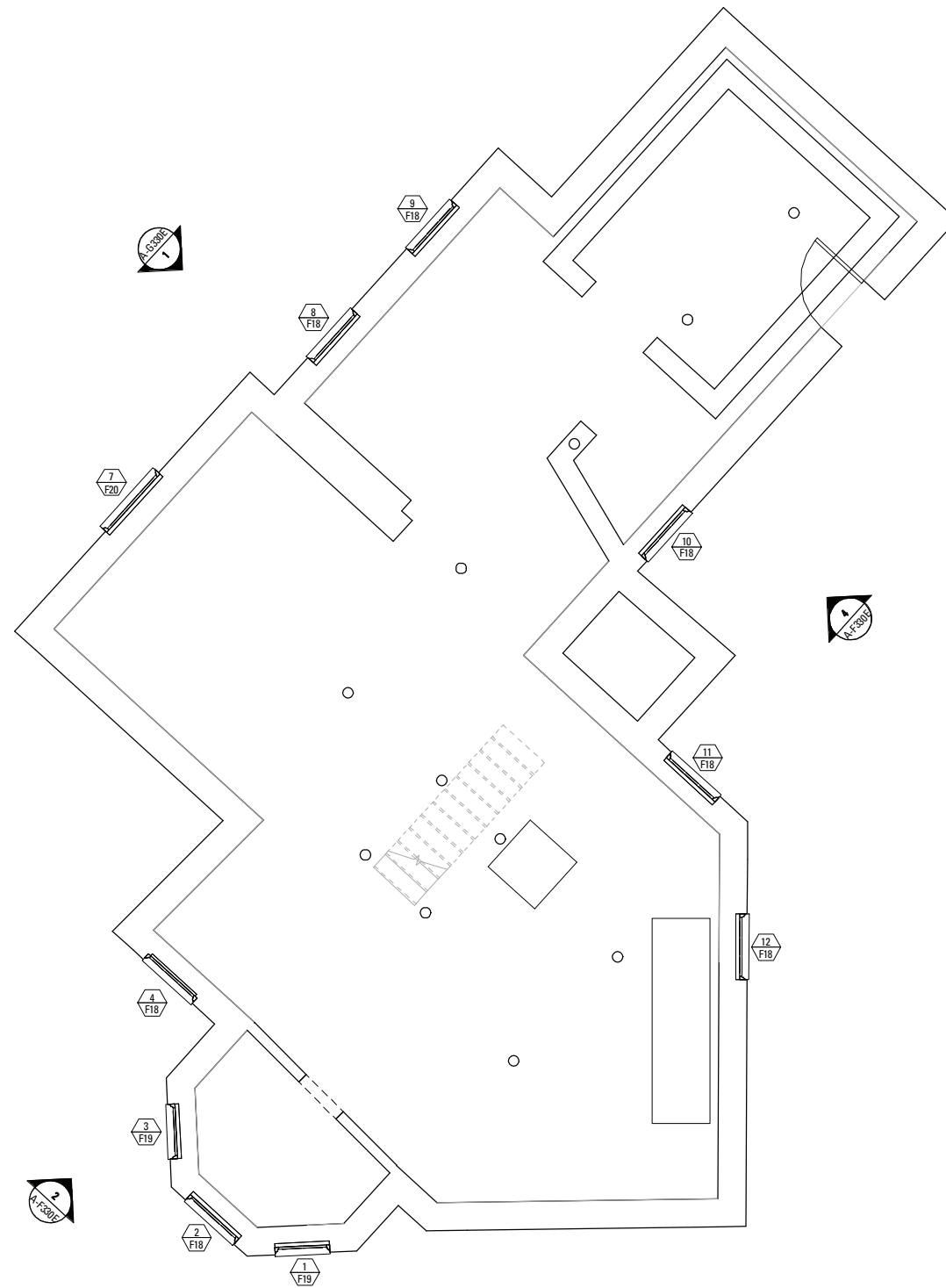
BLDG E - ELEVATIONS

EXISTING

A-E330E

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8/30/2018 3:45:50 PM



① BUILDING F - BASEMENT
 SCALE: 1/4" = 1'-0"

Rev	Date	Remarks

Date: AUGUST 31, 2018
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 Project Number: 18.002
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BLDG F - BASEMENT

EXISTING

A-F100E

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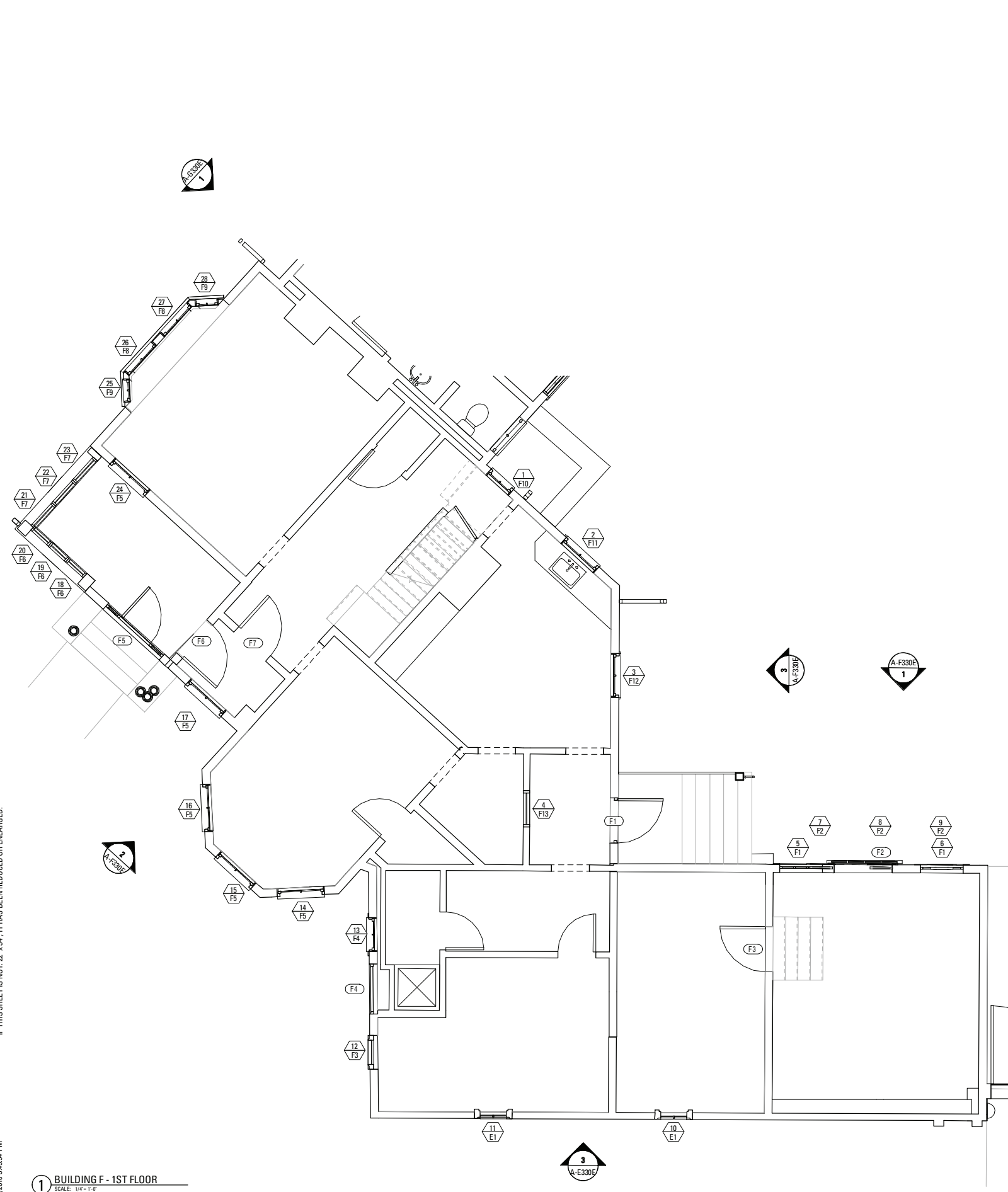
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Rev	Date	Remarks

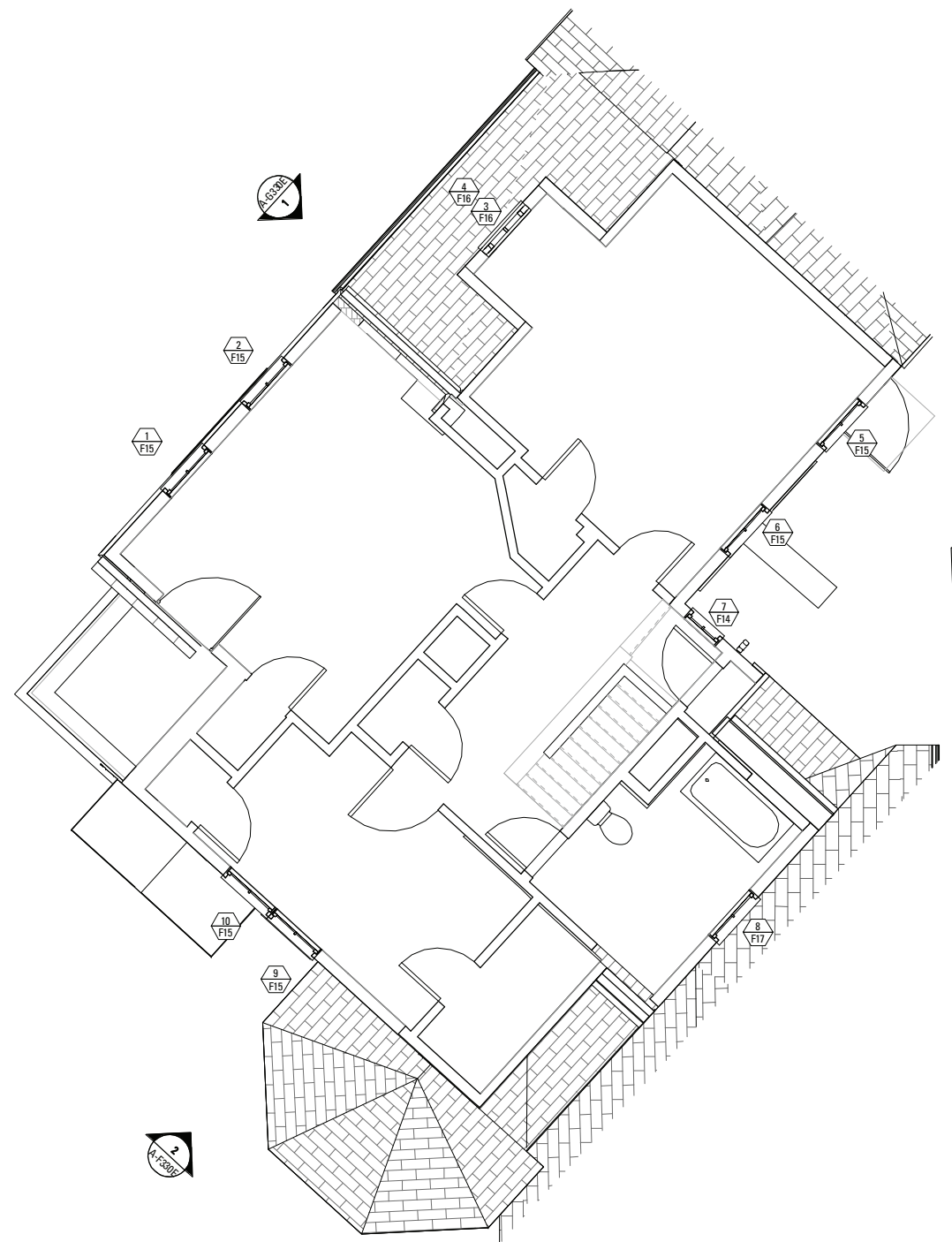
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Project Number	18.002
Drawn By	Author

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1 BUILDING F - 1ST FLOOR
 SCALE: 1/4" = 1'-0"



2 BUILDING F - 2ND FLOOR
 SCALE: 1/4" = 1'-0"

IF THIS SHEET IS NOT: 22" x 34", IT HAS BEEN REDUCED OR ENLARGED.

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**BLDG F - 1ST AND 2ND
 FLOORS**

EXISTING

A-F101E

Rev	Date	Remarks

Date AUGUST 31, 2018

Scale 1/4" = 1'-0"

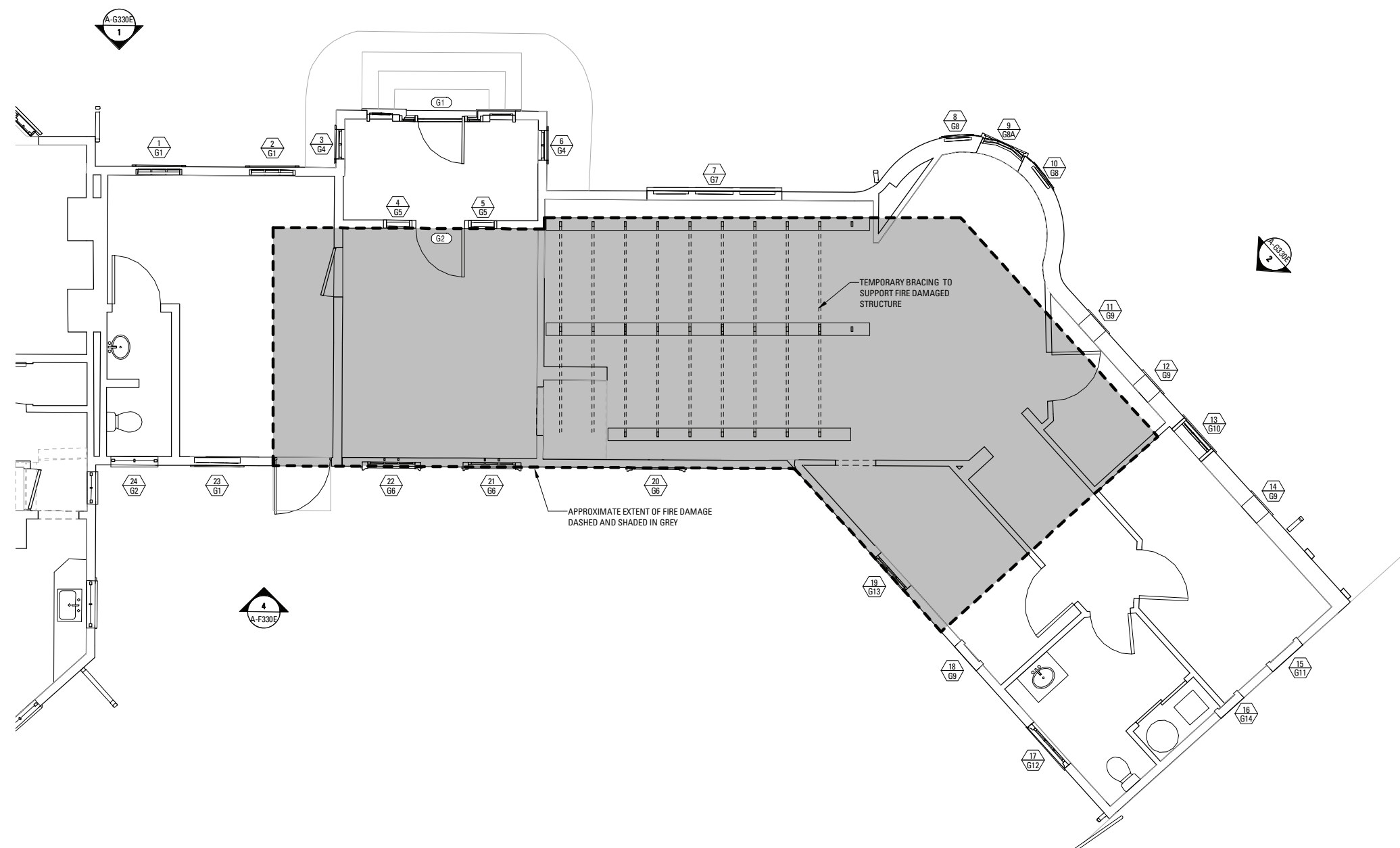
Project Number 18.002

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1 BUILDING G - 1ST FLOOR
 SCALE: 1/4" = 1'-0"

IF THIS SHEET IS NOT: 22" x 34", IT HAS BEEN REDUCED OR ENLARGED.

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BLDG G - 1ST FLOOR

EXISTING

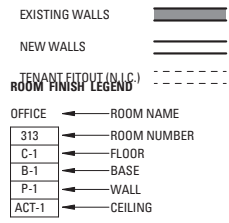
A-G101E

GENERAL NOTES

1. **FLOORS:** REFINISH EXISTING WOOD FLOORS
2. **WALLS:** NEW GWB FINISH, PAINTED
3. **CEILINGS:** NEW GWB CEILINGS, PAINTED
4. **MILLWORK:** REF. WINDOW AND DOOR SCHEDULE FOR CASING. SALVAGE, RESTORE, AND/OR MATCH EXISTING WOOD BASE AND CROWN MOLDING IN BLDGS F, G, & H. FOR ESTIMATING PURPOSES, ASSUME 80% SALVAGED INTERIOR WOOD TRIM, REPAINTED ACCORDING TO SPECIFICATIONS, 20% NEW TRIM WITH PROFILES TO MATCH ADJACENT / SIMILAR USE.
5. **INSULATION:** PROVIDE BLOW-IN CELLULOSE INSULATION IN WOOD-FRAMED WALL, CEILING, AND FLOOR CAVITIES. PROVIDE RIGID INSULATION UNDER NEW CONCRETE FLOOR SLABS.
6. DIMENSIONS ARE TO FACE OF FINISH UNLESS NOTED OTHERWISE

NOTE: FINISHES AND INSULATION ARE AS DIRECTED ABOVE UNLESS OTHERWISE NOTED ON THE DRAWINGS. REFER TO FINISH SCHEDULE AND SPECIFICATIONS FOR MATERIAL DESIGNATIONS.

LEGEND



NOTE: REFER TO REFLECTED CEILING PLANS FOR EXTENT OF GWB SOFFITS, OR SPECIAL CEILING MATERIAL LOCATIONS

Rev	Date	Remarks

Date 2.14.2019

Scale As indicated

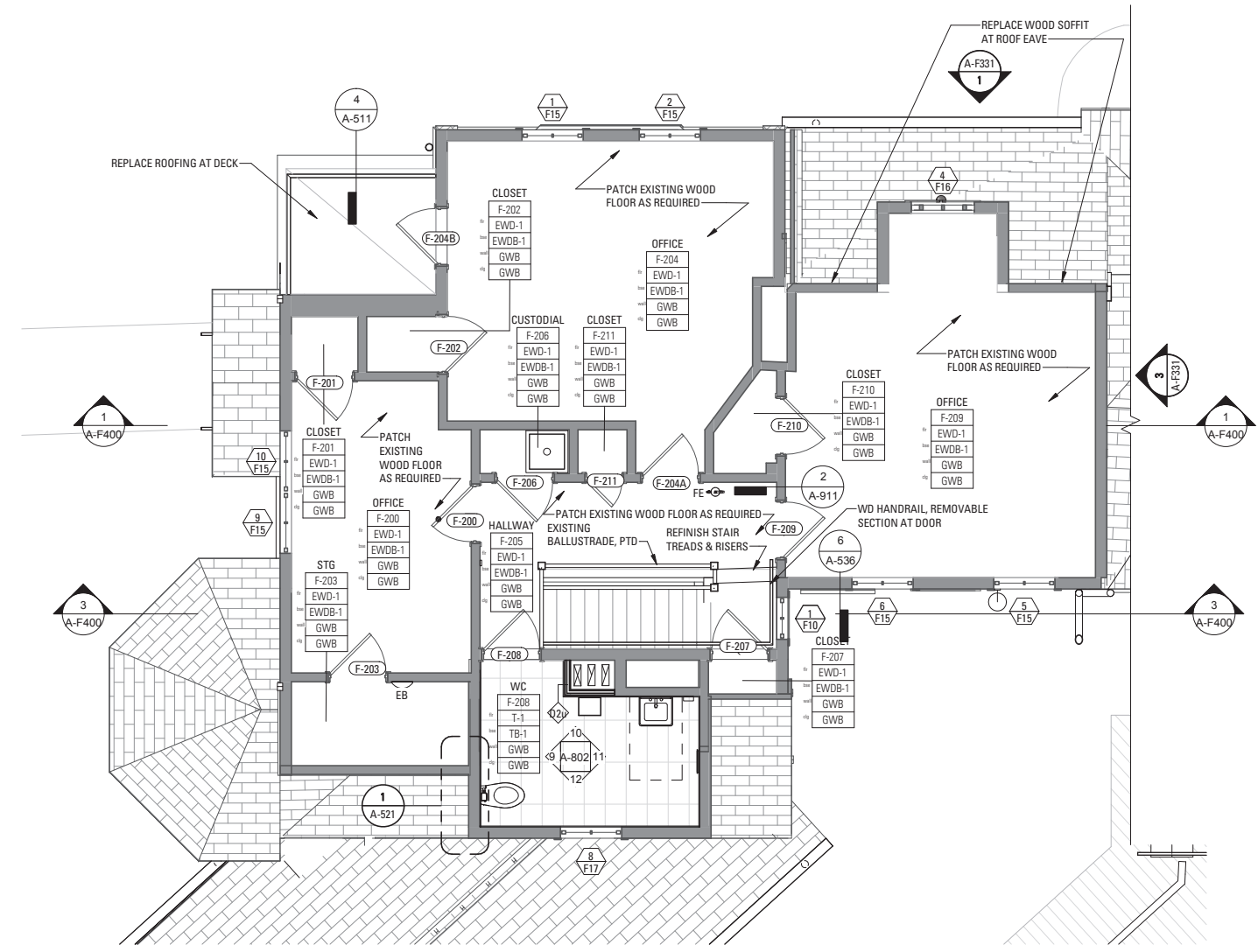
Project Number 18.002

Drawn By Author

CHARLES RIVER SPEEDWAY

GMP SET

1420-1440 SOLDIERS FIELD RD
BOSTON, MA 02135



BLDG F SECOND FLOOR PLAN

A-F102



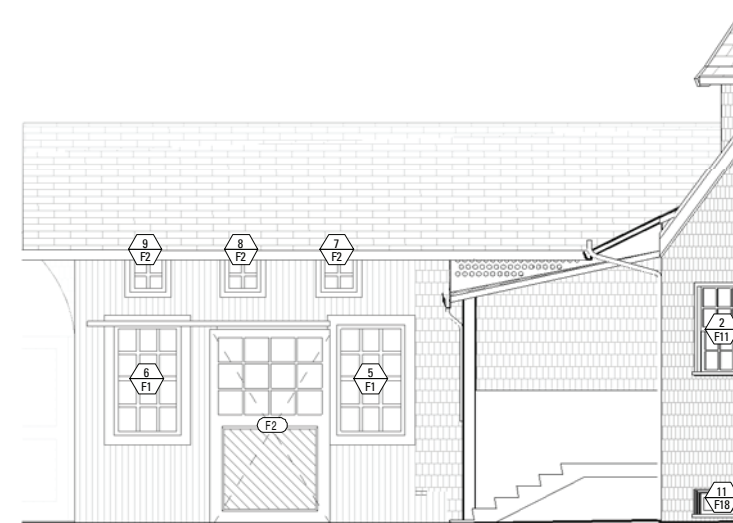
3 BLDG F - EAST ELEVATION
 SCALE: 1/4" = 1'-0"



4 BLDG F+G - SOUTHEAST ELEVATION
 SCALE: 1/4" = 1'-0"



2 BLDG F - SOUTHWEST ELEVATION
 SCALE: 1/4" = 1'-0"



1 BLDG F - NORTH ELEVATION
 SCALE: 1/4" = 1'-0"

Rev	Date	Remarks

Date AUGUST 31, 2018
 Scale 1/4" = 1'-0"
 Project Number 18.002
 Drawn By Author

**CHARLES RIVER
 SPEEDWAY**

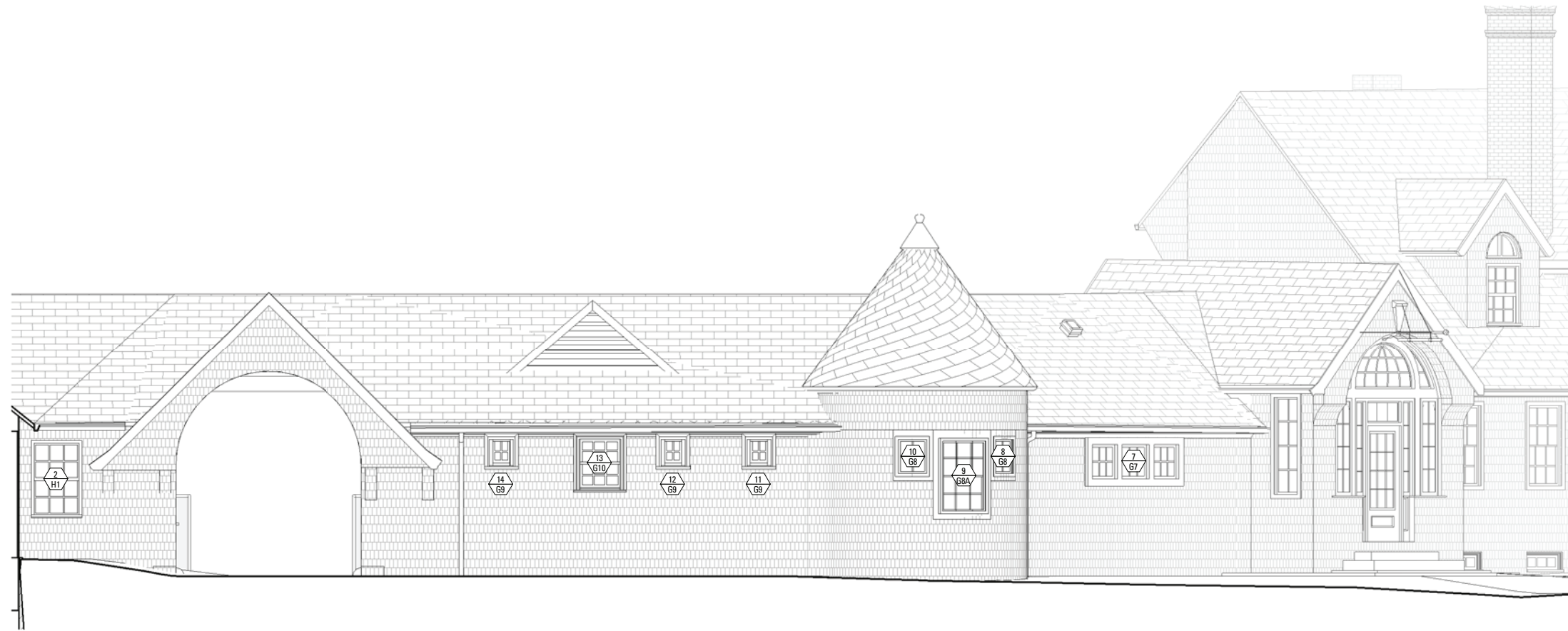
**MHC PART 2
 APPLICATION**
 1420-1440 SOLDIERS FIELD RD
 BOSTON, MA 02135

BLDG F - ELEVATIONS

EXISTING

A-F330E

8/30/2018 3:45:57 PM IF THIS SHEET IS NOT: 22" x 34", IT HAS BEEN REDUCED OR ENLARGED.



② BLDG G - NORTH ELEVATION
 SCALE: 1/4" = 1'-0"



① BLDG F+G - NORTHWEST ELEVATION
 SCALE: 1/4" = 1'-0"

Rev	Date	Remarks

Date: AUGUST 31, 2018
 Scale: 1/4" = 1'-0"
 Project Number: 18.002
 Drawn By: _____ Author: _____

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 SPEEDWAY**

**MHC PART 2
 APPLICATION**
 1420-1440 SOLDIERS FIELD RD
 BOSTON, MA 02135

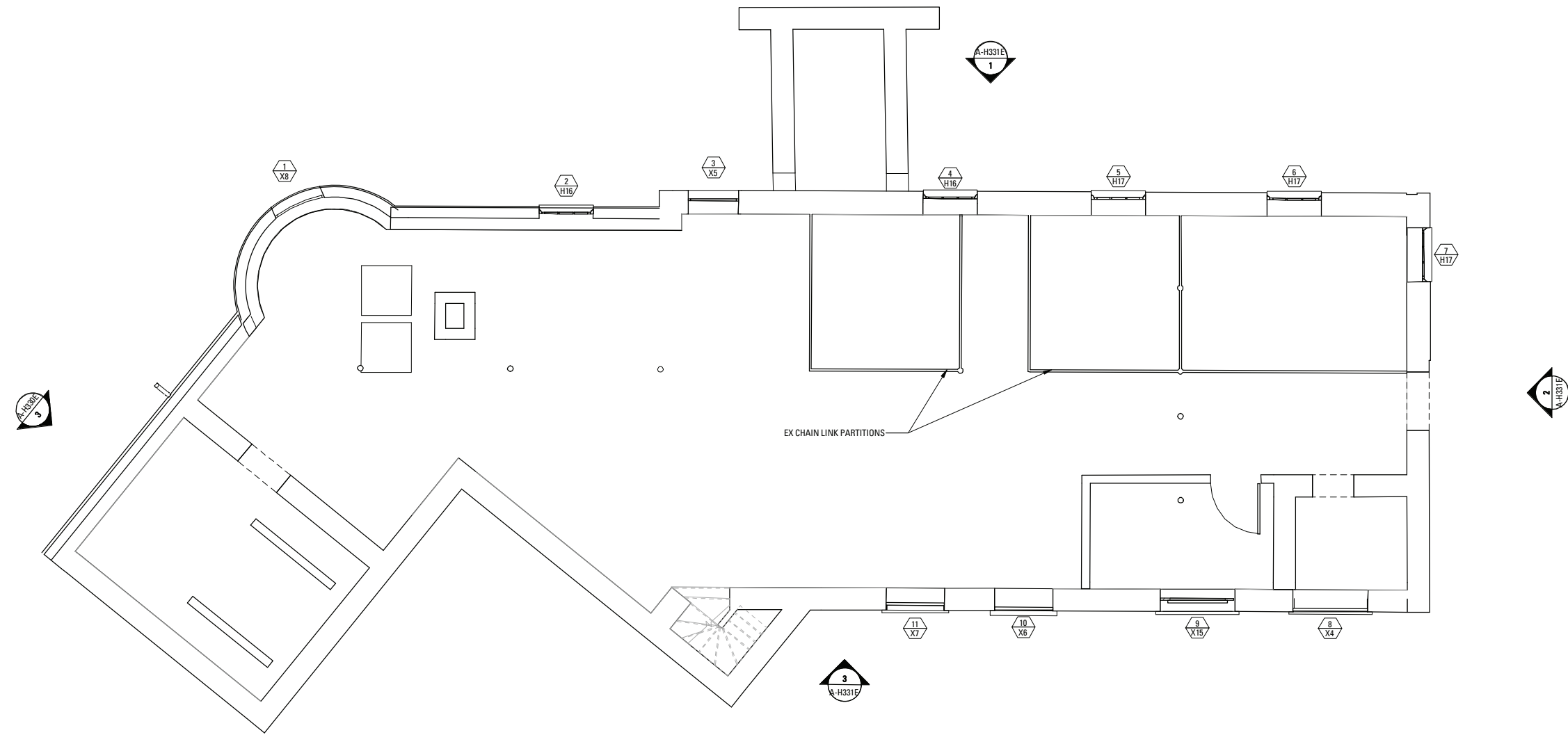
BLDG G - ELEVATIONS

EXISTING

A-G330E

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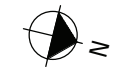
Rev	Date	Remarks

Date AUGUST 31, 2018
 Scale 1/4" = 1'-0"
 Project Number 18.002
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**MHC PART 2
 APPLICATION**

1420-1440 SOLDIERS FIELD RD
 BOSTON, MA 02135



BLDG H - BASEMENT

EXISTING

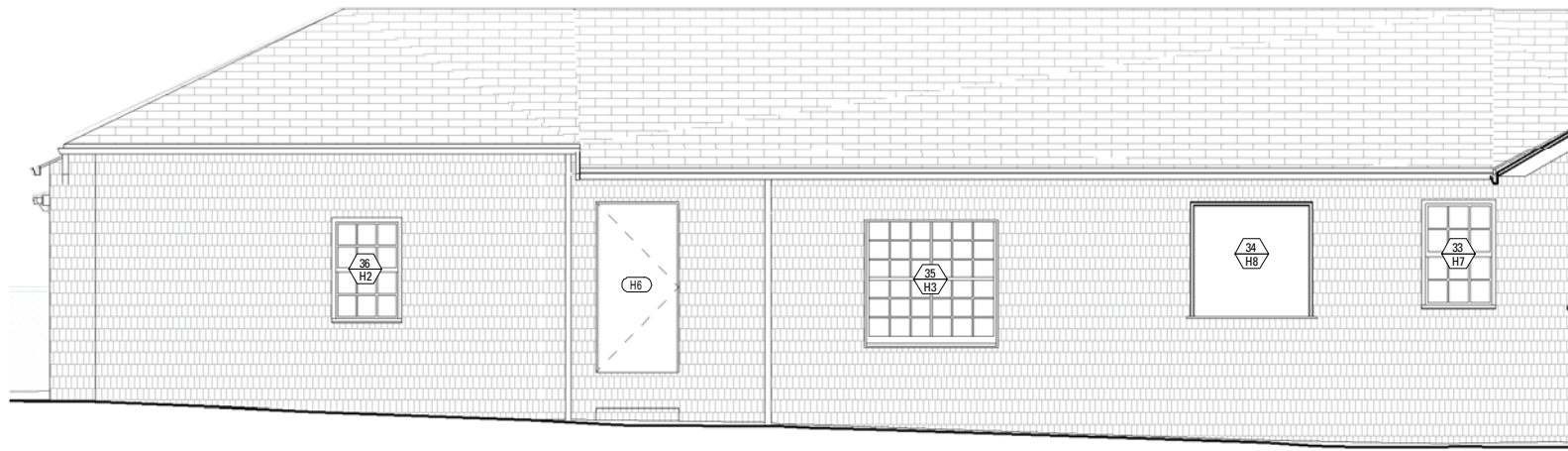
A-H100E

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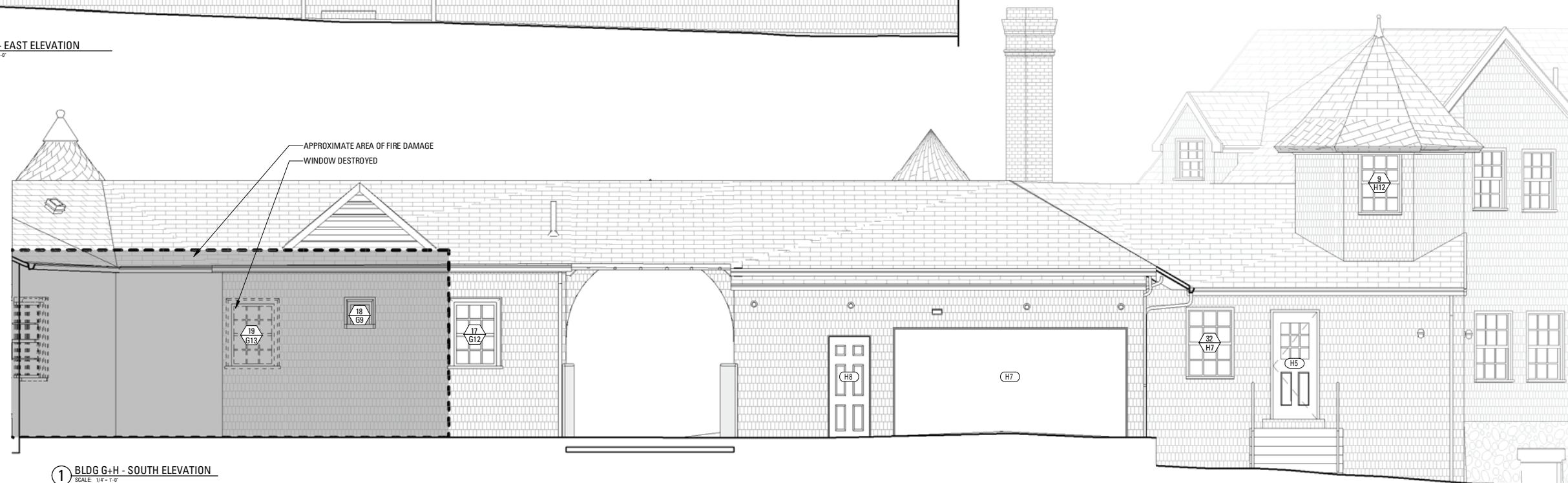
8/30/2018 3:46:04 PM



3 BLDG H - WEST ELEVATION
 SCALE: 1/4" = 1'-0"



2 BLDG H - EAST ELEVATION
 SCALE: 1/4" = 1'-0"



1 BLDG G+H - SOUTH ELEVATION
 SCALE: 1/4" = 1'-0"

Rev	Date	Remarks

Date: AUGUST 31, 2018
 Scale: 1/4" = 1'-0"
 Project Number: 18.002
 Drawn By: Author

**CHARLES RIVER
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**MHC PART 2
 APPLICATION**
 1420-1440 SOLDIERS FIELD RD
 BOSTON, MA 02135

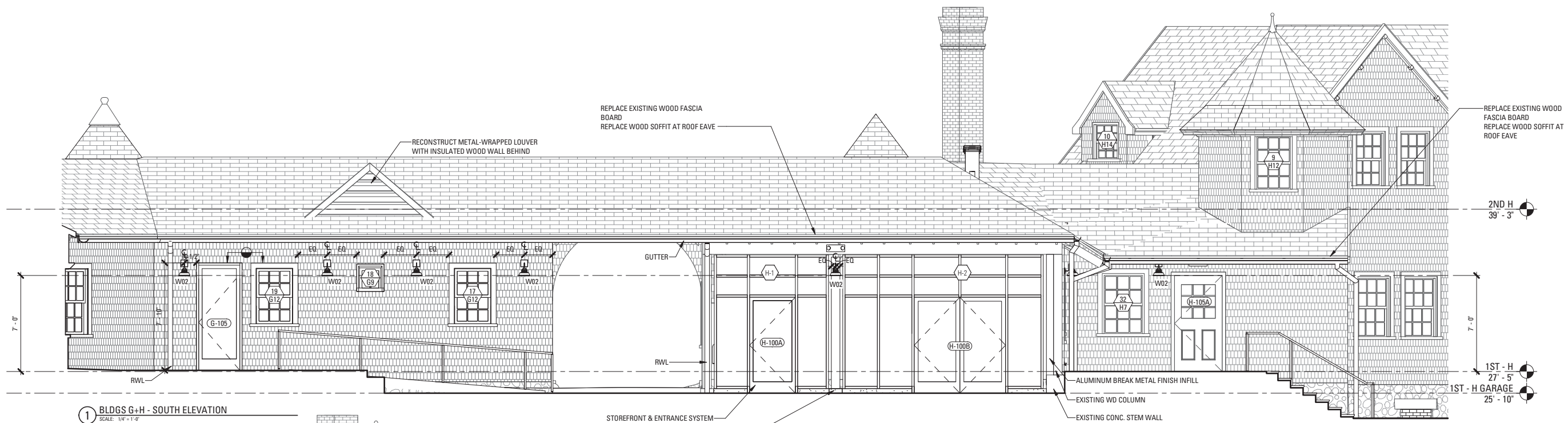
BLDG H - ELEVATIONS

EXISTING

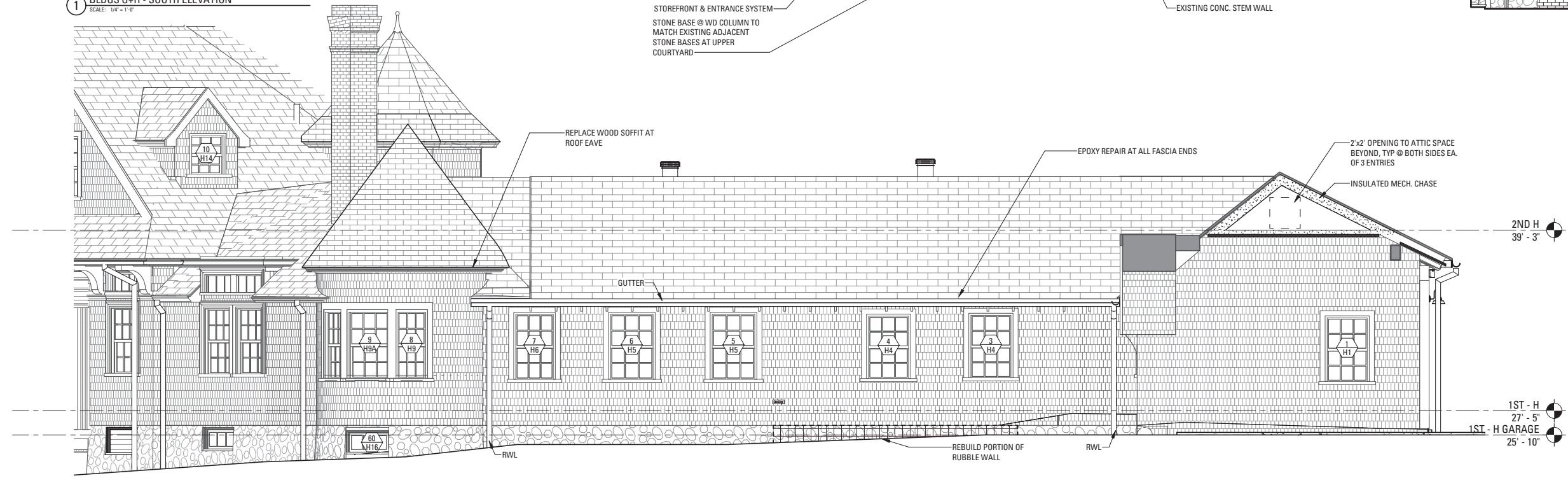
A-H330E

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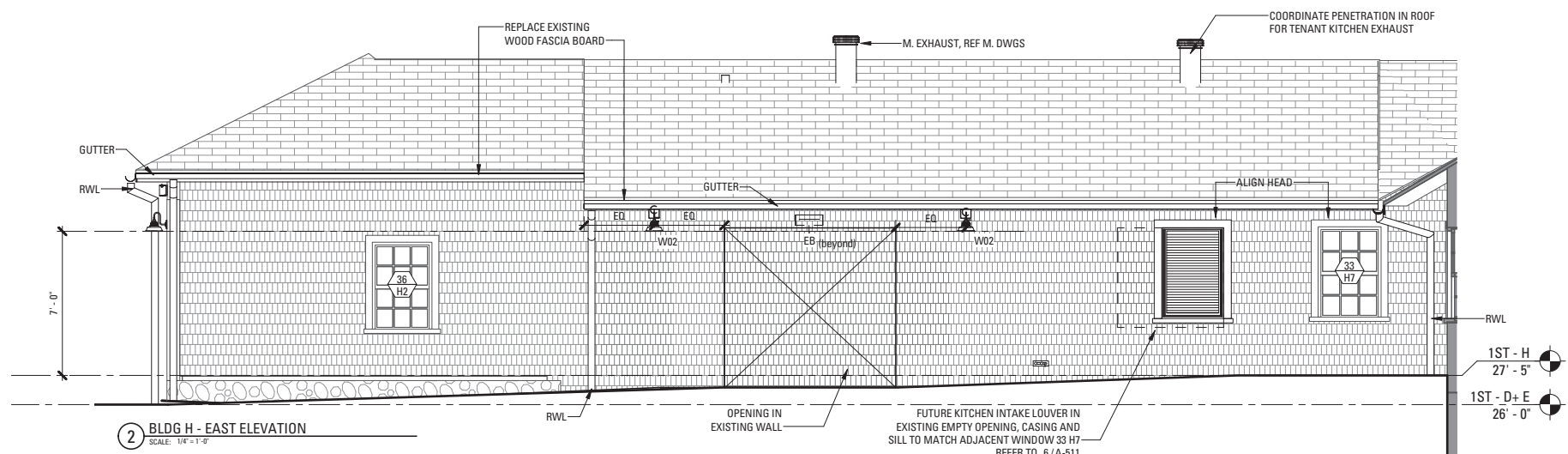
8/30/2018 3:46:11 PM



1 BLDGS G+H - SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



3 BLDG H - WEST ELEVATION
SCALE: 1/4" = 1'-0"



2 BLDG H - EAST ELEVATION
SCALE: 1/4" = 1'-0"

Rev	Date	Remarks

Date	2.14.2019
Scale	As indicated
Project Number	18.002
Drawn By	Author

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BLDG H ELEVATIONS

HATCH LEGEND

	REPOINT EXISTING MASONRY
	EPOXY WOOD FILLER

A-H330

IF THIS SHEET IS NOT 22" x 34", IT HAS BEEN REDUCED OR ENLARGED.

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Rev	Date	Remarks

Date	2.14.2019
Scale	6" = 1'-0"
Project Number	18.002
Drawn By	Author

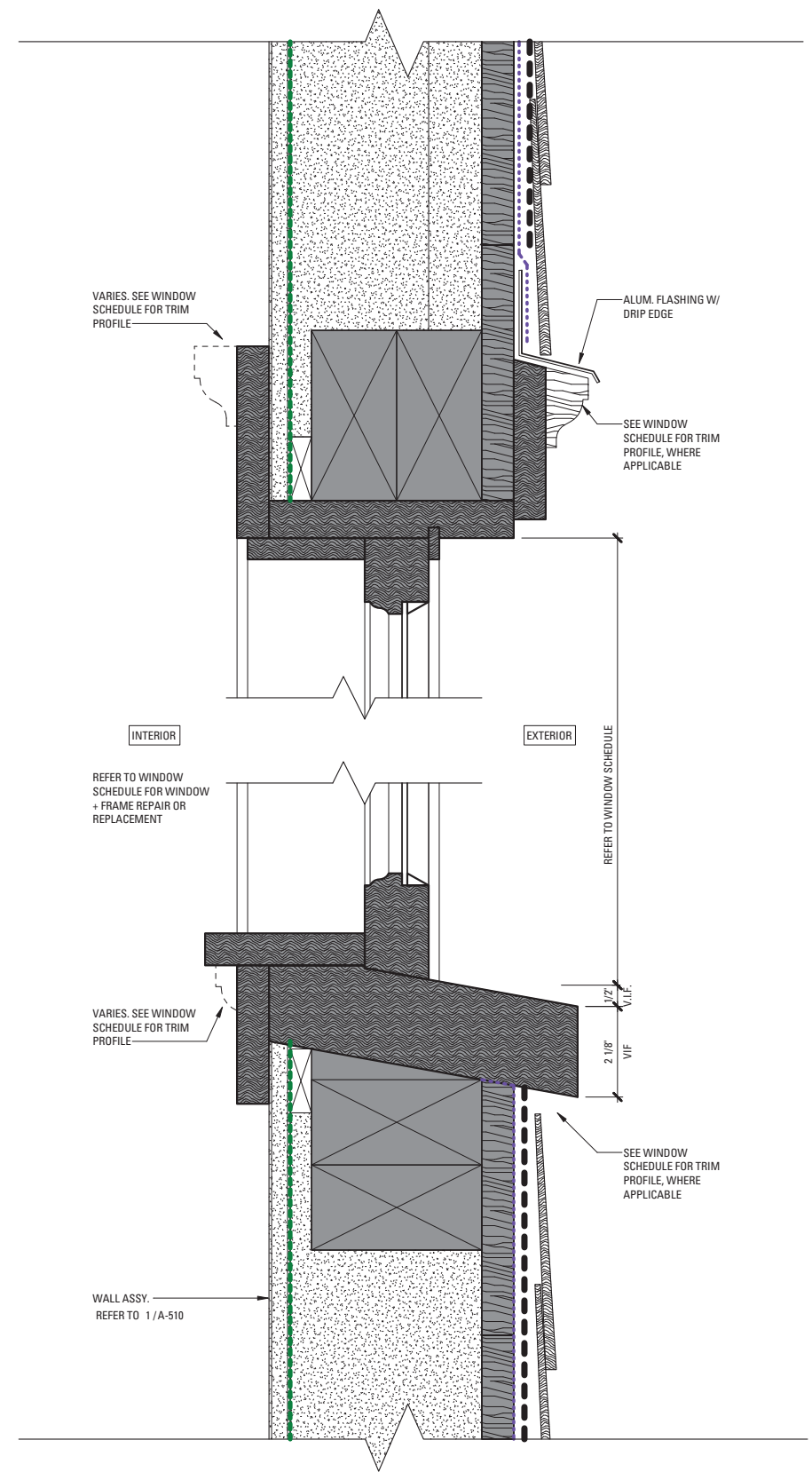
CHARLES RIVER SPEEDWAY

GMP SET

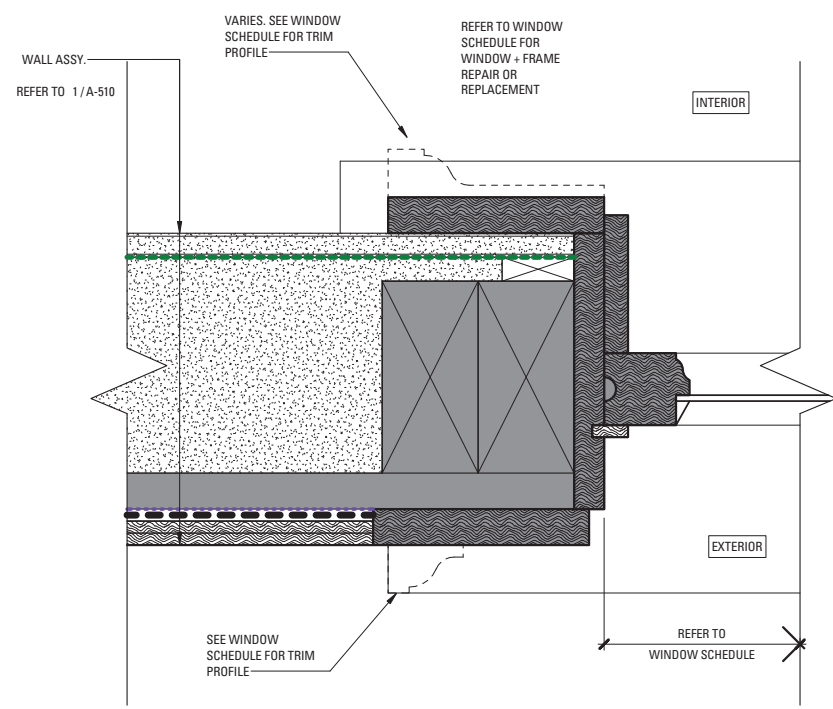
1420-1440 SOLDIERS FIELD RD
 BOSTON, MA 02135

WINDOW DETAILS

A-943



1 FIXED WD SILL/HEAD
 SCALE: 6" = 1'-0"



2 FIXED WD JAMB
 SCALE: 6" = 1'-0"

IF THIS SHEET IS NOT 22" x 34", IT HAS BEEN REDUCED OR ENLARGED.

2/19/2019 1:21:26 PM

Rev	Date	Remarks

Date 2.14.2019

Scale 3" = 1'-0"

Project Number 18.002

Drawn By Author

**CHARLES RIVER
SPEEDWAY**

GMP SET

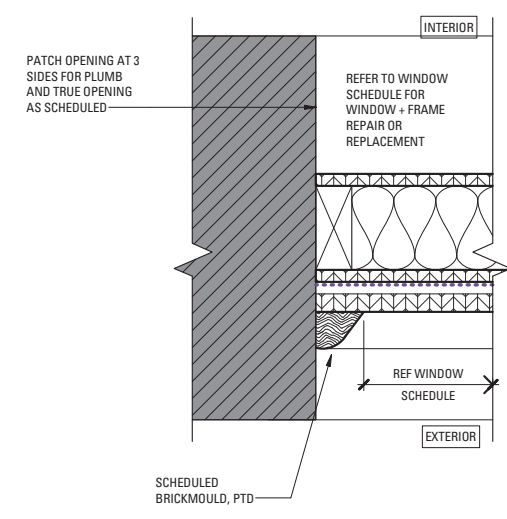
1420-1440 SOLDIERS FIELD RD
BOSTON, MA 02135

WINDOW DETAILS

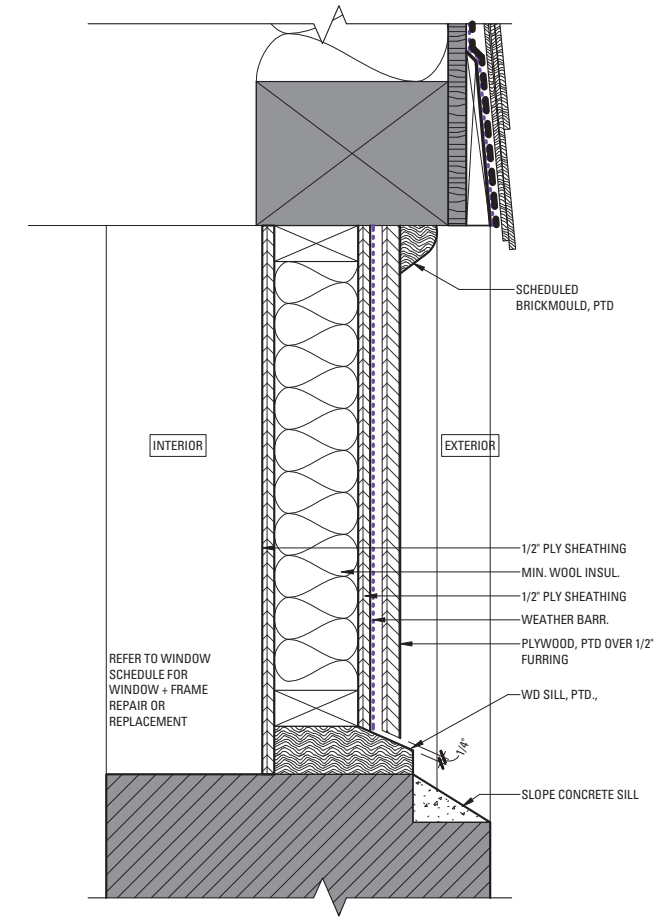
A-945

IF THIS SHEET IS NOT 22" x 34", IT HAS BEEN REDUCED OR ENLARGED.

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2 BASEMENT BLANK WINDOW JAMB
SCALE: 3" = 1'-0"

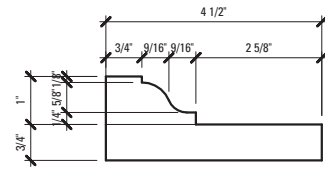


1 BASEMENT BLANK WINDOW - HEAD/SILL
SCALE: 3" = 1'-0"

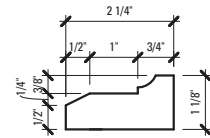
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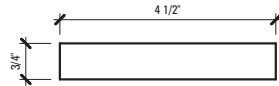
WINDOW + DOOR MILLWORK PROFILES



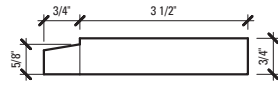
A.
EXTERIOR CASING, TYP



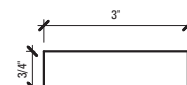
L.
INTERIOR APRON, BLDG F



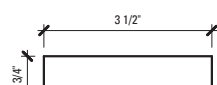
B.
INTERIOR AND EXTERIOR CASING, BLDG C, D + E



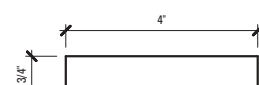
D.
APRON, BLDG C



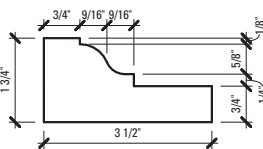
E.
INTERIOR APRON, BLDG D



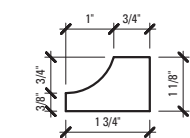
F.
APRON, BLDG D



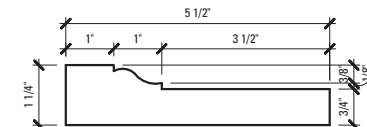
P.
EXTERIOR CASING BLDG H



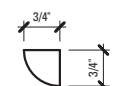
H.
EXTERIOR CASING SQUARE WINDOWS



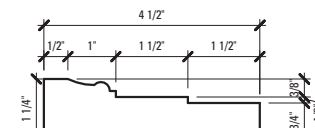
Q.
EXTERIOR APRON BLDG H, TYP



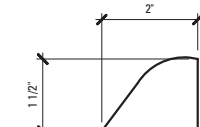
R.
BLDG H INTERIOR CASING, TYP.



J.
APRON

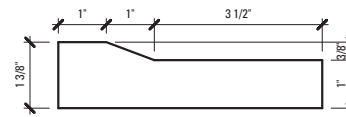


K.
BLDG F + G, CASING, TYP

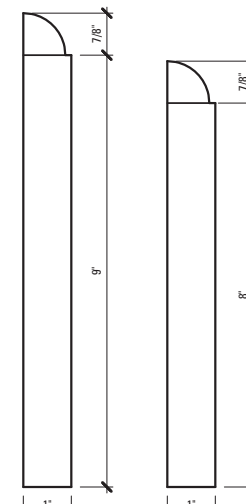


S.
BRICKMOLD, BLDG F & H

BASE PROFILES



A.
BLDG H, BASE BLOCK, TYP.



B.
BLDG H, BASE BLOCK, TYP.

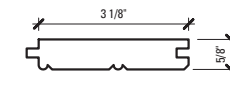
C.
BLDG F+G, BASE, TYP.

CROWN MOULDING PROFILES

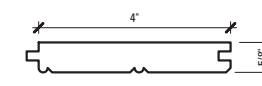


A.
BLDG H, TYP

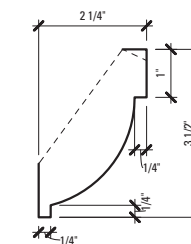
EXTERIOR PROFILES



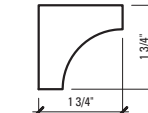
A.
BEADBOARD, 3



B.
BEADBOARD, 4



C.
EAVE PROFILE, TYP.

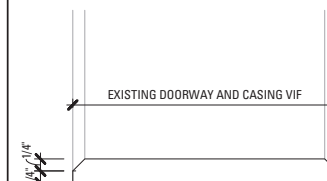


D.
SHINGLE SOFFIT TRIM



D.
BLDG H, WALL BAND TRIM

NEW THRESHOLDS IN BLDG F



- NOTES:**
- NOT ALL PROFILES REQUIRED IN PROJECT ARE CAPTURED ON THIS SHEET
 - ALL PROFILES ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD TO MATCH EXISTING

Rev	Date	Remarks

Date	2.14.2019
Scale	6" = 1'-0"
Project Number	18.002
Drawn By	Author

CHARLES RIVER SPEEDWAY

GMP SET
1420-1440 SOLDIERS FIELD RD
BOSTON, MA 02135

MILLWORK PROFILES

BOSTON LANDMARKS COMMISSION
CERTIFICATE of APPROPRIATENESS -or- DESIGN APPROVAL -or- EXEMPTION
(ADAPTED FROM NPS PART 2- DESCRIPTION OF REHABILITATION)

Property name: **Charles River Speedway Headquarters**

NPS Project Number: **38418**

Property address: **1420 - 1440 Soldiers Field Road (aka 525 Western Avenue)
Boston (Brighton), Massachusetts 02135**

5. Detailed description of rehabilitation work. Use this page to describe all work or create a comparable format with this information. Number items consecutively to describe all work, including building exterior and interior, additions, site work, landscaping, and new construction.

Number: 1	Feature: Overall Rehabilitation	Date of Feature: 1899-1940s; later
------------------	--	---

Describe existing feature and its condition:

The Charles River Speedway Administration Building (heretofore referred to as the Speedway) is a collection of seven buildings owned by the Department of Conservation and Recreation. It is located at the northeast corner of the intersection of Western Avenue, Soldiers Field Road, Leo M. Birmingham Parkway/Market Street, and Arsenal Street in Brighton, MA. The Speedway comprises a series of six connected, wood-frame, one- and two-story structures that overlook an upper Courtyard. Also part of the Speedway is a free standing concrete block garage structure on an adjacent parcel which is not included in the Landmark designation but is part of the rehabilitation project. This garage has a lower service Courtyard.

The seven buildings that comprise the Speedway are described below. The names of the properties are indicated below, along with the alphabetical designation assigned to a stabilization study prepared in 2001 and continued in the National Register nomination in 2010. Please note these names differ from the 2011 BLC Study Report. The attached site plan A-100E depicts the buildings in situ and identifies the buildings utilizing the National Register naming system.

The seven buildings include:

Front Gabled Garage (Building C): The Front Gabled Garage, heretofore referred to as Building C, is located to the west of Building B. Building C has a square footprint and directly abuts Building D to the south. BLC Study Report identifies this as A. Garage.

East Shed (Building D): The East Shed, heretofore referred to as Building D, abuts Building C to the north and Building E to the west. Building D is comprised of several smaller rectilinear sections, creating an irregular footprint. BLC Study Report identifies this as B. East Shed.

South Shed (Building E): The South Shed, heretofore referred to as Building E, abuts Building D to the east and Building F to the west. Building E has an elongated rectangular footprint and faces onto Western Avenue to the south. BLC Study Report identifies this as C. South Shed.

Superintendents Residence (Building F): The Superintendents Residence, heretofore referred to as Building F, is located at the main street- facing corner of the site. It abuts Building E to the east and Building G to the north. BLC Study Report identifies this as D. Superintendent's Residence.

Headquarters and Stables (Building G): The Headquarters and Stables, heretofore referred to as Building G, is located to the northeast of Building F and to the west of Building H. Building G was damaged in a fire in 2015. BLC Study Report identifies this as E. Metropolitan District Commission Police Headquarters.

MPC Police Station and former stable (Building H): The MPC Police Station and former stable and cow barn, heretofore referred to as Building H, is the northwesternmost portion of the complex. BLC Study Report identifies this as F. Metropolitan District Commission Stable and Police Station.

Maintenance Garage (Building B): The Maintenance Garage, heretofore referred to as Building B, is located at the northeast corner of the complex. It is generally rectangular in plan, with a small square-shaped projection at the southwest corner. This Building is not included in the BLC Landmark Designation.

Heretofore the application and corresponding drawings will utilize the National Register naming system.

While Building F remained somewhat consistent in its use through the period of significance, although with interior changes, Buildings D, E, G and particularly H, all retain evidence in multiple layers of their changed uses.

The original 1899 buildings (F, G and parts of E) and later 1904 and 1925 additions (D and H) were designed by William D. Austin of Stickney and Austin. Buildings B and C were added in 1940. Original 1904 and 1924 drawing sets and a 1925 detail sheet from Stickney & Austin are attached.

The six contiguous buildings share typical materials and finishes, detailed below. A portion of the Speedway was damaged by a fire in 2015, but overall a great deal of historic fabric remains. The buildings are no longer occupied and are in a state of continual deterioration.

Describe work and impact on feature:

The Speedway will be rehabilitated for use as various commercial spaces. Historic materials will be retained or replaced in-kind. The project will include updates that will allow the entire complex to become MAAB-compliant.

Photo Numbers: **1**

Drawing Numbers: **A-101E**

1904 Stickney & Austin Drawings 1, 2, 3, 4, 5, 6

1924 Stickney & Austin Drawings 1, 2, 3, 4, 5, 6, 7

1925 Stickney & Austin Drawing 12

Describe existing feature and its condition:

The exterior walls of Buildings C through H were originally clad with white cedar shingles on pine boarding in all phases of construction. At the time of construction, the shingles were left unstained to turn gray naturally. All shingles have been stained at various times since then and the buildings are now brown except for a re-clad dormer on Building H. Most material failures have occurred among the shingles in the 'splash zone' located within 4' from the finished grade. In addition, shingles have curled and cracked on entire facades of Building C, Building D, and portions of Buildings F, G, and H.

Five bays of Buildings F and E that face along Western Avenue have vertically boarded Courtyard-facing elevations. The boarding is full-height, with three different profiles that also correspond to sliding barn doors in the individual elevations.

Later brick piers were installed in four locations at the north block of Building D to create an ell, presumably to extend it for garage use and while fire-proofing the wood structural members and interior walls. The open shed bays at this location were doubled in depth at that time.

The upper Courtyard façade of Building G was destroyed by a fire in 2015.

The Western Avenue façade of Building E was repaired and re-shingled by DCR and McGinley Kalsow & Associates in 2010. The fieldstone foundation wall was repointed at that time. New shingles were stained dark brown to match the rest of the complex. McGinley Kalsow reports that wooden mud-sill damage from water, insects, and fungi was significant and is likely to present a problem throughout the site.

The exterior walls of Building B are of concrete.

The exterior walls are in fair to poor condition.

Describe work and impact on existing feature:

All existing exterior shingles throughout the Speedway will be stripped and replaced in kind with new cedar shingles. The new shingles will be left to age naturally, in keeping with the original design intent of the complex.

The garage bays along Building D will be re-opened to the upper Courtyard by removing extension walls to provide visual connection and pedestrian entrances. The metal garage doors will be replaced with a new curtain wall system and emphasizes interior level with upper Courtyard. New doors will be inserted into the curtain walls. The brick piers will be retained.

The three eastern carriage bays at Building E, which were historically left open, will receive a minimal new curtain wall system to allow the spaces within to be usable year-round. The new glazed curtain wall systems will be set back within the openings to provide a reveal and to represent the historic openness. The vertically boarded bay facades will be reconstructed and slightly altered to allow visual connection at the upper Courtyard, with new doors inserted into the openings. All existing portal grades will remain intact.

The exterior wall facing the upper Courtyard on Building G that was destroyed by the fire will be rebuilt. Windows destroyed in the fire will be reconstructed. The southernmost entrance location facing the upper Courtyard will be moved slightly to the South from the 1904 placement and rebuilt with original architect William D. Austin's architectural treatment in order to accommodate accessibility needs to allow public use. One new entrance shall be located to the north.

Along the east façade of Building H, the 1904 carriage bays will accommodate new uses as restrooms and have new doors installed. One window shall be restored and relocated to accommodate this use. The Speedway façade of Building H will be left intact, but with exterior wall restoration focused on woodwork and porches.

The exterior walls of Building B will have minor concrete repairs to match the existing. The existing exposed concrete finish will remain exposed.

When materials cannot be repaired, replacement material will match the original in composition, size and style.

Photo Numbers: **2, 3, 4, 5, 6, 7, 8, 9, 10**

Drawing Numbers:

A-B330E, A-B330, A-C330E, A-C330, A-D330E, A-D330, A-E330E, A-E330, A-F330E, A-F330, A-G330E, A-F331, A-H330E, A-H330

Describe existing feature and its condition:

The Masonry that exists at the Speedway is primarily as foundations.

Most buildings and construction phases, apart from Building B and Building C, rest on entirely fieldstone foundations. These are typically rough stone with cut faces in the 1899 buildings and cruder in the 1904 and 1920 construction. All stone foundations are heavily mortared. Some locations are parged, presumably where site levels have been changed with new earth piled against exposed foundations, such as the Building C retaining wall and Building H where the drying deck was removed.

The foundations of the Building B and the east wall of Building C are cast-in-place concrete. Three foundation walls of Building C are largely fieldstone, the south being an internalized portion of the earlier Building D and the west a retaining wall for the passage up to the upper Courtyard from the lower service Courtyard at garage level.

Generally, the foundations are sound except for a 30' long bulging failure and outward rotation along the east wall of Building D. Overall, the fieldstone foundations have lost pointing although the most intact stonework is in the earliest buildings.

Foundations are in fair to poor condition.

Describe work and impact on existing feature:

At all upper Courtyard portal openings, the scope of work is to protect domical, dressed granite bumper stones.

At Building B, steel columnar base plates will be protected against further corrosion. The steel plates will be exposed and will receive a zinc-rich coating. The concrete cover will then be reinstated.

At Building C, the west face of outer stonework (where collision with equipment has torn away stone) will be repaired to match the surrounding stone. Parging will be removed to expose stone masonry that will be repointed.

At Building D, the existing east foundation will be stabilized at the area of rotation. This may require shoring, disassembly, and reconstruction, but connection to a new floor slab may suffice. Most of the wall requires repointing on its outer face. Mortar will match the historic.

At Building E, new cast concrete foundations to support curtain walls at open bay fronts and existing wood-framed walls that were built on grade will be coordinated with upper Courtyard pavement levels. The glazed curtain walls will extend to an abbreviated precast base to match the elevation of adjacent stone column bases.

At Building F and G, local repointing of the existing foundation will take place.

At Building H, repointing will be done locally with the restoration of carriage bay foundation level as part of re-grading, cleaning of stone and repairs where backfill is removed. The corroded iron below brick pilasters at stranded door way above will be removed.

Photo Numbers: 8, 11, 12, 13, 14, 15, 16

Drawing Numbers: A-B330, A-D330, A-E330, A-H330

Describe existing feature and its condition:

Wood trim generally consists of flat, 1"x4" painted window and door surrounds. Where new garage doors were retro-fitted at original shed openings, new trim surrounded the changed opening. This introduced a formality (however crudely conceived) that was out of character with the original architecture of the upper Courtyard sheds. Elaborate soffits and bracketed eaves embellish Buildings H, G, and F with complicated details at dormers and towers. Three historic entrance porches at those buildings are architecturally complex and now compromised for long-term lack of maintenance. These are very important features of the primary elevations facing the Speedway/Soldiers Field Road frontage.

Original window and door trims remain intact in very few locations facing the upper Courtyard.

At Building B, no wood trim exists apart from roof fascias and eave boards. These are in bad condition. At Building C, wood trim around eaves and windows along with frames and sills are in poor condition.

At Building D, wood trim around east-facing windows is in poor condition. Inside the portal and facing Western Avenue, the trim is sound at windows. The trim is ruined at the personnel door near the portal, as trees have grown into both sides of the frame. Wood trim at the south-facing infill window and at the west-facing attic window across from Building H is in poor condition. Wood trim at garage doors is in poor condition.

At Building E, the wood trim at the window facing onto Western Avenue is in good condition.

At Building F, wood trim at the windows and doors is generally intact with localized damage caused by firefighters and rot. The once elegant southwest porch portico has lost small columns and its entablature suffers from exposure without paint protection. The same is true of the entrance door millwork. The second-floor porch balustrade is generally intact, but remains in poor condition, while generally intact.

Practically all upper Courtyard-facing millwork along Building G was lost to 2015 fire. The exterior entrance is damaged, but largely intact. Bracketed sidelites and vaulted matchboard ceiling are in good condition.

At Building H, exterior woodwork is generally sound with specific failures in soffits and band-moldings on three elevations. Porch entry woodwork is coming apart and lacks paint protection to slow decay. The 1904 open shed that faces the upper Courtyard was extended for motor vehicles and the extension is badly decayed.

Describe work and impact on existing feature:

The simplicity of original flat wood trim at window and door openings will be replicated along the upper Courtyard, with new trim installed to match the historic. The original open bay wood structure at Buildings D and E will not be obscured.

The wooden fascias and eaves boarding will be reconstructed in-kind at Building B.

At Building C, the simple original flat wood trim at window and door openings will be retained, with new in-kind trim installed to match the historic where necessary. Wooden eaves, fascias, and soffits will be reconstructed.

At Building D, the simplicity of original flat wood trim at window and door openings will be retained, with in-kind replacement at deteriorated locations.

At Building E, the only wood trim is at existing windows and at eaves from 1904. The original boarding in portal vaults will be protected and retained. New soffits to contain insulated mechanical chases will be constructed to match adjacent boarding. The wood trim at the existing windows will be retained.

At Building F, localized damage to wood trim at windows and doors will be repaired or replaced in-kind to match original. The southwest porch portico with small columns and restored entablature will be reconstructed. The second-floor porch balustrade (1" square balusters on 3" centers with ovoulo finials at corner and ends) will be reconstructed.

At Building G, all upper Courtyard-facing millwork lost to 2015 fire will be reconstructed, with adjustments for MAAB entry and enhanced fenestration.

At Building H, failures in soffits and band-moldings on three elevations will be repaired or replaced in-kind. Porch entry woodwork will be repaired in-kind. The vehicle extension to 1904 open shed that faces the upper Courtyard will be removed, and the original opening surround will be reconstructed.

Describe existing feature and its condition:

Since about 1940, the upper Courtyard has incorporated open sheds, bays enclosed by vertically boarded wooden sliding barn doors with exposed steel tracks, and opaque steel garage doors. The steel garage doors are in very bad condition on Building D and the one on the shed at Building H is a residential replacement. The shed expansions for these vehicular entrances have no foundations and cannot be retained along the east portion of Building D. The open sheds and shingled portals are generally in good condition although the Building G portal shingles have failed for half its height.

There are four distinct categories of entrances and garage doors found throughout the Speedway. The most architecturally ambitious group consists of slightly raised entrance porches that face Speedway on Building F (which retains original flat wood trim along the door openings), Building G, and Building H. Each had an elaborate Classical Revival/Arts & Crafts door-surround with a vestibule forming a separate entry to the main interior space. The porches at both Building G and Building H were public entrance markers for park police offices at two different periods. Two very simple porches provided access to Building F and to Building G from the upper Courtyard. A subset of porches at the Building F includes an open porch at its southwest entrance that was later enclosed with new windows in its shingle surrounds. That porch is under a second-floor porch that is open to the sky. The original porch door was removed from its historic location by a previous owner and relocated to inside the second floor.

The main entrance porch on Building F is a fine composition of grouped columns that support a full entablature and decorative fan tympanum above the door. The concrete porch is badly deteriorated, columns lost, and entablature is coming apart.

Fire damage on Building G was extensive, but most of the Speedway porch remains intact, though deteriorated. Its vestibule is elaborately vaulted and remains in fair condition. The framework for a blade sign hangs above the entry to the porch. This is also visible in a 1900's photograph.

The porch on Building H is of concrete that has settled and detached from the building's continuous stone foundation. The Classical Revival door surround is intact, but it is coming apart.

The second group of architectural entrance markers are the three vaulted upper Courtyard entrance portals. The two portals on Western Avenue date from 1899 and 1904. Their tongue & groove boarded vaulting is visible above the heavy diagonally boarded wood doors at Buildings F/E and E/D. The portal from Speedway into the upper Courtyard dates from 1899. It links the shed that backed onto Building H to the upper Courtyard. The Speedway portal lacks the diagonally boarded doors of the Western Avenue sheds, though the presence of similar boarding on contemporaneous doors elsewhere in the complex suggests that it may have had it at one point.

Garage doors comprise the third category, which primarily consists of wide aluminum retractable overhead doors that were installed in the upper Courtyard in the 1930's and later, when the Park Commission replaced horse-drawn equipment with motor vehicles. Shed openings in Building H and Building D were extended outward with added roof overhangs to make the garage bays deeper by several feet. These extensions obscure the clarity of the original shed construction and the continuity of their eaves. They are also resting on grade alone, and have extensive degradation. At the East Shed, Building D, brick piers supported the roof extensions and introduce a different façade material besides the shingles and vertically boarded sliding doors elsewhere in the upper Courtyard. The operable doors were slatted steel without glazing. A different set of garage doors exists in the two purpose-built garages (Building C, 1930's and Building B, 1940). Both buildings have gridded wooden overhead doors with rows of glazed view panels. Two garage door openings in the square extension of Building B were filled with concrete block after it was built. The doors on Building C are in very poor condition, the overhead doors are ruined.

The fourth category of doors consists of a glazed barn door at the west end of Building F and to the west of Building E, and wood-clad sliding barn doors on Building E. The hardware on these doors has corroded and failed. Some panels have warped and rotted extensively.

Describe work and impact on existing feature:

At the upper Courtyard, the three open shed bays will have new glass storefronts installed at the back edge of the posts. The vertically boarded sliding barn doors will be reconstructed to match the originals. New glazed curtain walls will be installed at bays to enclose new uses where garage doors were retrofitted to Building D. The garage extension at Building H that faces the upper Courtyard will be removed and a glazed curtain wall will be installed at the original shed opening.

The garage doors at Building B will be replaced with glazed garage doors and fixed glass walls with doors to allow interior uses. The new curtain walls will resemble garage doors.

At Building C, new glazed garage doors and fixed glass walls with doors will be installed to support the new function within. The design of the curtain wall will resemble garage doors.

At Building D, vehicular extensions at eastern bays will be removed. The 1904 bay surrounds and trim will be reconstructed. New glazed curtain walls and folding glass walls that extend fully to the ground will be inset within the bays to enclose new uses.

At Building E, new glazed curtain walls that extend fully to the ground will be inset within open bay fronts to enclose new uses. The sliding barn doors will be reconstructed to match the historic and will be set with new matching hardware. The diagonally boarded doors at both portals will be restored. An additional portal door to match the original two shall be constructed to control access between building G and H.

At Building F, the concrete porch and brick steps will be rebuilt to match the historic. The main entrance porch with grouped columns, entablature, and fan tympanum above the door will be restored and/or reconstructed to match the historic. The porch at the southwest corner of Building F, which was historically open, will be reopened, and the second floor porch will be reconstructed and the original door reinstalled.

At Building G, the Speedway porch will be restored and reopened. The upper Courtyard entrance façade that was lost to fire will be reconstructed. A new entrance to the north of the Courtyard entrance shall be added to support individual public access to the interior.

At Building H, the 1924 Police Station concrete porch will be stabilized and repaired. The iron railings and wooden door surround will be restored. The historic entrance to the basement at the northeast elevation shall be reconstructed according to original architect William D. Austin's architectural drawings.

New blade signs will be installed at the 2 portal entrances at Building E and the portal entrance at Building G. The existing blade sign above the porch at Building G will be restored.

Photo Numbers: 2, 3, 4, 8, 9, 10, 20, 25, 26, 27, 28, 49
29, 30, 31, 32, 33, 34, 35,

Drawing Numbers: A-B330E, A-B330, A-C330E, A-C330P,
A-D330E, A-C331, A-E330E, A-E330,
A-F330E, A-F330, A-G330E, A-F331,
A-H330E, A-H330, A-930, A-931

Describe existing feature and its condition:

Wooden, multi-paned, double-hung sliding sash windows, typically 6/6 but varying in size, provide the basic fenestration for Buildings C, D, F, G, and H, although there are 53 types among 169 windows. Glazed transoms and sidelites at entrance porches to Buildings F, G, and H elaborated the fenestration overall and related to 9-lite multi-paned glazing in entrance doors. Some glazing at porches was retrofitted. In Building H, the Stable had small square windows above stalls. Most were removed after the 1924 conversion to Police headquarters, but some are still extant. Modern replacement windows in Buildings D and G attempted to replicate the general appearance of originals in the reused openings. Building B has non-historic aluminum replacement windows. There are multiple muntin profiles among the wood originals. Two large later infill windows at Building D and at the former carriage bays of Building H are large, multi-paned and fixed.

Condition varies within each building and from building to building. North-facing windows in Buildings G and F were badly affected when firefighters broke in to extinguish the blaze in Building G. Windows in the Courtyard façade of Building G were largely destroyed by the fire. Later 6/6 windows in the 1899 portion of Building H (adjacent to the portal) remain largely intact.

At Building B, retro-fitted aluminum fixed lite-over-awning windows are in good condition but thermally poor and with failing solar film.

At Building C, wood 6/6 DHSS window openings on east and west elevations are enclosed in plywood, but the sashes are gone. The attic window opening in gable facing Soldiers Field Road is covered with plywood.

At Building D, original windows remain in the portal and facing Western Avenue as well as in one wall of an intermediate bay. Otherwise, windows are poor replacements and are badly damaged.

At Building E, small windows were restored as part of 2010 re-sheathing of the Western Avenue elevation.

At Building F, the upper Courtyard-level shed attached to the house has intact windows in the north elevation. The residence has very late windows enclosing the 1899 porch on the southwest corner. Many 6/6 windows in the residence's northwest facade have sashes destroyed by the firefighters' access in 2015. The diagonally glazed transom at the southwest entrance porch is intact, but sidelites and doors are detached, dislocated, and their frames damaged.

At Building G, the northwest façade has an elaborate entrance doorway with 8-paned sidelites and transom, some of which remain intact. Window frames on this elevation are generally intact despite sashes smashed to give firefighters access in 2015. A series of three retro-fitted double-glazed 6-pane windows remain intact. The south-facing façade was largely destroyed by fire, but two windows remain that relate to the 1904 conversion of stable and harness room to guardroom. The upper, smaller sash still has steel bars. Curved frames and sashes remain in the circular bay.

Building H's history of changing use from 1904 to 1924, and subsequently when garages were introduced with extensive re-grading, is reflected in windows that remain from the different periods. Curved frames and sashes similar to building G remain, but require repair. Large 6/6 windows with transom windows above replaced the original small, fixed stable windows in 1924 when the Police Station moved into the first and second floors. Windows with obscured glass and steel bars and a later opaque door occupy the northeast façade where four jail cells have some natural light, but no view. These block views from the façade that could offer the best views towards the Charles River if the first floor of Building H receives a new public use. Basement windows remain in place as high awnings for ventilation on the northwest façade above the original cow stalls and large 6/6 DHSS facing Building C. The latter were cut in half to allow for back-filling with earth when Building C was built and the passage up to the upper Courtyard re-graded. Overall, the windows in Building H that remain intact are in fair condition.

Describe work and impact on existing feature:

There are no changes proposed for the windows in Building B beyond amending solar film issues.

Existing original windows facing the upper Courtyard will be restored, except where destroyed by 2015 fire.

At Building C, existing 6/6 windows will be replaced to match originals.

At Building D, existing windows will be restored. New windows to match the originals will be inserted where originals were destroyed. The large, multi-paned fixed lite in south-facing infill next to personnel door will be retained and repaired.

At Building E, the restored existing windows will be left unchanged.

At Building F, intact original windows will be restored. Damaged sash will be replaced with new sash to match the originals. The windows at the sliding door in shed portion of Building F facing the upper Courtyard will be restored. One bulkhead basement access will be removed and the opening will be glazed as re-grading allows.

At Building G, the fire-destroyed façade will be rebuilt to match original 1904 elevation, with new windows to match the originals. The porch entrance fenestration with sidelites and transom glazing will be restored. The windows in northwest elevation will be restored to match the originals. Window bars at the window of the 1904 guardroom cell will be retained in place.

At Building H, the principal 6/6 windows will be restored. The glazing at entrance porch facing the Speedway will be restored. Windows in the shed that faces the upper Courtyard will be restored. One large later infill window shall be relocated to the north to accommodate the interior restroom use.

At all existing restored windows, new interior storms will be installed.

Photo Numbers: 32, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46

Drawing Numbers:

**A-B330E, A-B330, A-C330E, A-C330,
A-D330E, A-D330, A-E330E, A-E330,
A-F330E, A-F330, A-G330E, A-F331,
A-H330E, A-H330, A-940, A-941**

Describe existing feature and its condition:

Photographs dating 1941 show a continuous roofscape of cedar shingles on the Buildings F and G. The shingles are unstained. This is also confirmed with a note from 1904 drawings from Stickney & Austin noting "Shingles at 4 1/2" left to weather" on "SEC. THRO. SHEDS on drawing 6. 1924 Stickney & Austin Drawings indicate "NEW ASBESTOS SHINGLES" on "NORTH EAST ELEVATION" on Sheet No. 6.

All roofs are now asphalt shingles that were installed in 1997-1998. They are in fair condition apart from where Building G was damaged by fire in 2015. That roof is lost and currently covered with a temporary EPDM covering. Building G has two large, painted steel dormer louvers that remain intact after the fire, but are heavily stained by smoke from the fire. Wood fascias and gutter boards are generally in very bad condition compared to soffits and rafter ends that support the overhanging eaves. Overall, copper flashings appear to be intact. The extended roof at the shed portion of Building H is in a different plane from the shed's main roof and in poor condition. At the Superintendent's Residence, the second-floor porch roof is a source of leaks into the house interior. There is also evidence of intermittent shingle installation on the main roof of Building F. Natural copper finials are intact over the conical roofs of circular bays at Buildings G and H.

There are three tall brick chimneys at the early buildings of the site. Two are from Building F and one is at Building H. All three rise high above adjacent roofs. Their tops are detailed with corbelled brick to form entablatures and cornices. A fourth brick chimney penetrates the roof of the Building B.

The chimneys have deteriorated, more significantly at the tops. The northernmost chimney at Building F appears to lean to the north. All roofs are in fair-to-poor condition.

Describe work and impact on existing feature:

All existing asphalt shingles will be replaced with new asphalt shingles.

Roof penetrations for kitchen exhaust and bathroom ventilation in Building H will be restricted to the East slope. Kitchen exhaust on Building D will be located on the North in order to further reduce visibility. Ventilation for bathrooms in Building D will be located on the East slope. Plumbing vents to accommodate new plumbing fixtures will be combined at each building and penetrate the roofs in the most inconspicuous locations.

At Buildings F and H, the chimneys will be repointed and the interiors will be cleaned. The northernmost chimney at Building F may need to be stabilized. The upper half of the chimney at Building B will be repointed as necessary.

Photo Numbers: 5, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58,
59, 60, 61, 62

Drawing Numbers: A-103

Describe existing feature and its condition:

The exterior lighting at the upper Courtyard was most recently provided by an assortment of exposed fixtures featuring wire cages and halogen and sodium fixtures that were more recently retrofitted. Similarly, assorted flood lights exist at buildings B and C that had illuminated the lower service Courtyard more recently. A single fixture hangs from the porch of building F, that has not been identified in any historic photographs.

In figure 86, it is apparent that at least one large scale lamp was installed to illuminate the upper Courtyard. Any additional exterior lighting has either been removed, or none was provided.

Describe work and impact on existing feature:

New code-required exterior lighting will be provided throughout the site.

At the upper Courtyard, six pole-mounted lights will illuminate the center of the space, while building-mounted fixtures will illuminate paths adjacent to buildings. Two pendants at each portal will illuminate the 3 gateways to the upper Courtyard. The existing and new blade signage will be illuminated.

The path between the upper and lower service Courtyards will be illuminated with low, ground mounted fixtures to illuminate the path to buildings B and C. Building-mounted fixtures will illuminate the wooden sloped surface.

The lower service Courtyard will be illuminated by (2) pole-mounted fixtures, and building-mounted fixtures hung over each garage entry.

The lighting along Soldiers Field Road will consist of small ground-mounted fixtures directed toward the building to graze the texture of the cedar shingle cladding, as well as lighting to illuminate the grand oak at the prow of the site.

Photo Numbers: 2, 4, 10, 26, 27, 29, 35, 49, 86

Drawing Numbers: L-201, B-331, C-331, C-330, F-330, F-331,
H-330, H-331

Describe existing feature and its condition:

The original upper Courtyard had two driveway entrances; one up from Speedway across the lawn; the second through the shed at Building F. Buildings F, G, and portions of E and H enclosed the upper Courtyard as it extended to the old lot line along the east side. The upper Courtyard was paved in concrete. A 1946 photograph, attached here, shows a strip of foundation planting across the Courtyard end at Building F.

Within five years of the original design, Stickney & Austin designed an 86' extension eastward to a new lot line. This created a new combined Courtyard enclosed by new Open Sheds, completing Building E, incorporating a new driveway at Western Avenue, and a series of 15' wide bays in Building D. The concrete paving continued to the front edges of the open sheds. The upper Courtyard expanded farther in the form of a wooden deck alongside new Carriage Rooms providing access to the Stable in newly constructed Building H. The wooden deck was at the finished grade of the Courtyard.

Twenty years later, the Metropolitan Park Commission converted the Stable in Building H to an enlarged Police Station, removing horses from the first floor and cattle from the basement. Those changes seem to coincide with filling the paddock to create a lower service Courtyard and allow access into a new Garage, Building C with a finished grade 5' below the upper Courtyard accessed from Western Avenue. The new lower service Courtyard and Garage had direct access from Speedway that expanded a driveway created in 1904.

Building B, constructed in 1940, reinforced the utility of the lower service Courtyard- its pavement provided access to ten garage door openings. Increased vehicular traffic in both the upper and lower service Courtyards led to a topping of asphalt over the original concrete slabs.

Concrete slabs have broken or settled along edges of their casting although their slopes to two catch basins in the upper Courtyard remain intact. Grass has established in cracks along cold joints. Much of the asphalt overlay has also broken down.

The Courtyards are in fair-to-poor condition.

Describe work and impact on existing feature:

Asphalt and concrete slabs will be broken up and removed. The in-ground drainage system will be removed and replaced with an infiltration system in the upper Courtyard space. The new surfaces of the upper Courtyard will include a mixture of masonry unit pavers and porous stabilized gravel to visually differentiate the spaces according to circulation and gathering areas.

The lower service Courtyard will be paved with asphalt as it is currently. A Thermoplastic pattern will be applied to the asphalt in front of Building B to help define and enliven the space for outdoor uses associated with Building B and the rest of the complex.

Photo Numbers: 2, 3, 9, 10, 54, 56, 83, 84, 85, 86

Drawing Numbers: L-101, L-201, L-501, A-100E, A-101

Describe existing feature and its condition:

The lawn that faced Speedway (now Soldiers Field Road) remains intact with original concrete walkways to former police stations in Buildings G and H and to the Superintendent's Residence entrance porch at Building F. Hedges and flowering shrubs shown in historic photos, attached here, are now gone. The driveways to upper and lower service Courtyards from Speedway and Western Avenue remain intact along with their curb cuts.

The most problematic site feature is the steep, paved passage between Building C and Building H that provides direct vertical access from the lower service Courtyard to the upper Courtyard. The narrow passage at its lower end has contributed to snowplows smashing parts of the fieldstone foundation of Building C. The steep slope does not meet ADA or Massachusetts Architectural Accessibility Board (MAAB) standards as a ramp for people with disabilities.

The original lower service Courtyard was backfilled when Building C was built, as the cow barn function of the basement level in Building H was discontinued at that time.

The site is in fair to poor condition.

Describe work and impact on existing feature:

Site work will focus on improving circulation and accessibility while maintaining and/or restoring historic access points and landscape features.

All original site access points will be retained and will remain in use. Lawns and existing mature trees along Soldiers Field Road and Western Ave. will be maintained. Four Hydrangeas pictured in the attached historic photo #89 will be added at either side of the entries to Buildings F and G.

The required ground-mounted transformer is located as far from the building as possible. Ground-mounted compressors to serve Buildings E, F, and G are located away from large windows, compressors serving building H are similarly located along a blank portion of façade. Both groupings will be shrouded with cedar plank walls to match the tone of the cedar siding. Compressors to serve the remainder of the site will be incorporated into the landscaping to the west of the slope between Courtyards.

A new wood deck including ramps and stairs will provide an ADA/MAAB compliant connection between the upper Courtyard and the rear access points to Buildings F and G. Building F, the original residence, was not accessible at either of its entrances. The location of the access deck at the rear door will avoid the need to install a ramp at the historic front entrance. Similarly, the front porch of building G will be re-opened and a new railing will be provided, but the accessible entrance will be from the upper Courtyard.

The new multi-level deck structure in the upper Courtyard will accommodate outdoor uses associated with Buildings F and G and will allow for gatherings and performances on the lower level facing east across the upper Courtyard. A new large shade tree will be planted near the deck to replace a large tree that was damaged in the 2015 fire.

The steep slope between Buildings C and H will be regraded to create an ADA/MAAB compliant sloped walkway. The walkway will connect the upper Courtyard with the lower service Courtyard. A portion of the walkway will be adjacent to a new deck connecting to the entrance to Building H, constructed in the memory of the 1904 access deck for horses and carriages. The new deck will incorporate stepped seating along its length and include a new stair from the entrance of Building H to the midpoint of the walkway.

At the lower service Courtyard, access to Buildings B and C will remain at original grade. The northernmost edge of building B will require a stair and a planted area to negotiate the grade transition between a level terrace in front of Building B and the sloped circulation corridor connecting Soldiers Field Road to the lower service Courtyard. An additional planted area will be added at the base of the low fieldstone wall that extends from Building H. This bed will help to reduce the expanse of paving in the lower service Courtyard and will neck down the opening toward Soldiers Field Road. The remaining lower service Courtyard concrete and asphalt paving will be removed, and the surfaces will be repaved.

Photo Numbers: 2, 3, 9, 10, 49, 54, 56, 83, 84, 85, 86, 87, 88, 89 Drawing Numbers: L-101, L-201, L-501 A-100E, A-101



Figure 1: Aerial View of the Speedway cir. 2013



Figure 2: Building B Exterior



Figure 3: Building C Exterior



Figure 4: Building D Exterior



Figure 5: Building E Exterior



Figure 6: Building F Exterior



Figure 7: Building G Exterior



Figure 8: Building H Exterior



Figure 9: Building E Courtyard Exterior towards Building F



Figure 10: Building E Courtyard Exterior towards Building D



Figure 11: Building B Steel Column Baseplate



Figure 12: Building C Foundation Deterioration



Figure 13: Building D Foundation Bulge



Figure 14: Building E Restored Foundation and Post Base



Figure 15: Building F Typical Foundation



Figure 16: Building H Foundation with Lintels



Figure 17: Building B Fascia



Figure 18: Building C Wood Trim



Figure 19: Building E Ceiling T&G



Figure 20: Building F 2nd Floor Porch and Eaves



Figure 21: Building F Exterior Wood Trim at Porch



Figure 22: Building F Exterior Wood Trim



Figure 23: Building H Exterior Wood Trim



Figure 24: Building H Garage Extension



Figure 25: Building B Ell Door



Figure 26: Building C Doors



Figure 27: Building D Garage Additions



Figure 28: Building E Portal Door



Figure 29: Building F Porch



Figure 30: Building F Secondary Door



Figure 31: Building F Courtyard Porch



Figure 32: Building G Porch



Figure 33: Building G Courtyard Entry Fire Damage



Figure 34: Building H Entrance



Figure 35: Building H Garage Door Addition



Figure 36: Building B Window



Figure 37: Building C Windows



Figure 38: Building B Window



Figure 39: Building D Hopper Window



Figure 40: Building D Large Infill Window



Figure 41: Building F Window



Figure 40: Building F Window at Sliding Courtyard Door



Figure 43: Building G Replacement Window



Figure 44: Building G Barred Window at Jail



Figure 45: Building H Curved Sash



Figure 46: Building H Transom Window



Figure 47: Building H Barred Window at Jail



Figure 48: Building H Basement Hopper Window



Figure 49: Photograph of Building F and G cir. 1900

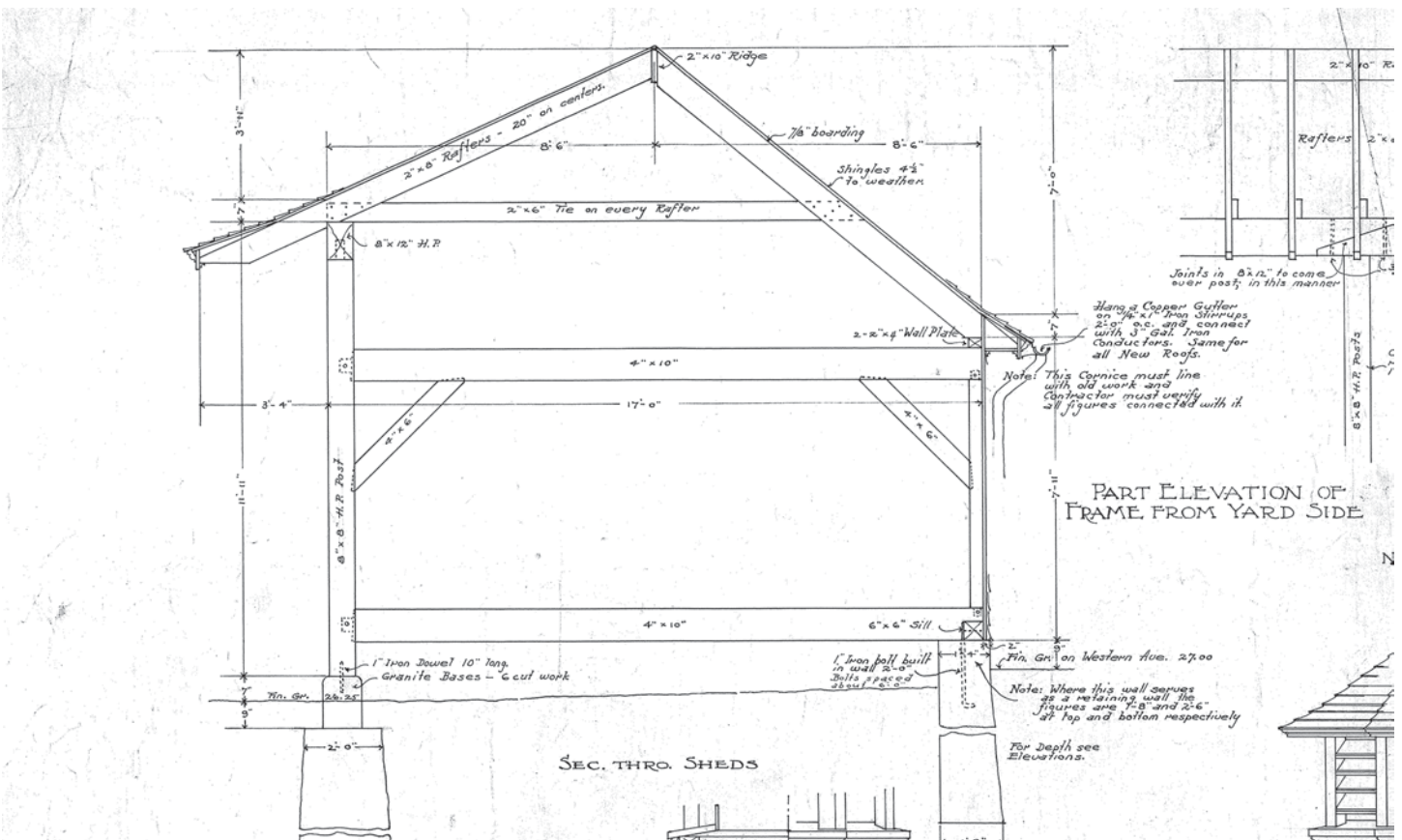


Figure 50: Excerpt from 1904 Stickney & Austin Drawings

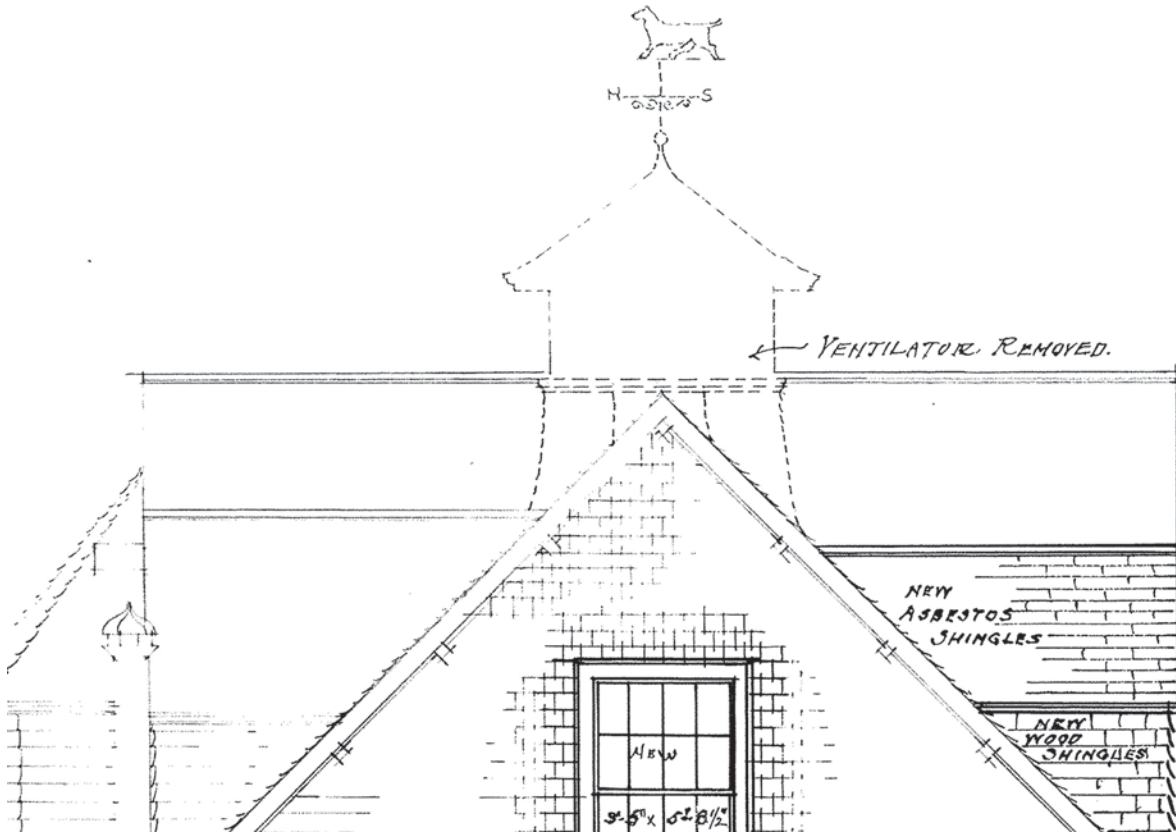


Figure 51: Excerpt from 1924 Stickney & Austin Drawings



Figure 52: Building B Roof



Figure 53: Building C and D Roofs



Figure 54: Building D Roof



Figure 55: Building F Roof



Figure 56: Building G Roof



Figure 57: Building H Roof



Figure 58: Solar Shingles (Example)



Figure 59: Building B Chimney



Figure 60: Building F Chimneys



Figure 61: Building F Chimney North



Figure 62: Building H Chimney

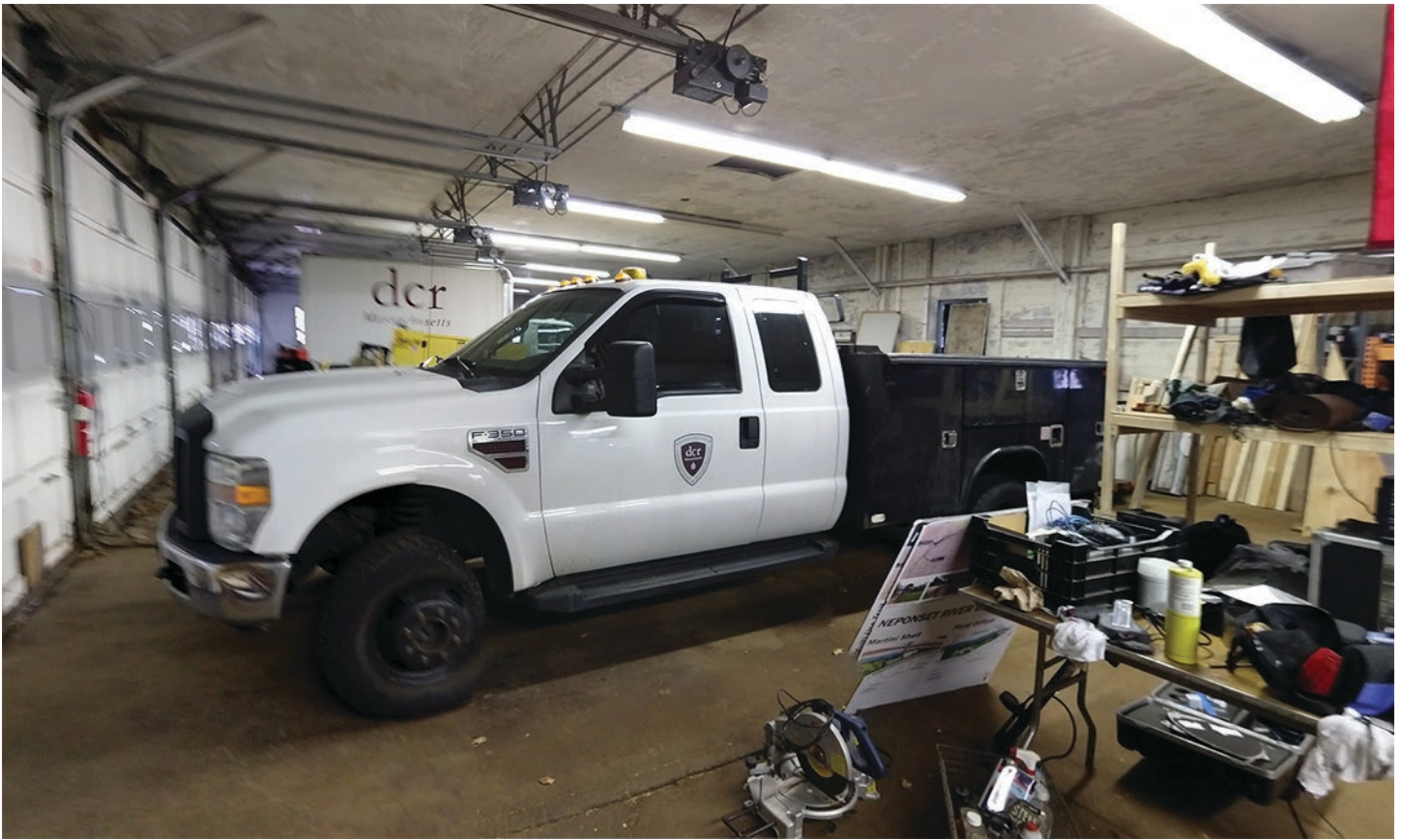


Figure 63: Building E Interior



Figure 64: Building B Interior Ell



Figure 65: Building C Interior



Figure 66: Building D Interior



Figure 67: Building D Interior



Figure 68: Building D Interior



Figure 69: Building E Interior of Stable Bays



Figure 70: Building E Interior Enclosed Bay



Figure 71: Building F Interior



Figure 72: Building F Interior at Stair



Figure 73: Building F Interior



Figure 74: Building F Interior



Figure 75: Building G Interior



Figure 76: Building G Interior at Fire Damage



Figure 77: Building H Interior



Figure 78: Building H Interior



Figure 79: Building H Interior



Figure 80: Building H Interior Jail Bars



Figure 81: Building H Interior 2nd Floor



Figure 82: Building H Interior 2nd Floor Fixtures



Figure 83: Lower service Courtyard



Figure 84: upper Courtyard Looking East



Figure 85: upper Courtyard Catch Basin



Figure 86: upper Courtyard Photo cir. 1946



Figure 87: Photograph of Building F and Site Facing East cir. 1900



Figure 88: South-East Elevation from 1904 Stickney & Austin Drawings



Figure 89: Historic Photograph of Landscape in front of Building F and G cir. 1946

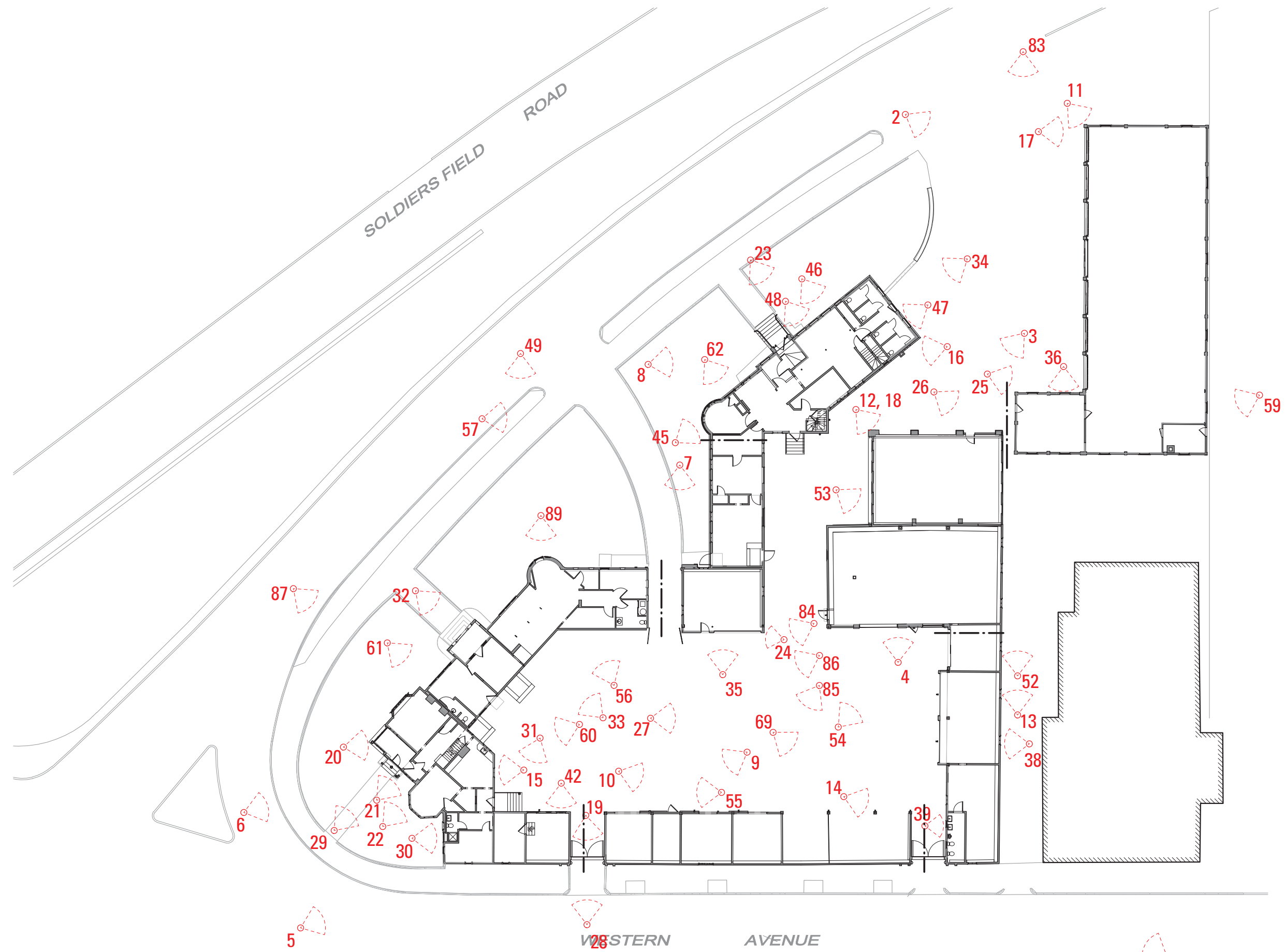



PHOTO KEY - EXTERIORS

CHARLES RIVER SPEEDWAY | 06/12/18
 SCALE 0 8' 16' 32' 

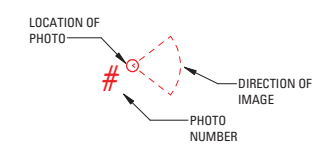
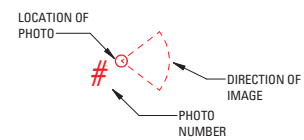
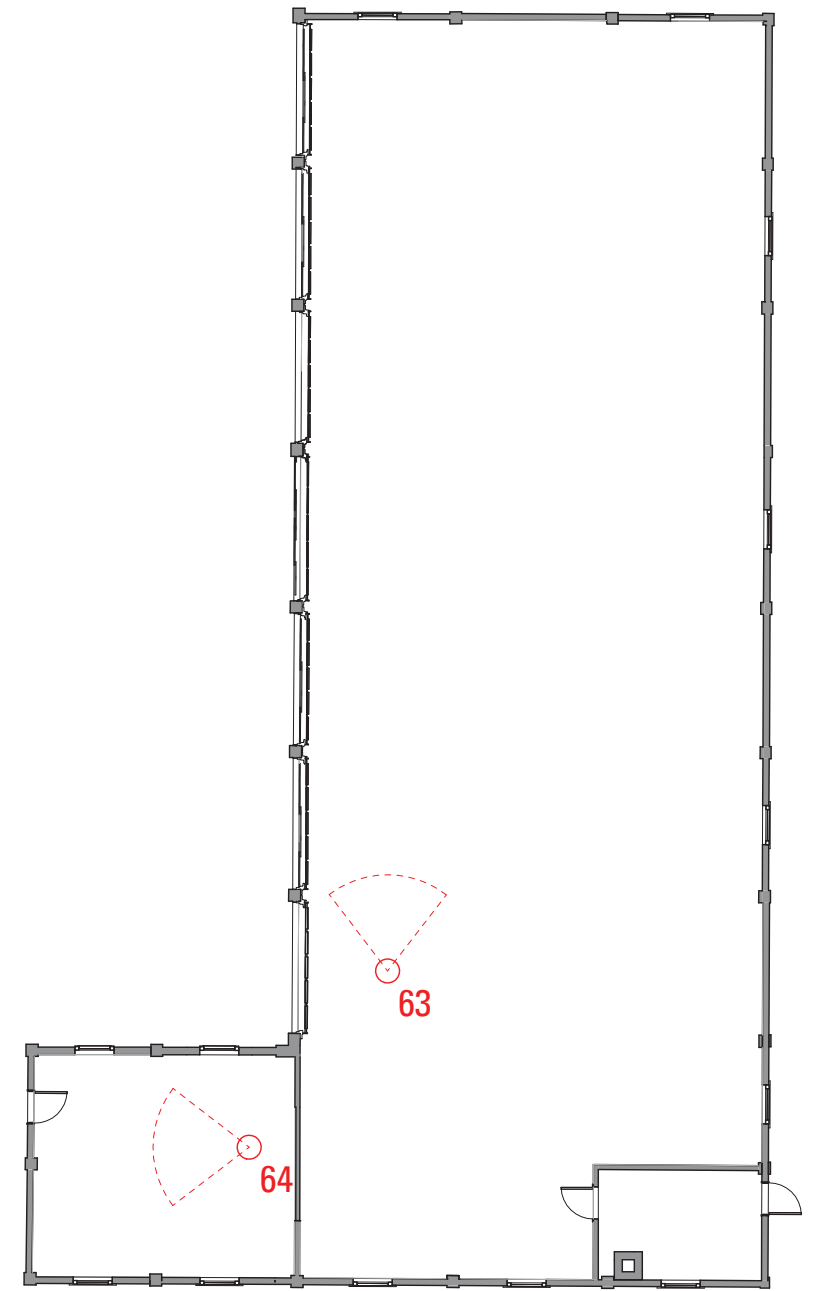


PHOTO KEY - INTERIORS

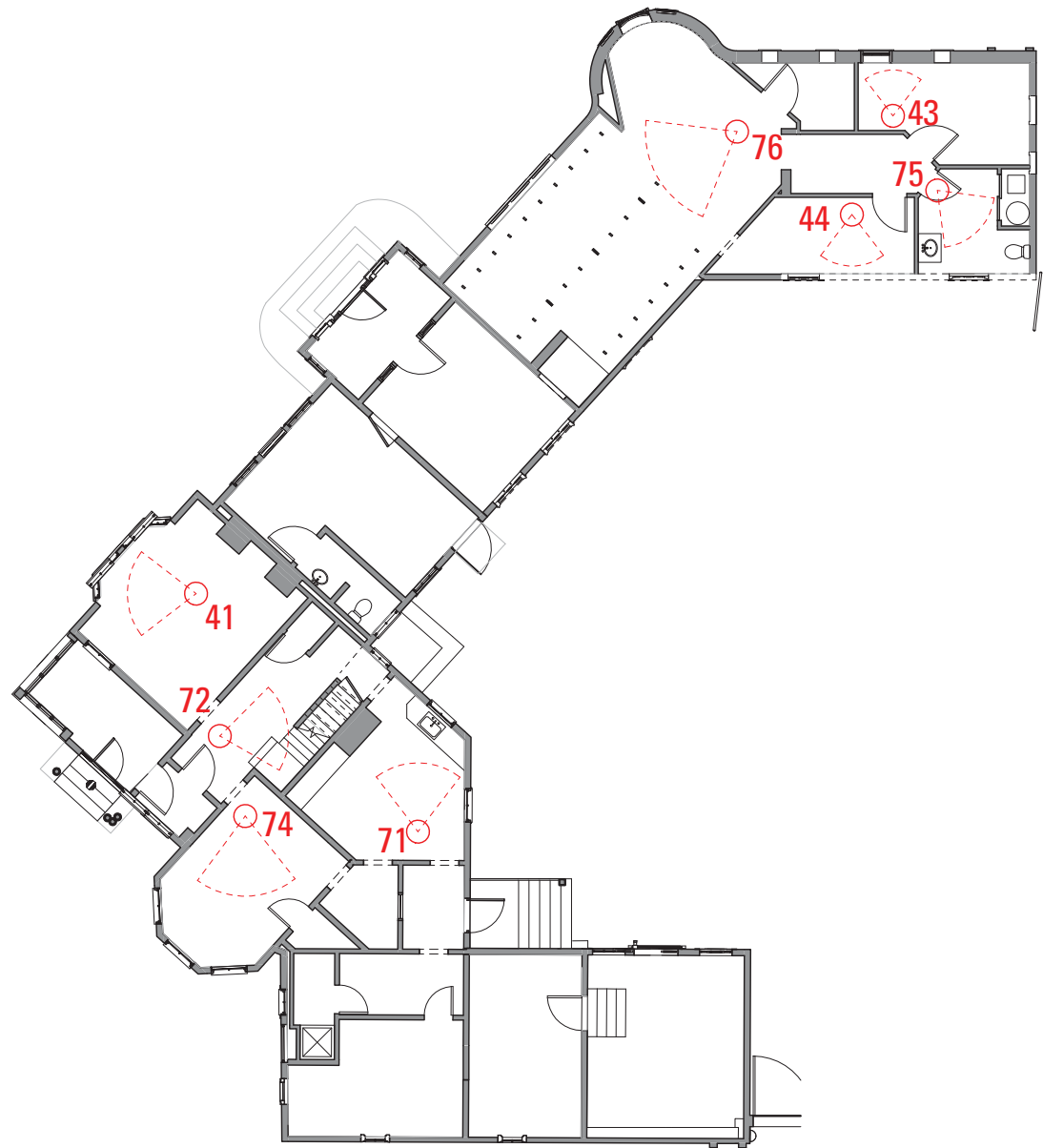
SCALE 0 4' 8' 16'



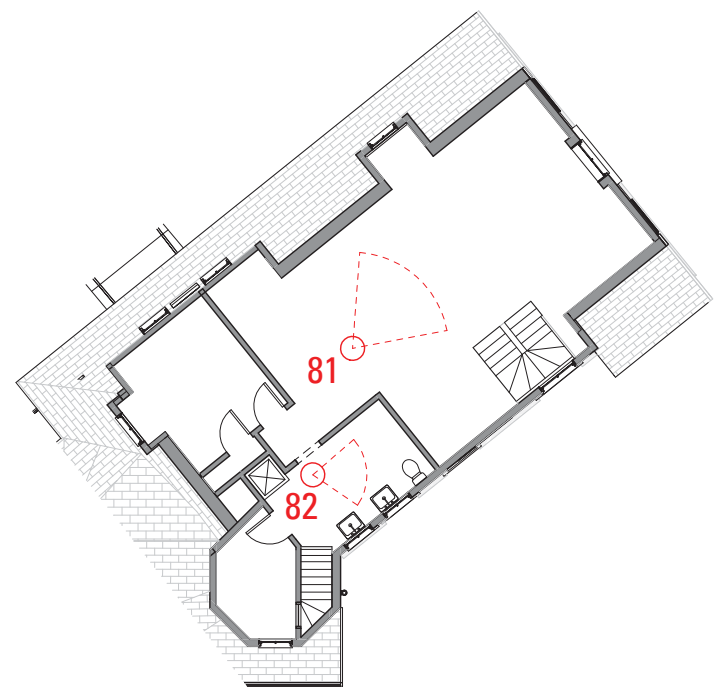
BUILDING C, D & E



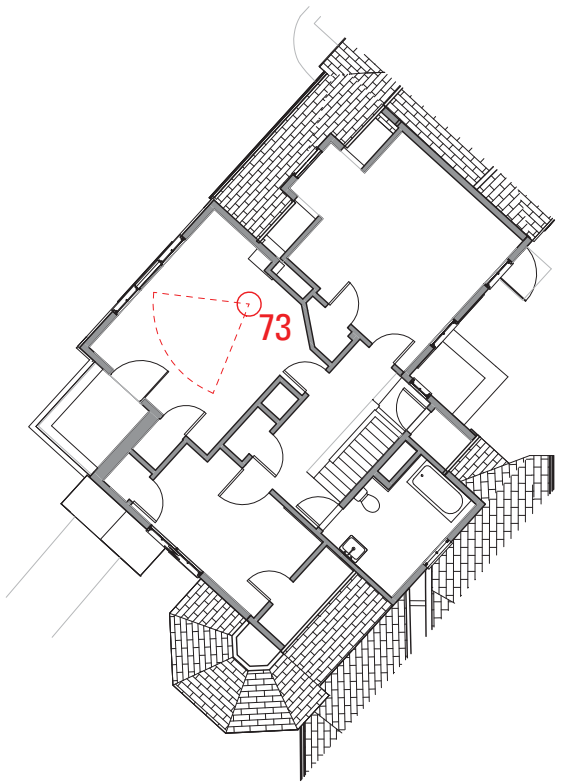
BUILDING B



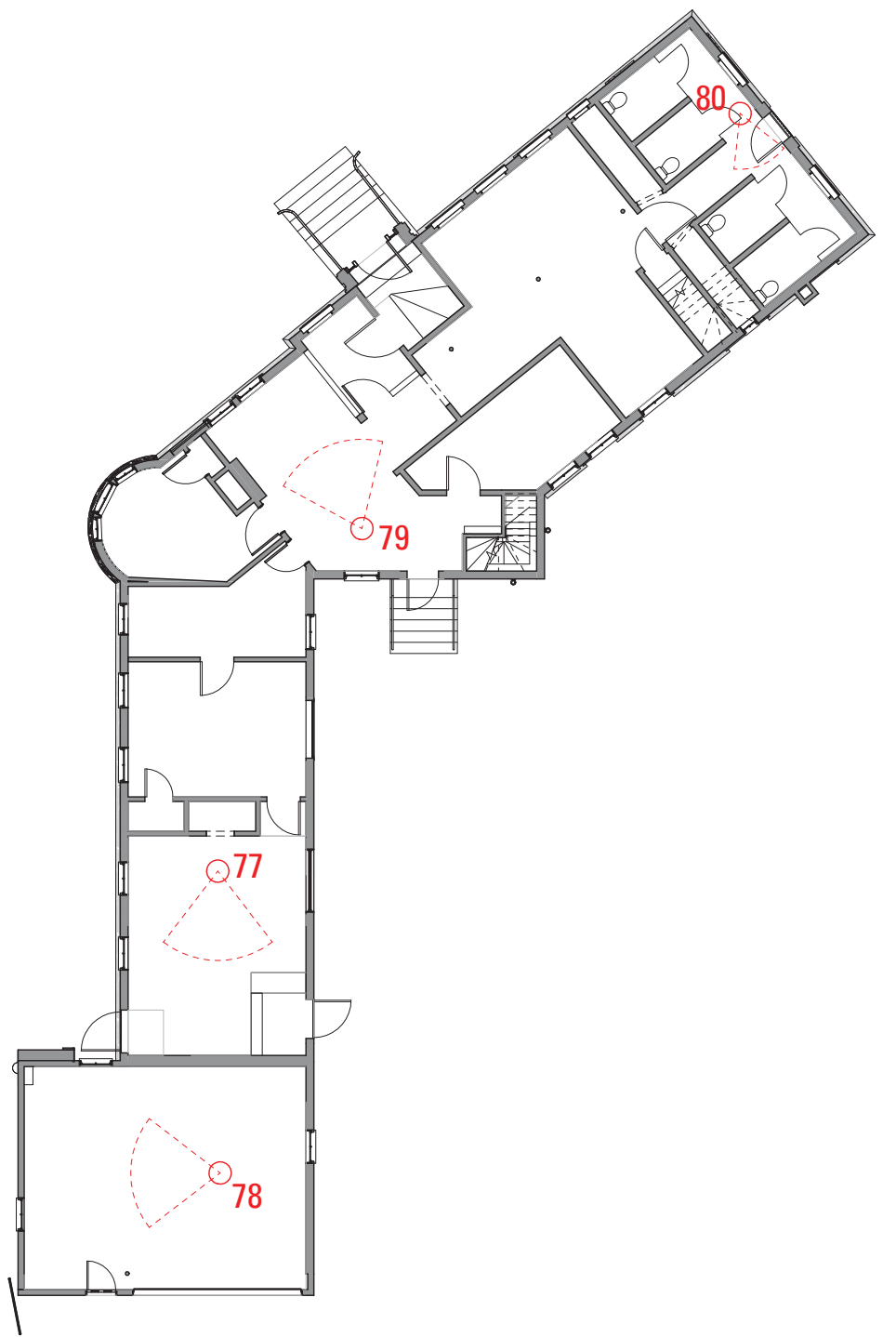
BUILDING F & G



BLDG H 2ND FLOOR

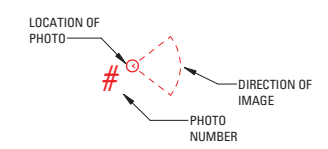


BUILDING F 2ND FLOOR



BUILDING H

PHOTO KEY - INTERIORS

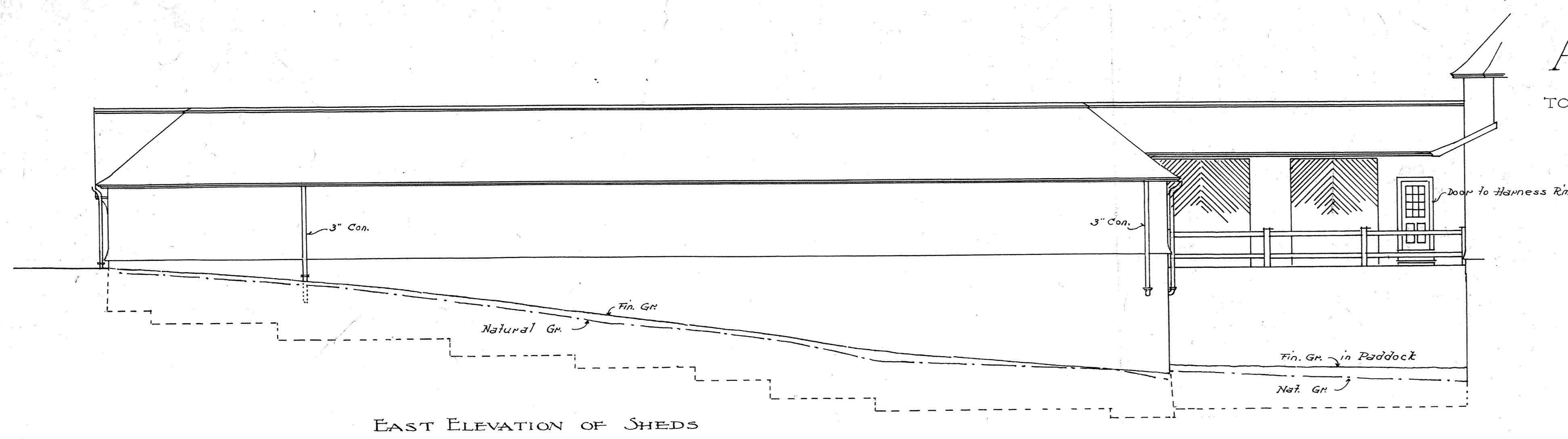


METROPOLITAN PARK COMMISSION
 CHARLES RIVER RESERVATION
 ALTERATIONS AND ADDITIONS
 TO PRESENT SPEEDWAY BLDGS

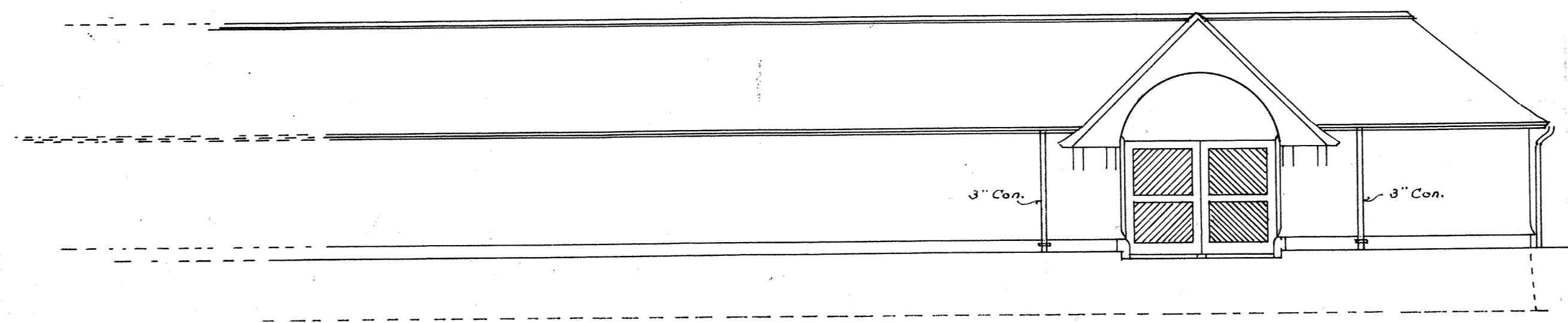
Stebney & Austin, Architects.
 50 Bronfield St. Boston.

2

April 15, 1904.

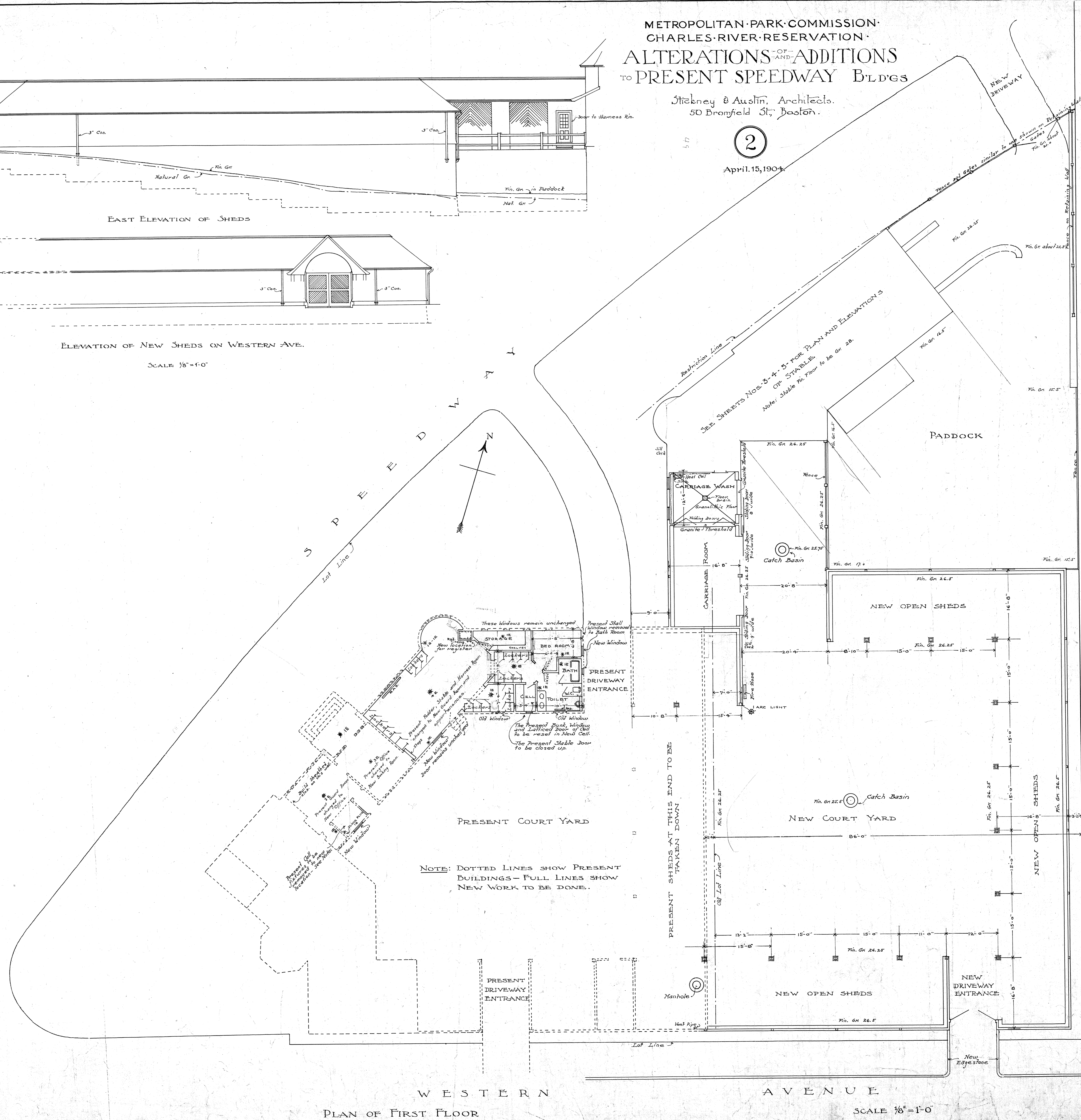


EAST ELEVATION OF SHEDS



ELEVATION OF NEW SHEDS ON WESTERN AVE.

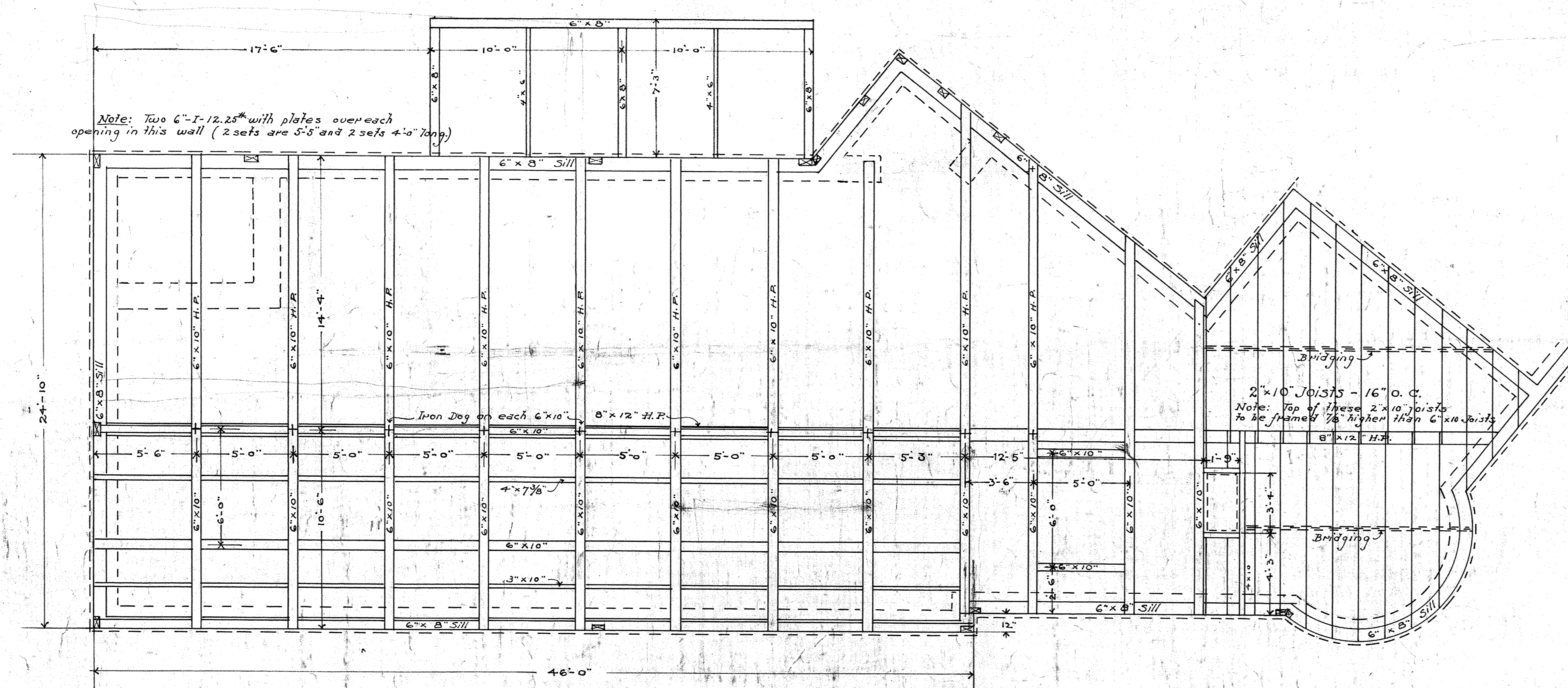
SCALE 1/8"=1'-0"



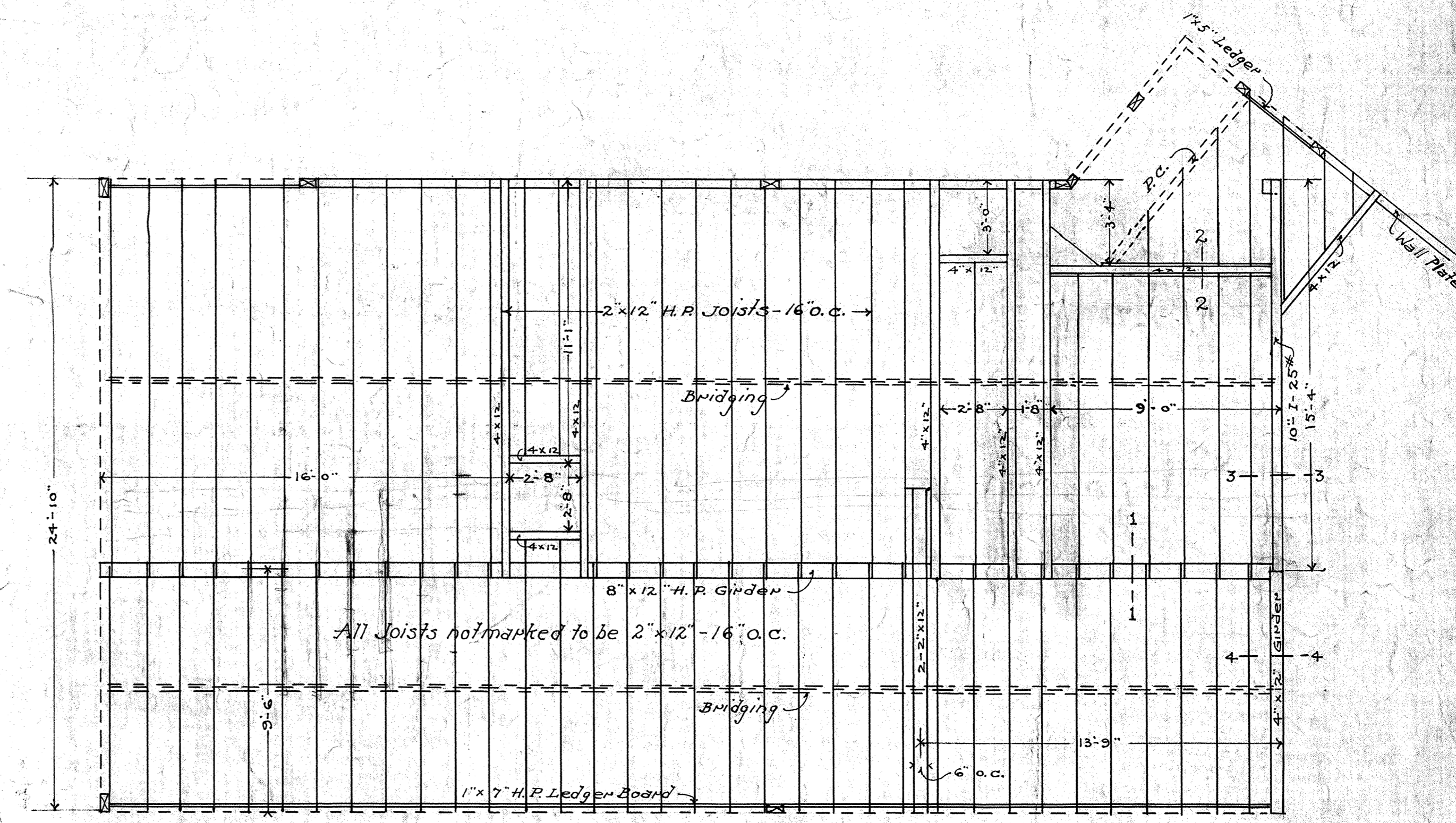
NOTE: DOTTED LINES SHOW PRESENT BUILDINGS - FULL LINES SHOW NEW WORK TO BE DONE.

WESTERN
 PLAN OF FIRST FLOOR

SCALE 1/8"=1'-0"



FIRST FLOOR FRAMING PLAN



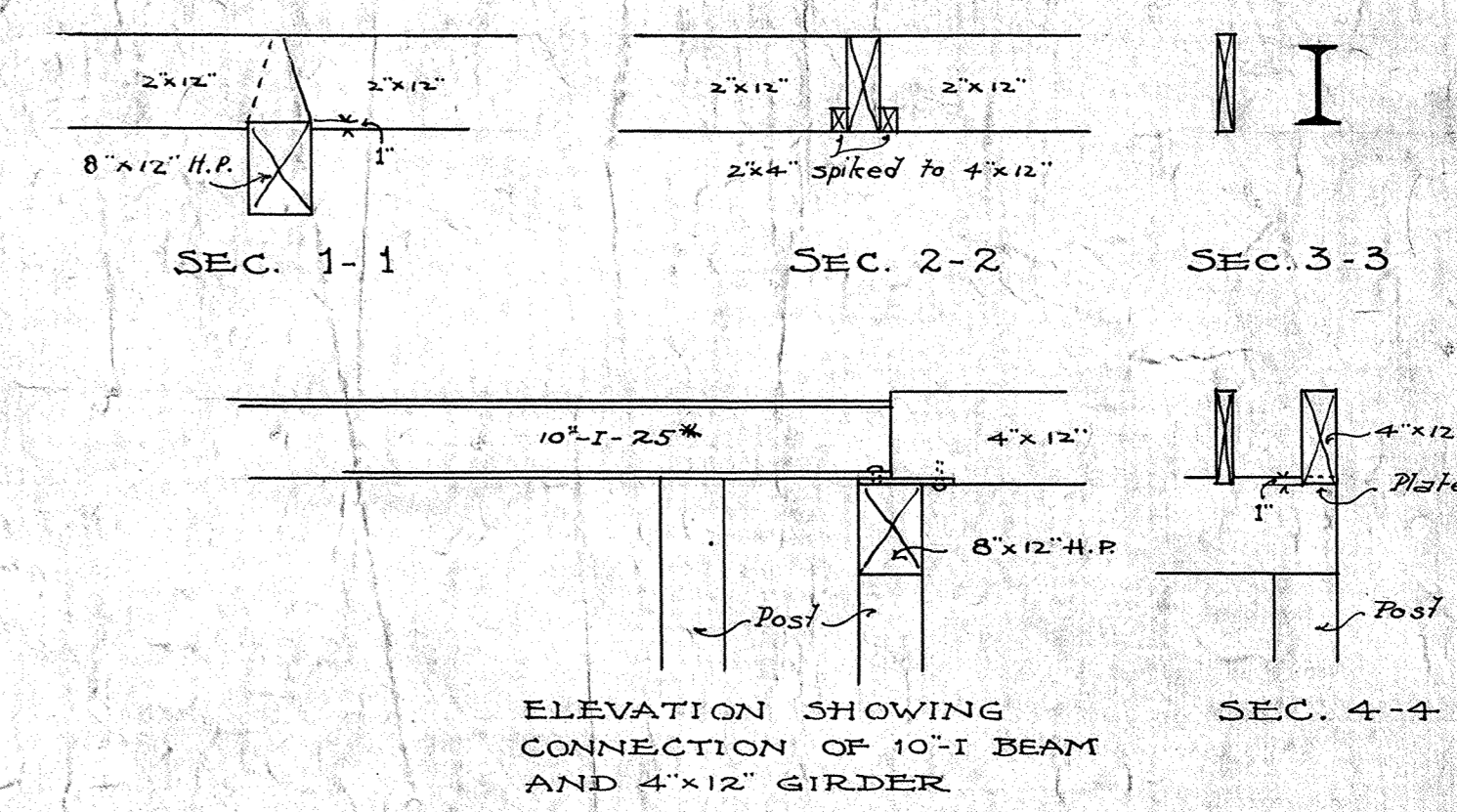
LOFT FRAMING PLAN

METROPOLITAN PARK COMMISSION
 CHARLES RIVER RESERVATION
 ALTERATIONS AND ADDITIONS
 TO PRESENT SPEEDWAY BLDGS.

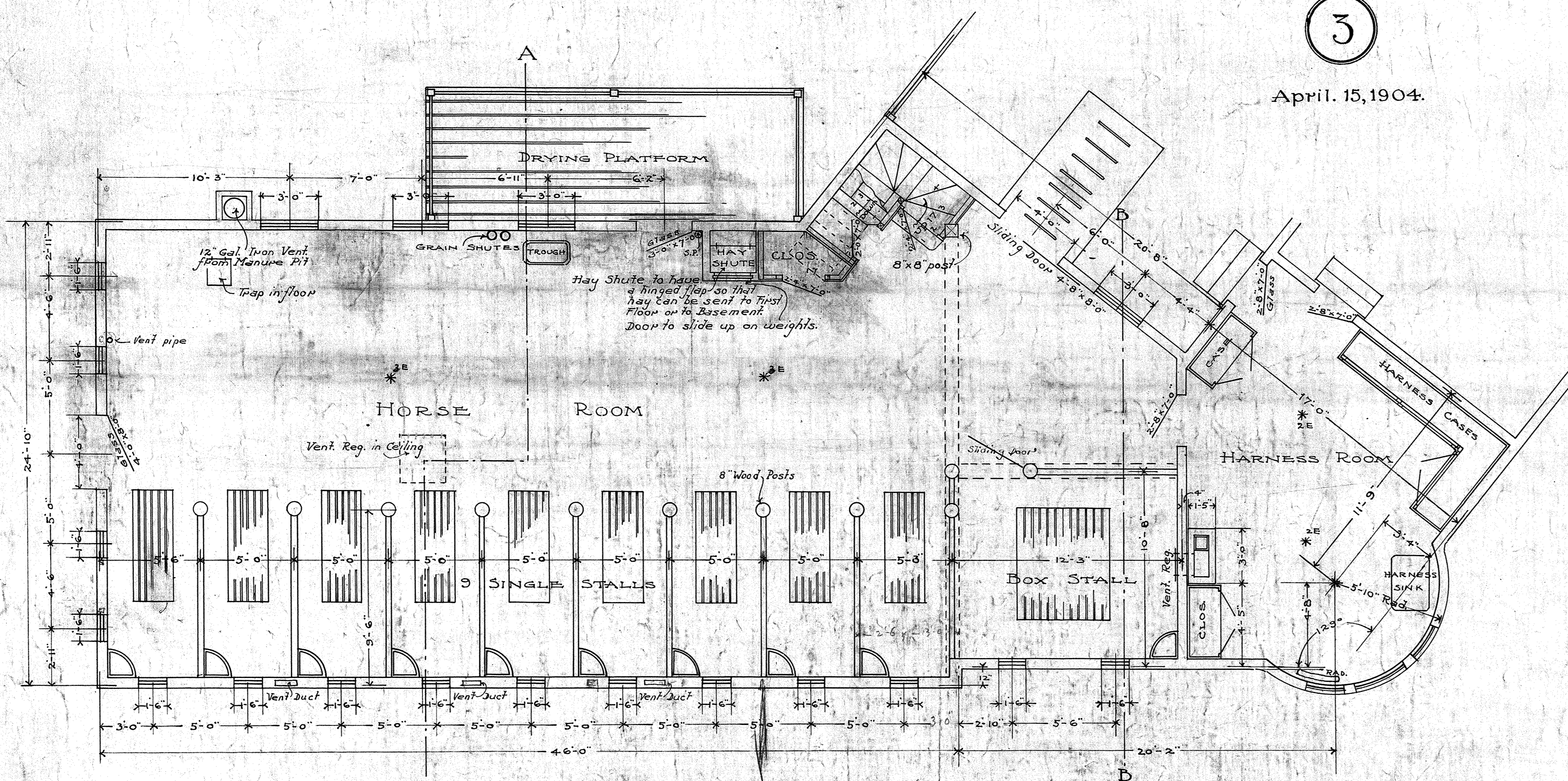
Stickey & Austin - Architects
 50 Bromfield St. Boston.

3

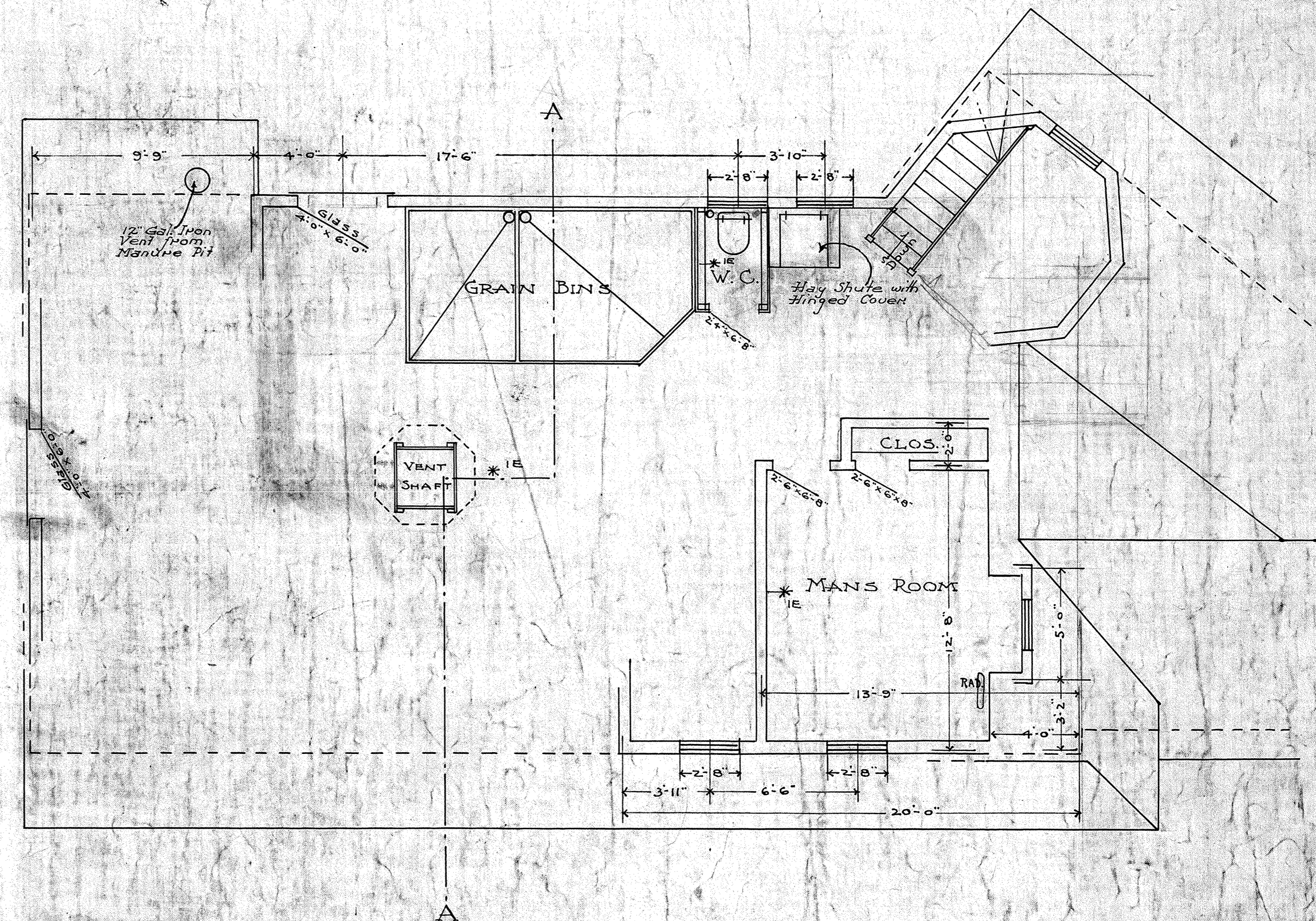
April 15, 1904.



ELEVATION SHOWING CONNECTION OF 10" I BEAM AND 4" x 12" GIRDER

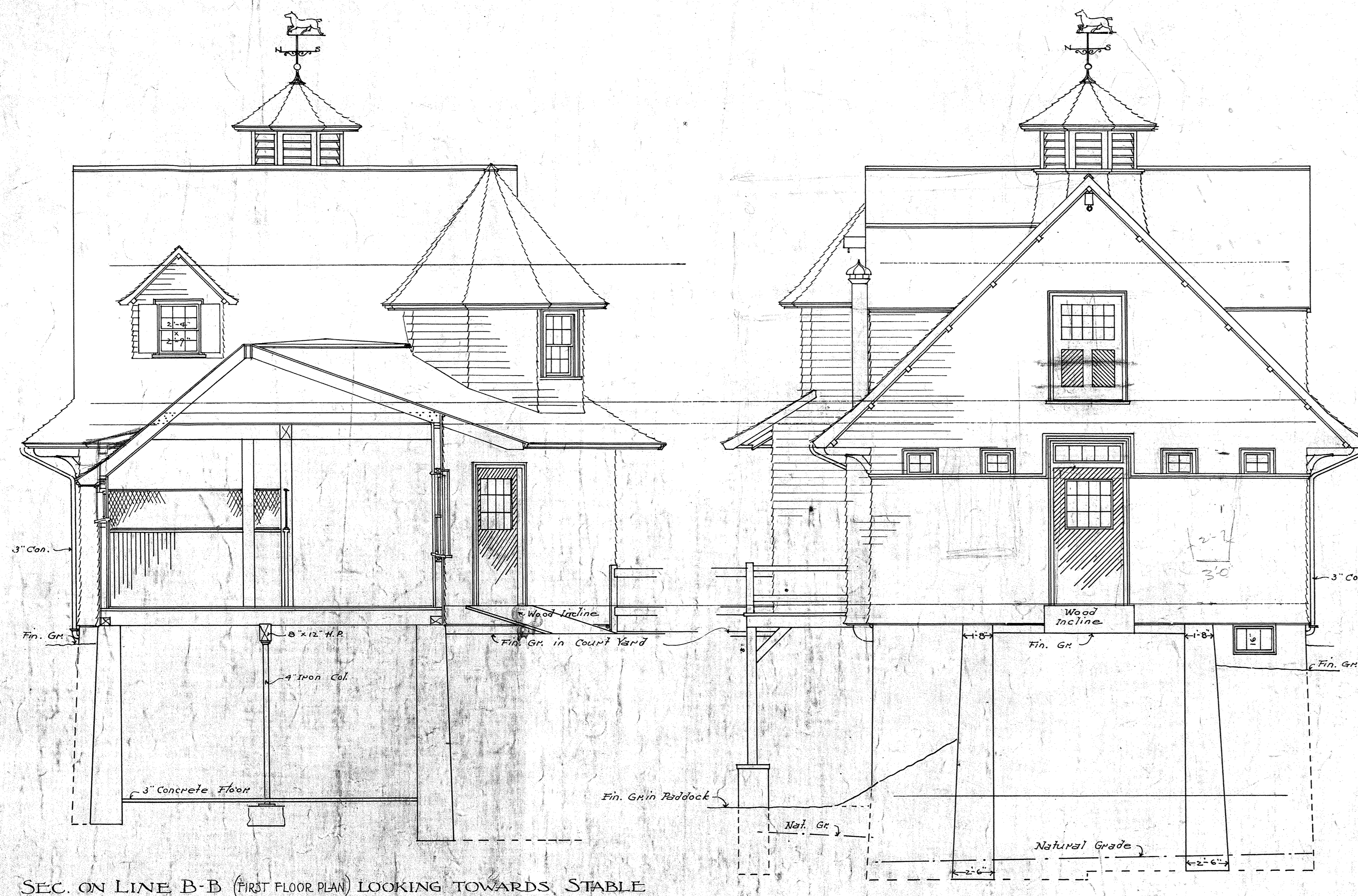


FIRST FLOOR PLAN

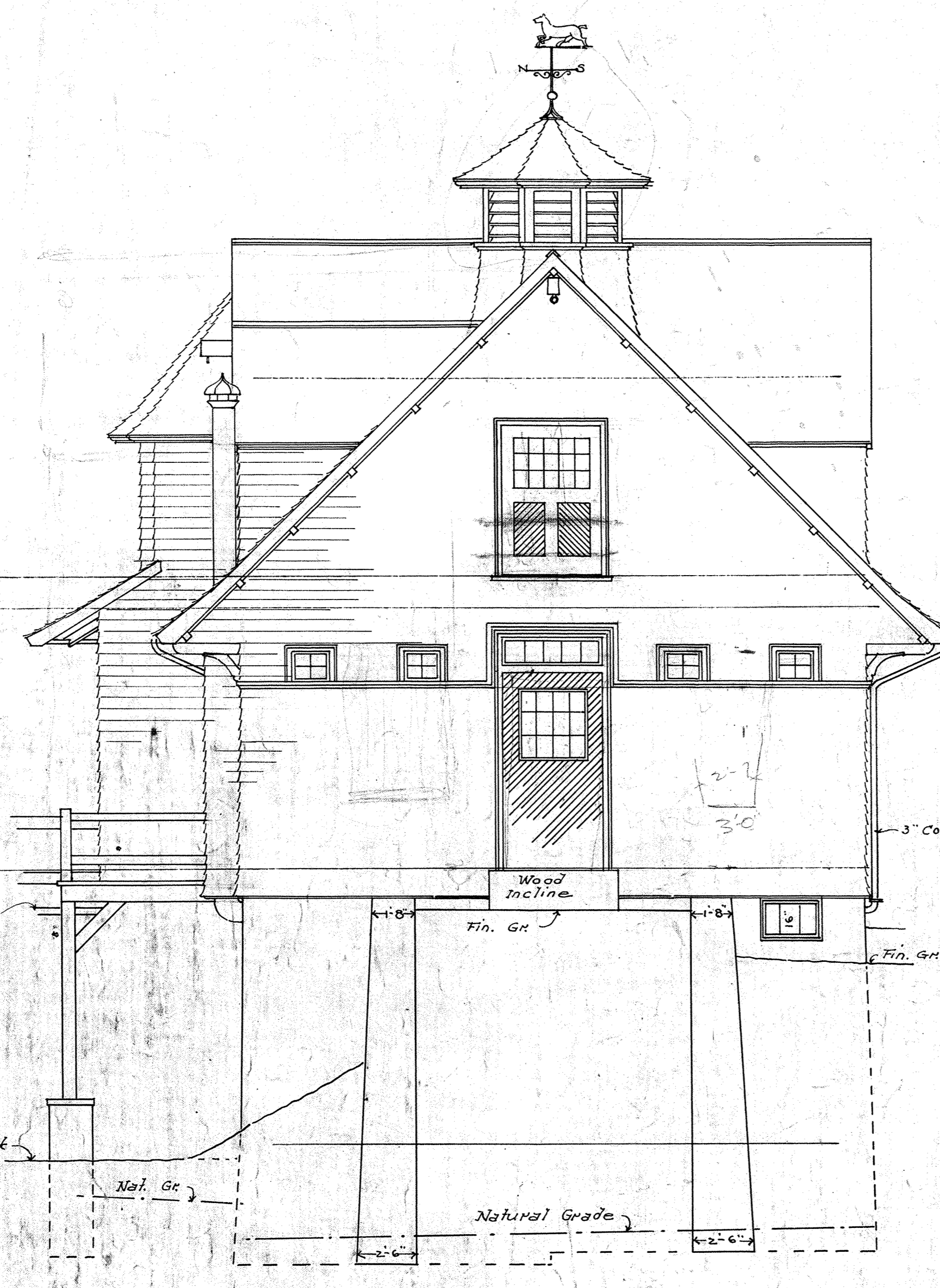


PLAN OF LOFT

SCALE 1/4" = 1'-0"



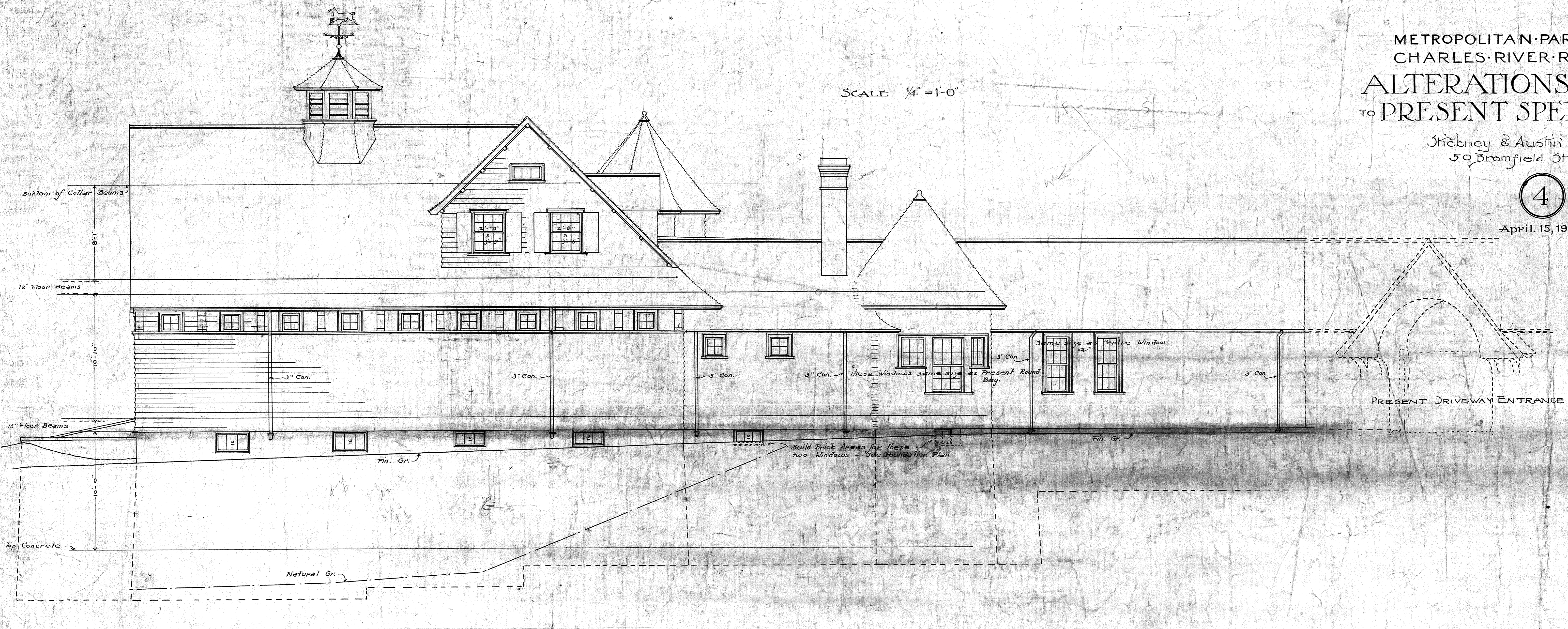
SEC. ON LINE B-B (FIRST FLOOR PLAN) LOOKING TOWARDS STABLE



NORTH-EAST ELEVATION

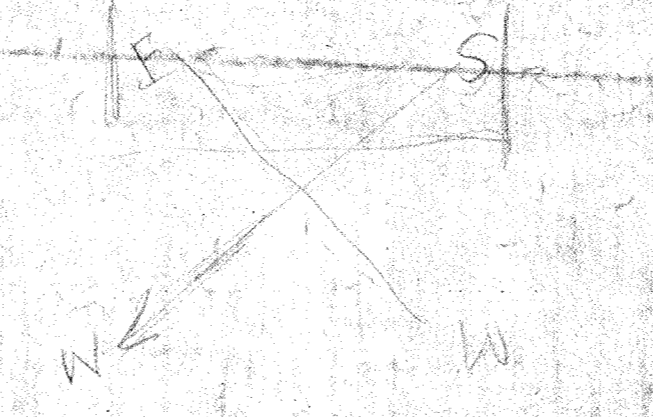


SOUTH-EAST ELEVATION



NORTH-WEST ELEVATION ON SPEEDWAY

SCALE 1/4" = 1'-0"

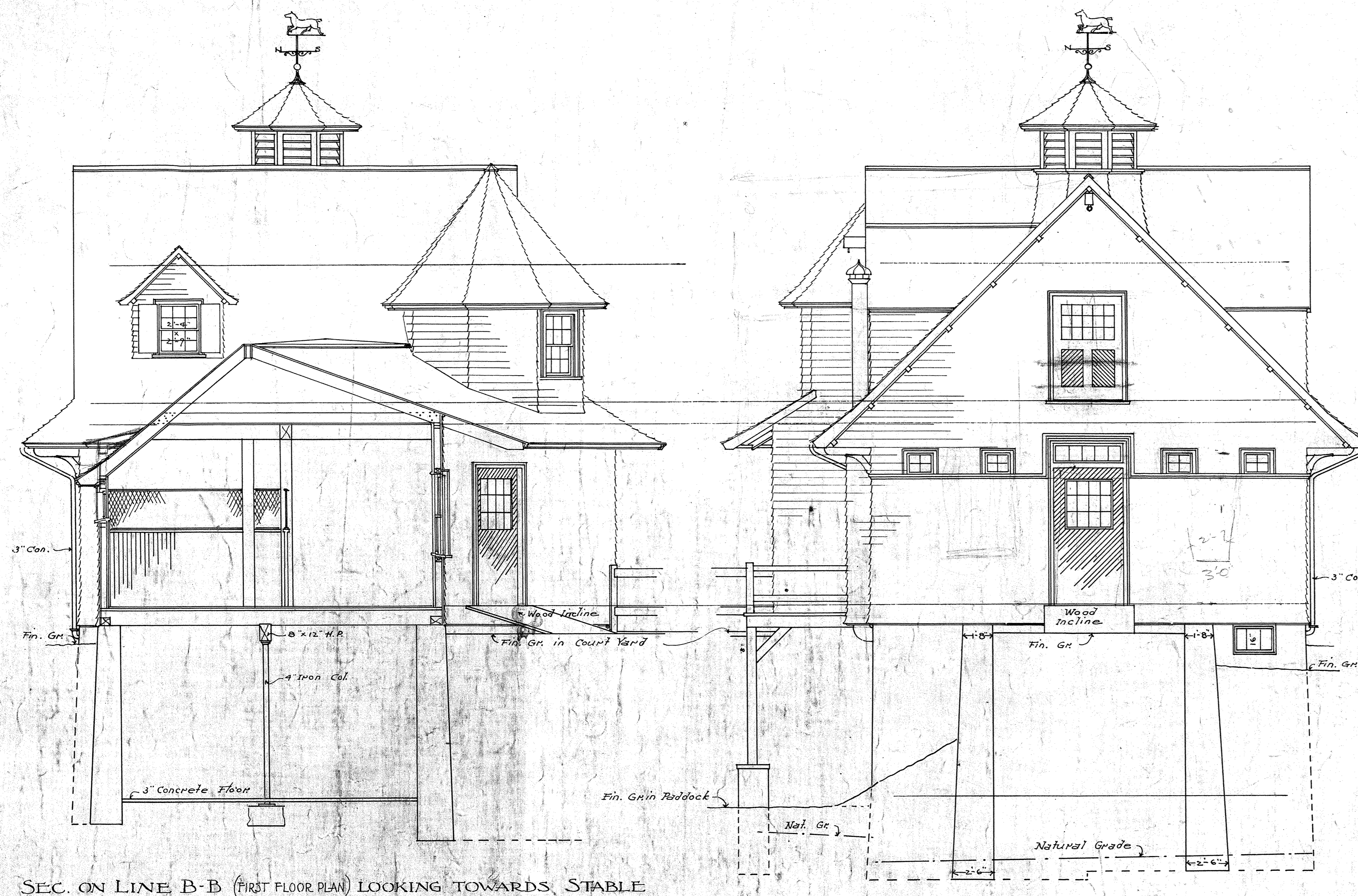


METROPOLITAN PARK COMMISSION
 CHARLES RIVER RESERVATION
 ALTERATIONS OF AND ADDITIONS
 TO PRESENT SPEEDWAY BLDGS.

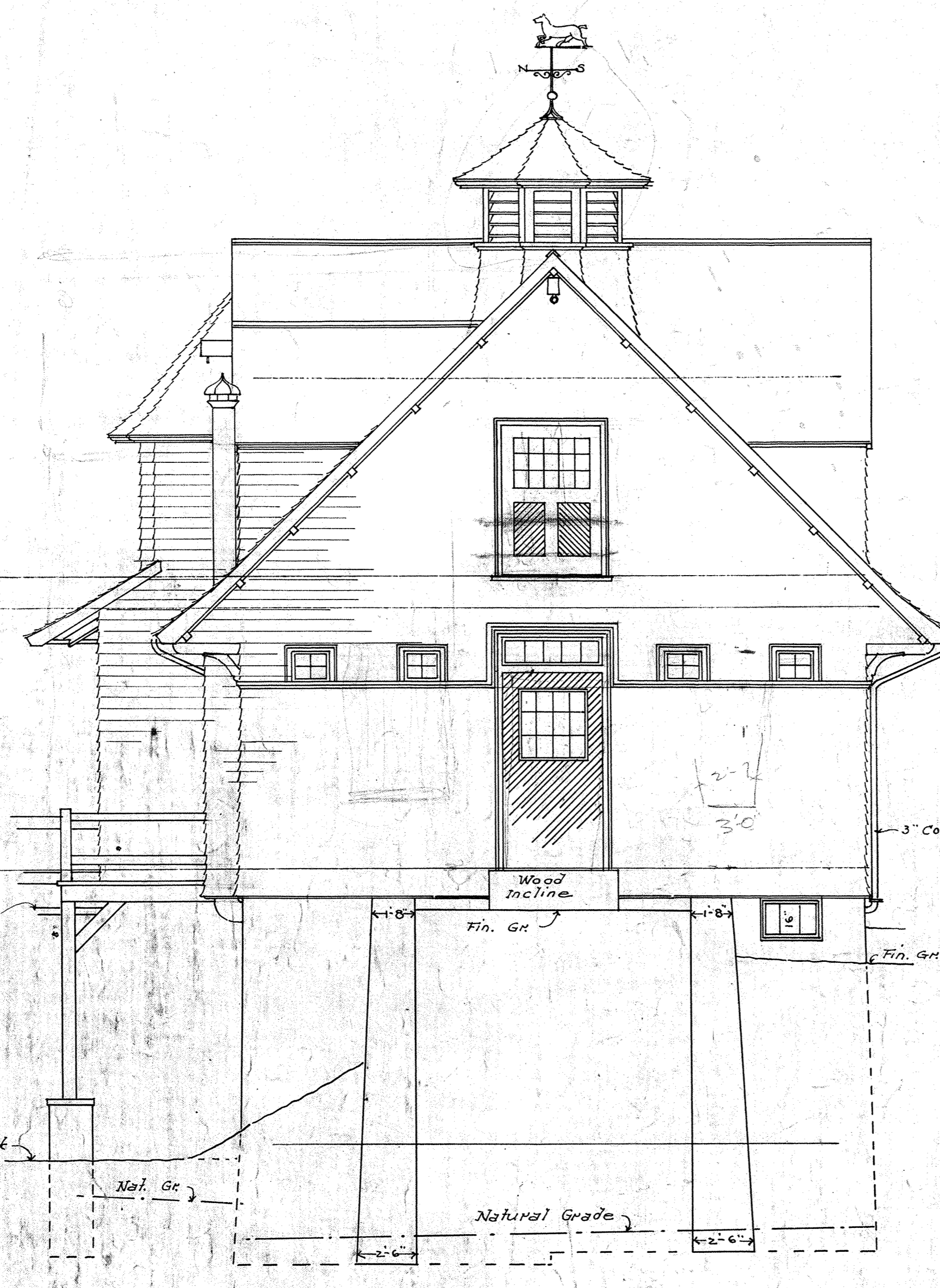
Shelley & Austin - Architects
 59 Bromfield St Boston.

4

April 15, 1904.



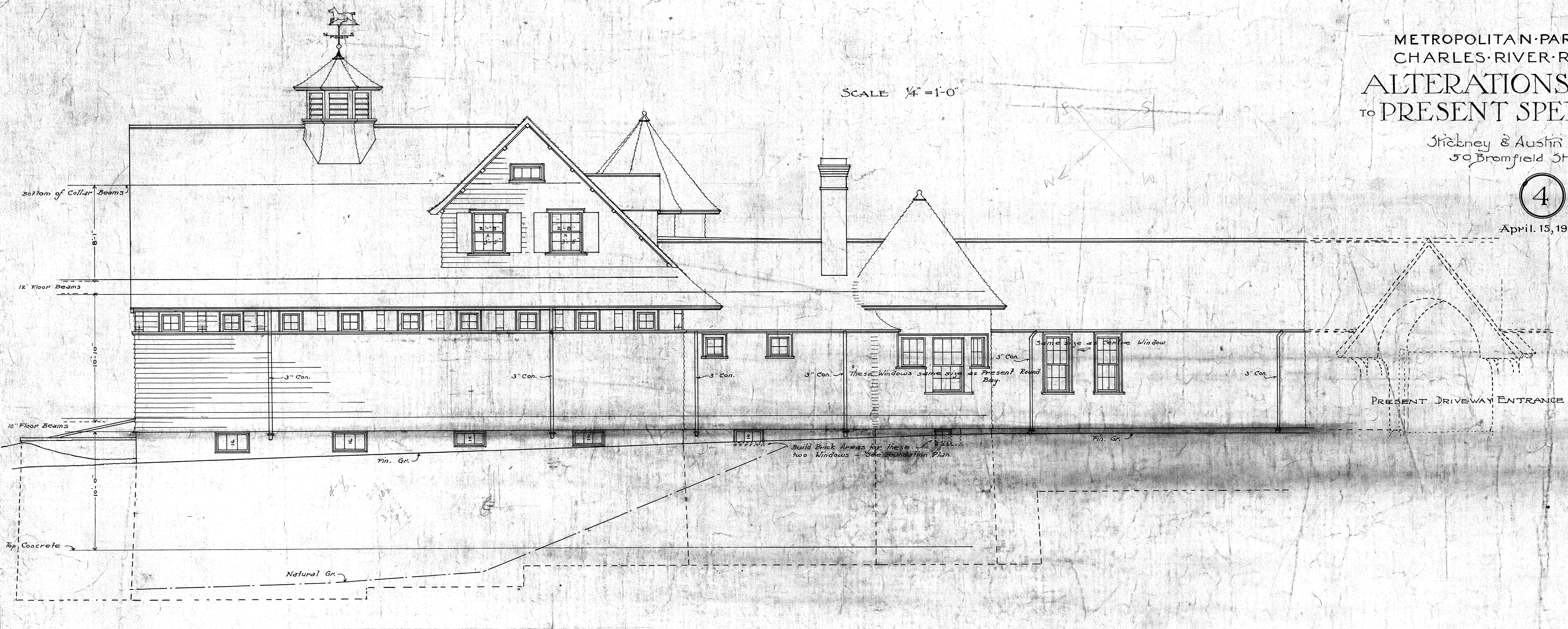
SEC. ON LINE B-B (FIRST FLOOR PLAN) LOOKING TOWARDS STABLE



NORTH-EAST ELEVATION

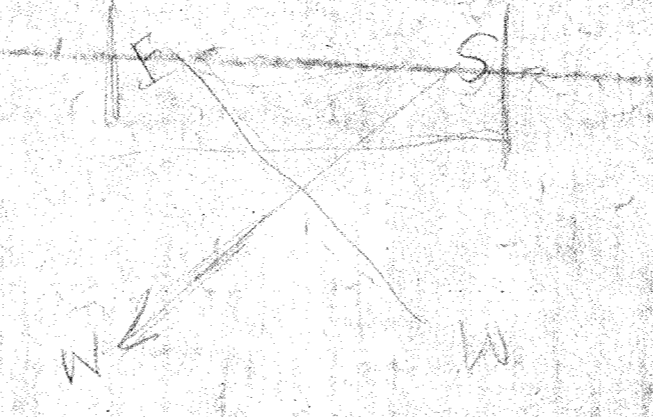


SOUTH-EAST ELEVATION



NORTH-WEST ELEVATION ON SPEEDWAY

SCALE 1/4" = 1'-0"



METROPOLITAN PARK COMMISSION
 CHARLES RIVER RESERVATION
 ALTERATIONS OF AND ADDITIONS
 TO PRESENT SPEEDWAY BLDGS.

Shelley & Austin - Architects
 59 Bromfield St Boston.

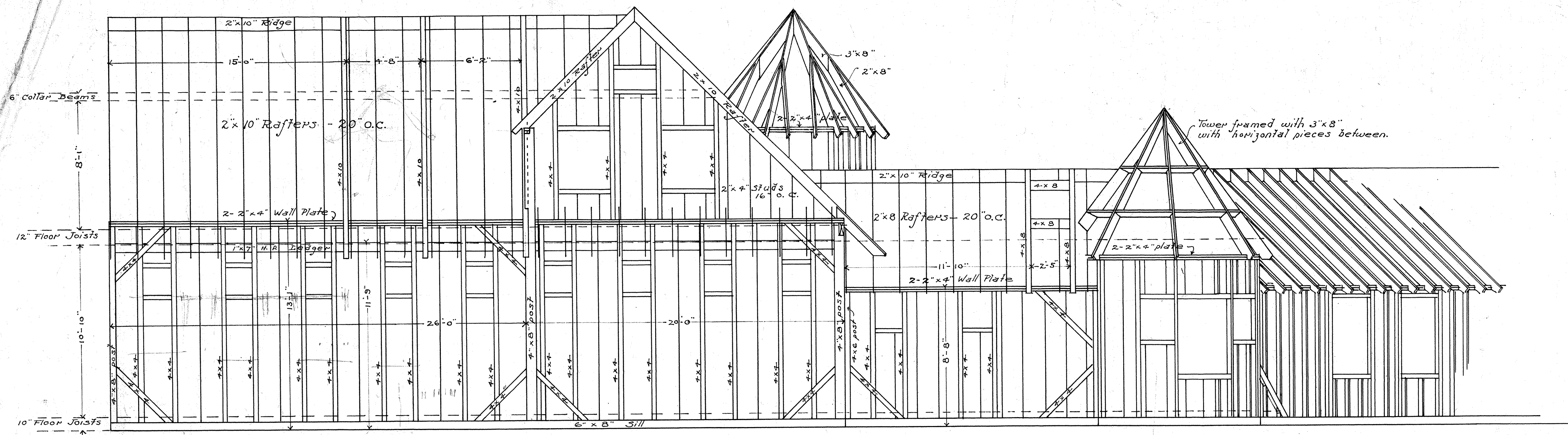
4

April 15, 1904.

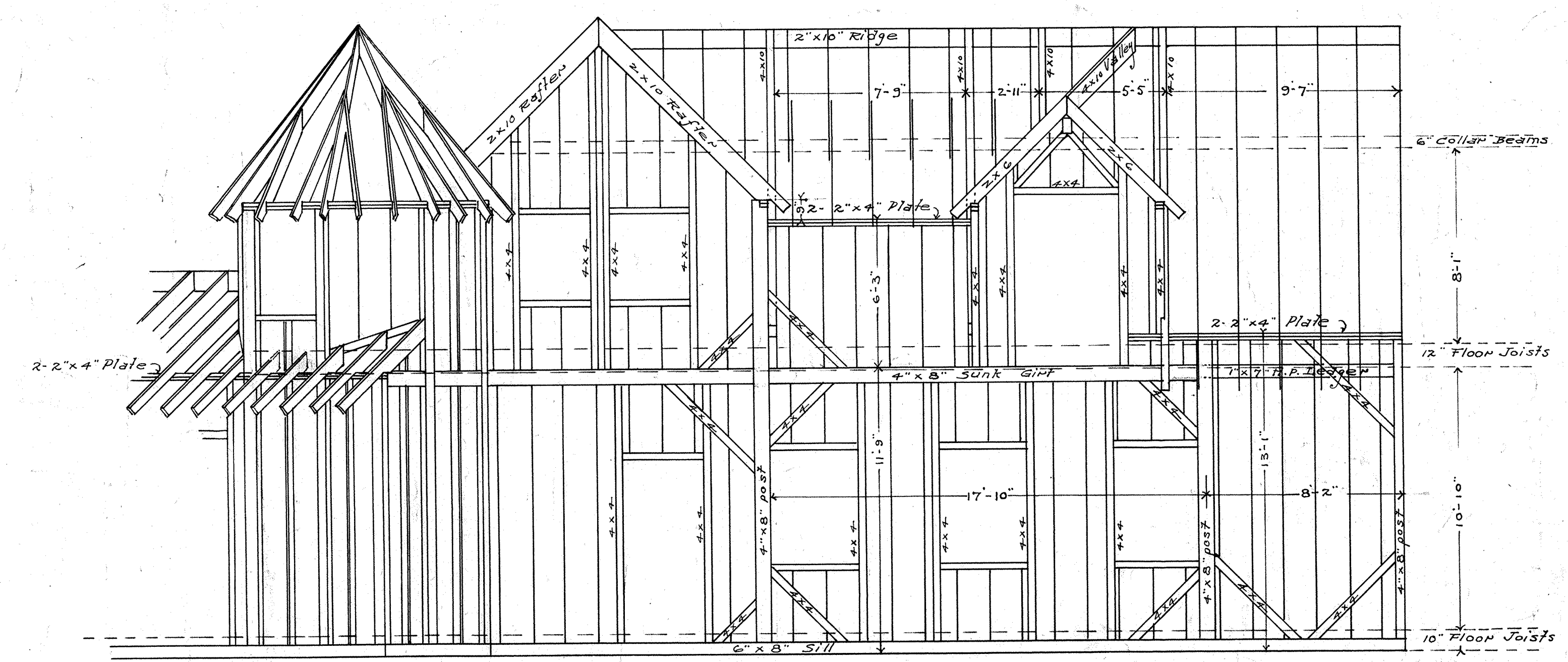
METROPOLITAN PARK COMMISSION
 CHARLES RIVER RESERVATION
 ALTERATIONS AND ADDITIONS
 TO PRESENT SPEEDWAY BLD'GS.

Stickney & Austin - Architects
 50 Bromfield St Boston

5

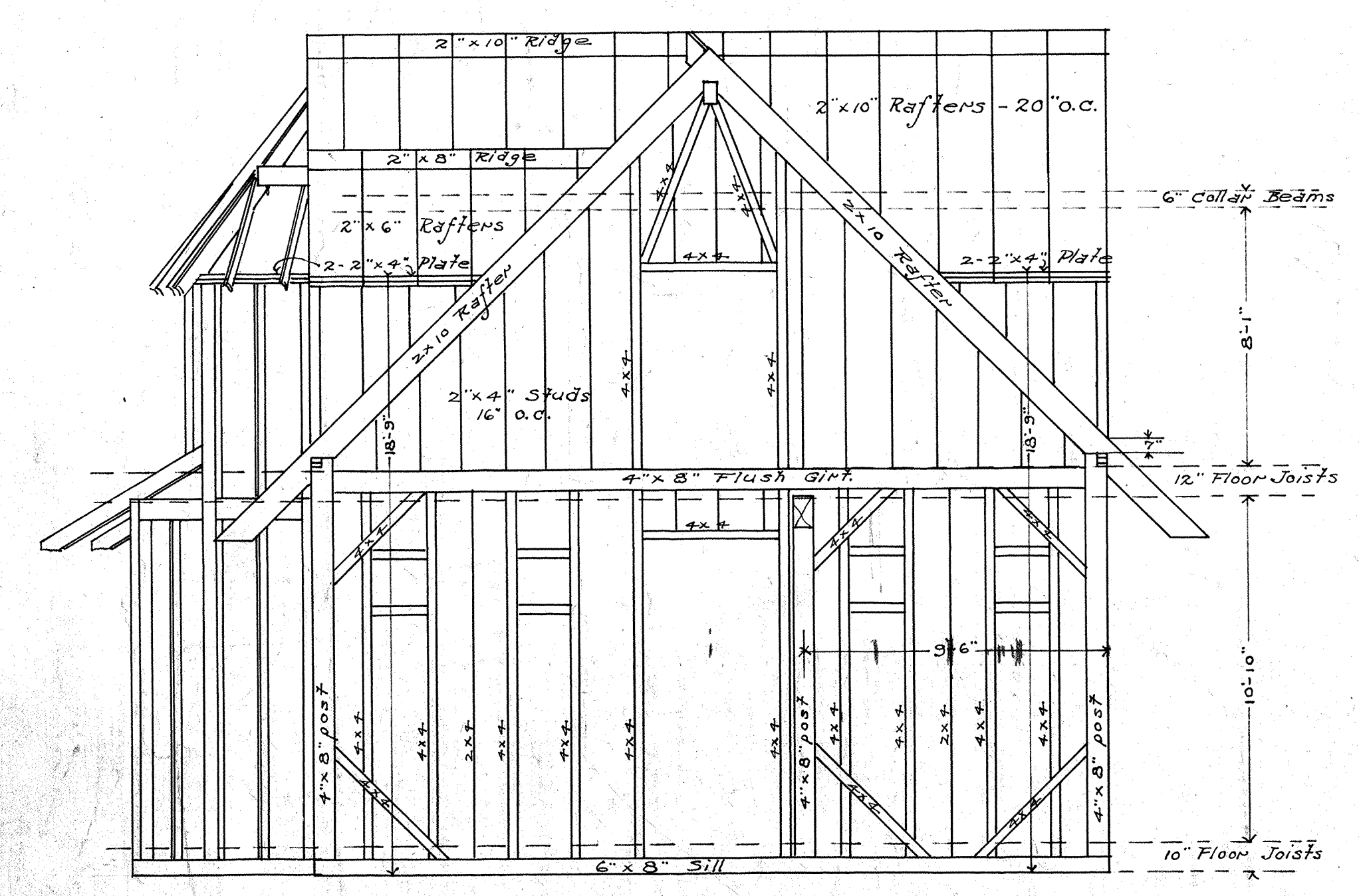


NORTH-WEST ELEVATION FRAME

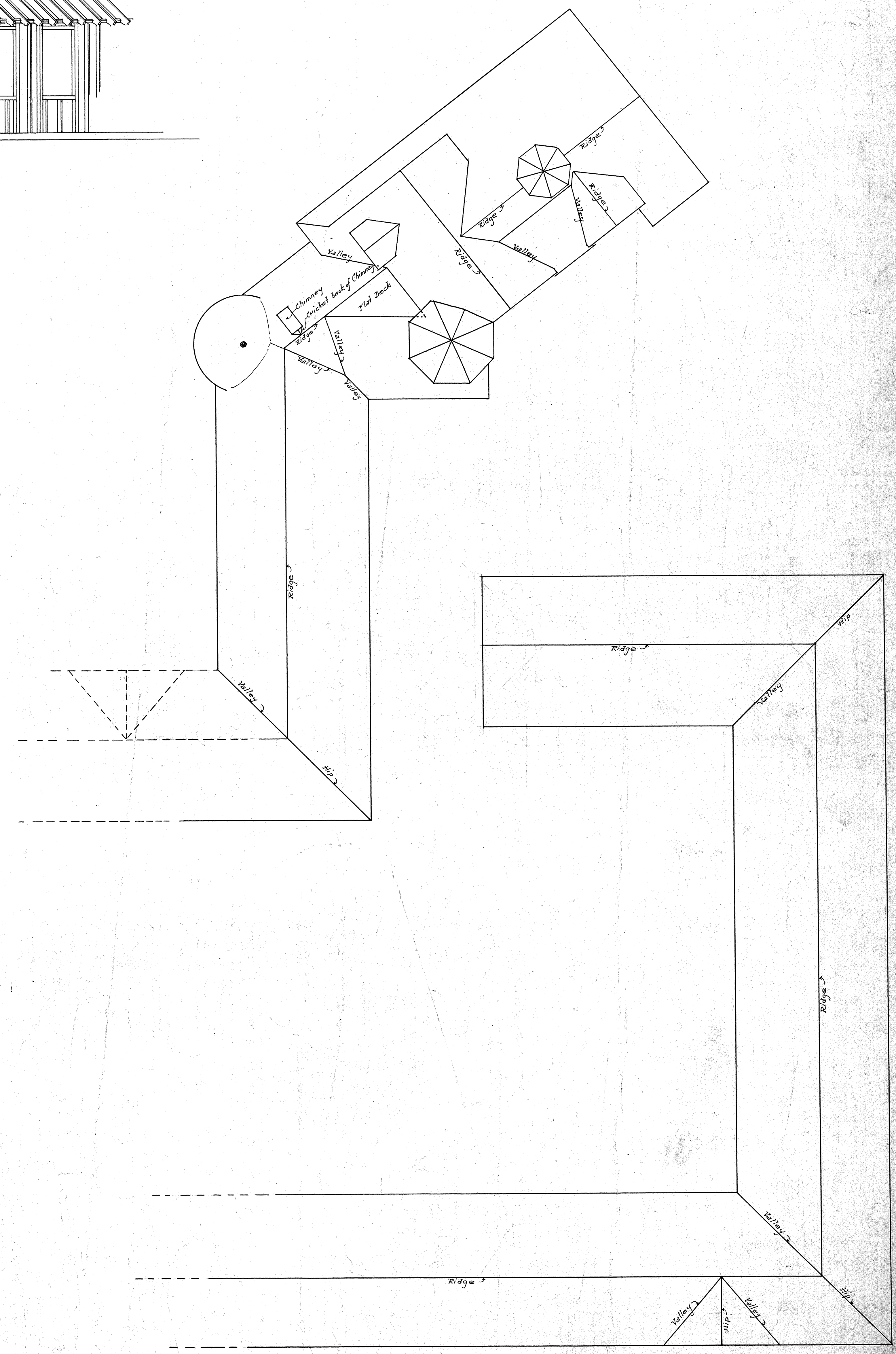


SOUTH-EAST ELEVATION FRAME

SCALE 1/4"=1'-0"

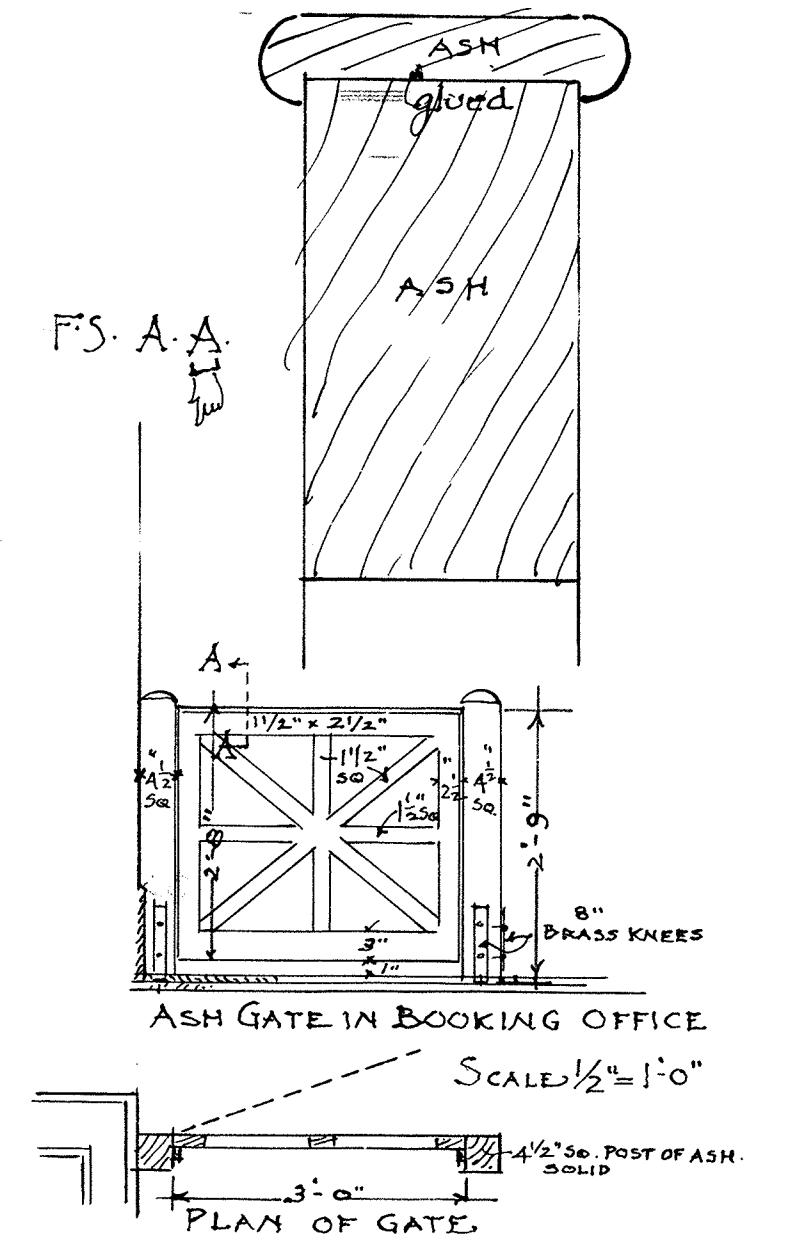
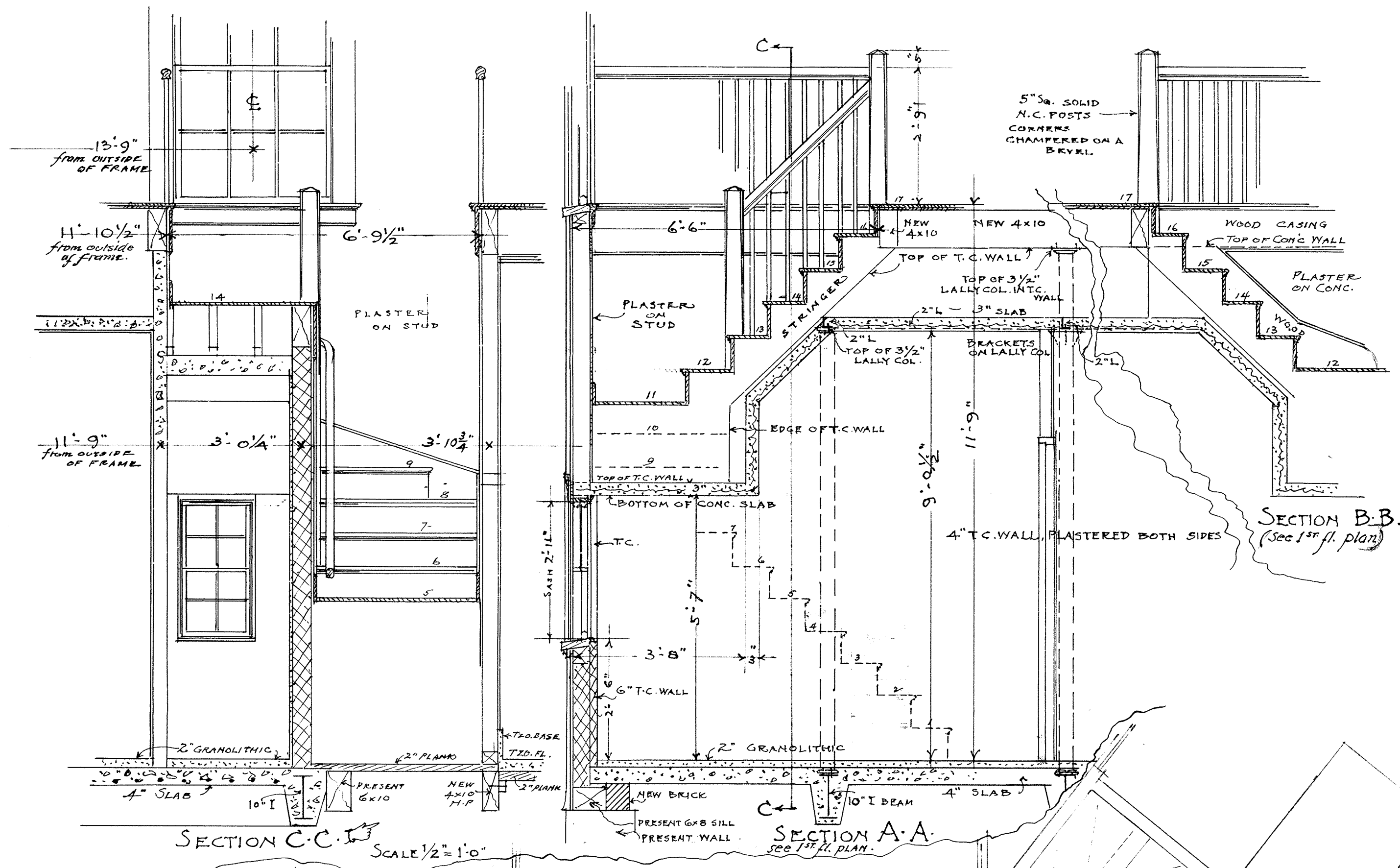


NORTH-EAST ELEVATION FRAME

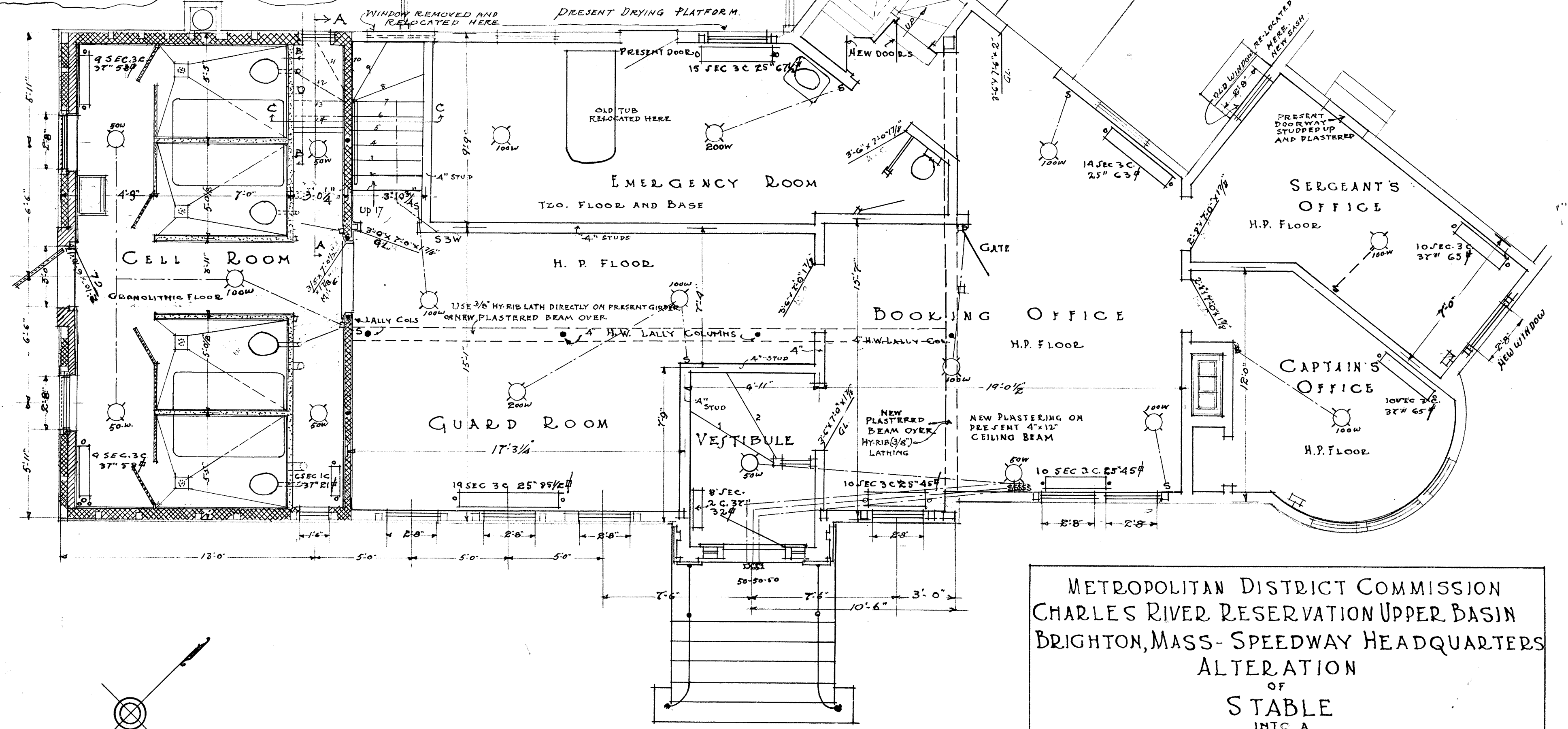


ROOF PLAN

SCALE 1/8"=1'-0"

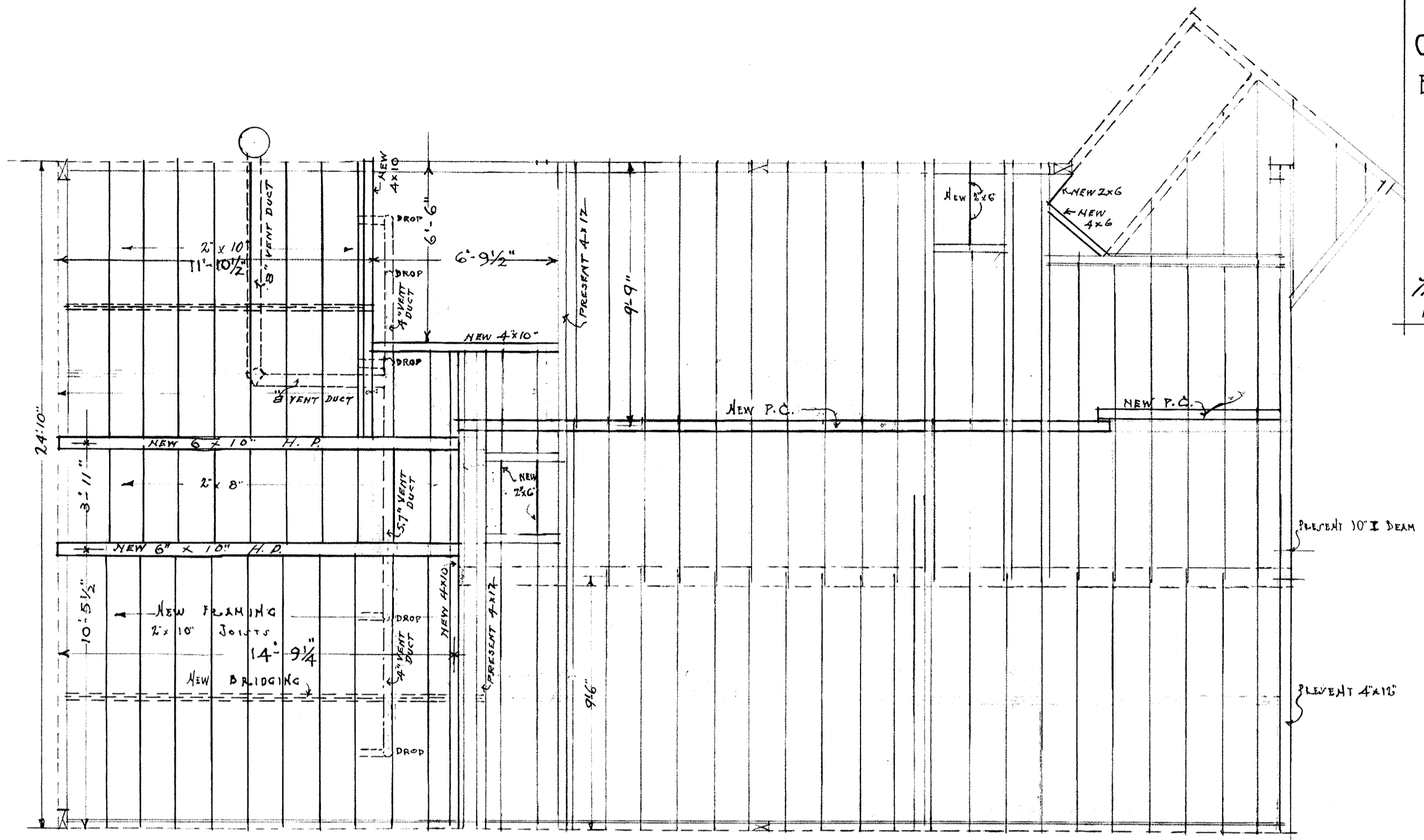


NOTE: ON ALL DRAWINGS
NEW WORK INDICATED BY A BRIGHT LINE, THUS: ———
PRESENT UNDISTURBED WORK INDICATED BY A PALE LINE THUS: - - - - -

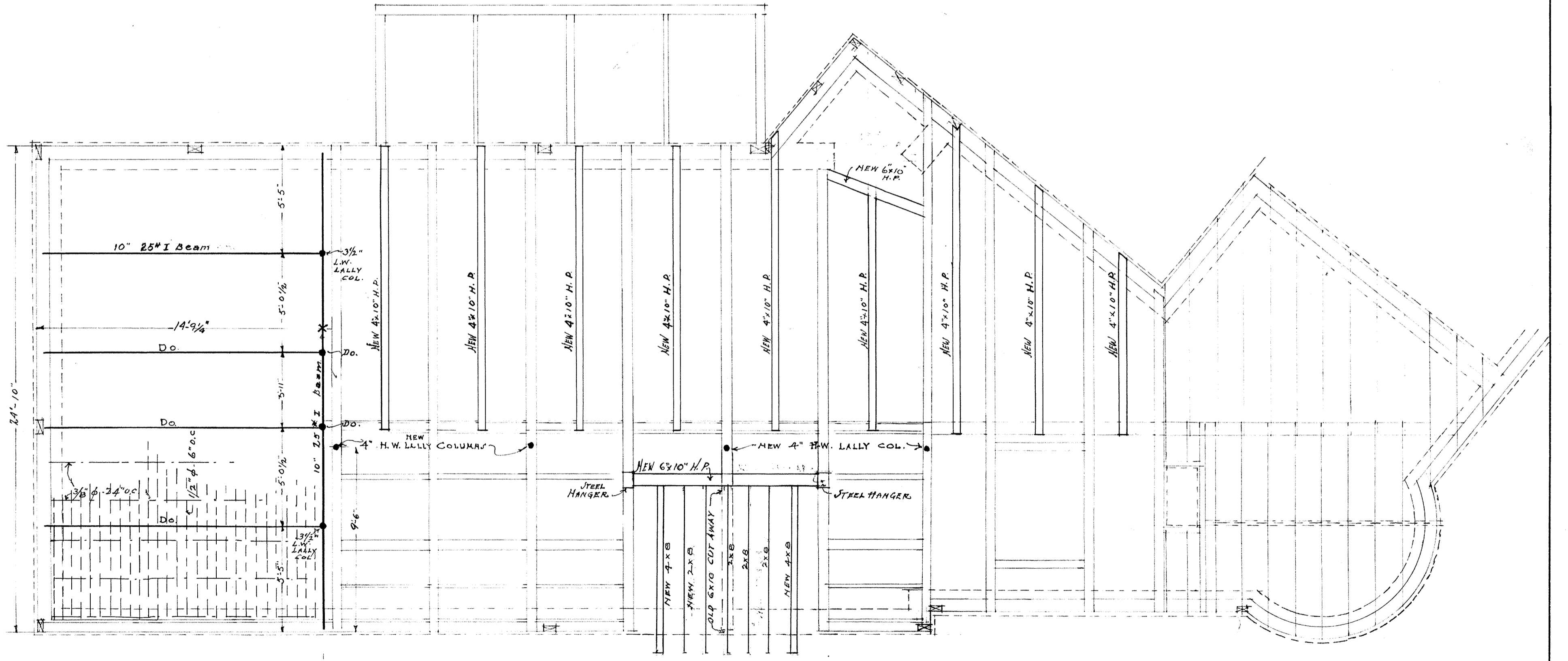


METROPOLITAN DISTRICT COMMISSION
CHARLES RIVER RESERVATION UPPER BASIN
BRIGHTON, MASS - SPEEDWAY HEADQUARTERS
ALTERATION
OF
STABLE
INTO A
POLICE STATION
SHEET N^o 1
J. M. D. Austin - Architect.
120 DOYLSTON ST BOSTON
DEC. 29, 1924

METROPOLITAN DISTRICT COMMISSION
 CHARLES RIVER RESERVATION-UPPER BASIN
 BRIGHTON, MASS-SPEEDWAY HEADQUARTERS
 ALTERATION
 OF
 STABLE
 INTO A
 POLICE STATION
 SHEET N° 2
Wm. D. Austin - Architect
 120 Boylston St - Boston
 DEC. 29/24



ATTIC FLOOR FRAMING PLAN
 SCALE 1/4" = 1'-0"

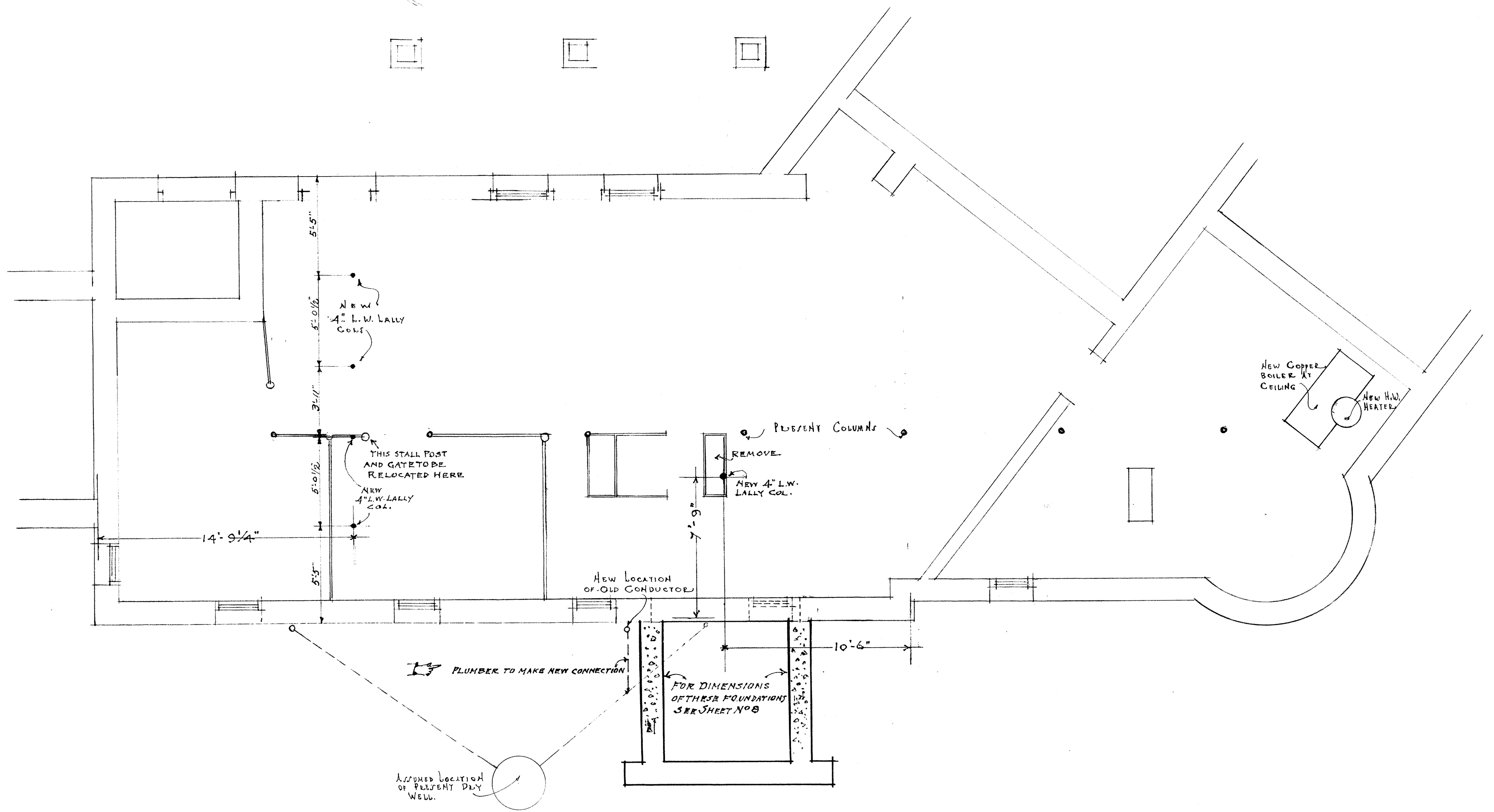


FIRST FLOOR FRAMING PLAN
 SCALE 1/4" = 1'-0"

METROPOLITAN DISTRICT COMMISSION
 CHARLES RIVER RESERVATION-UPPER BASIN
 BRIGHTON, MASS - SPEEDWAY HEADQUARTERS
 ALTERATION
 OF
 STABLE
 INTO A
 POLICE STATION
 SHEET N^o 4.

W. D. Austin - Architect.
 120 Boylston St. - Boston

DEC 29/24.



BASEMENT PLAN
 SCALE 1/4" = 1'-0"

METROPOLITAN DISTRICT COMMISSION
 CHARLES RIVER RESERVATION-UPPER BASIN
 BRIGHTON, MASS - SPEEDWAY HEADQUARTERS
 ALTERATION
 OF
 STABLE
 INTO A
 POLICE STATION
 SHEET N^o 5

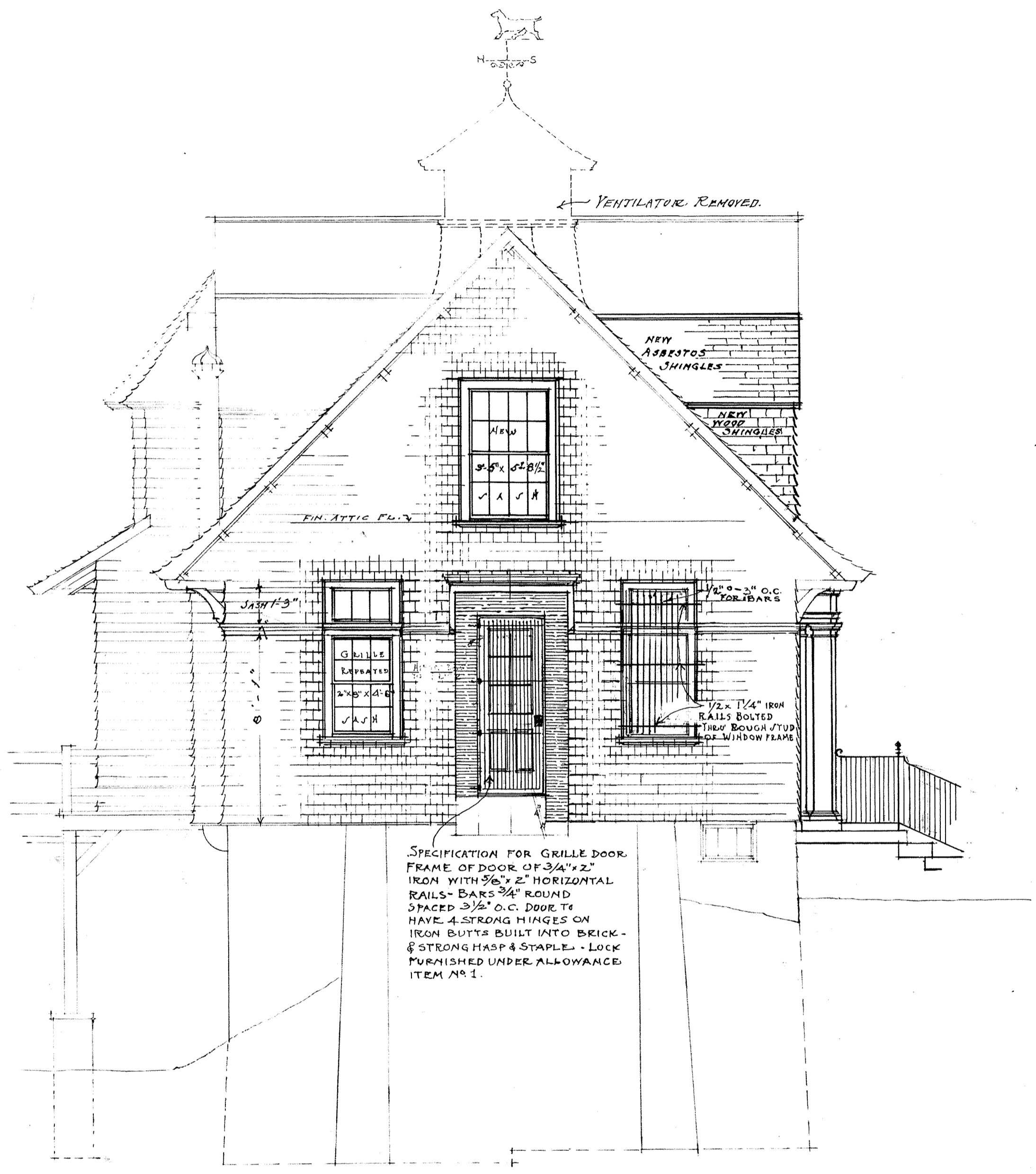
Wm. B. Austin - Architect.
 120 Boylston St. - Boston.

DEC 29/24.



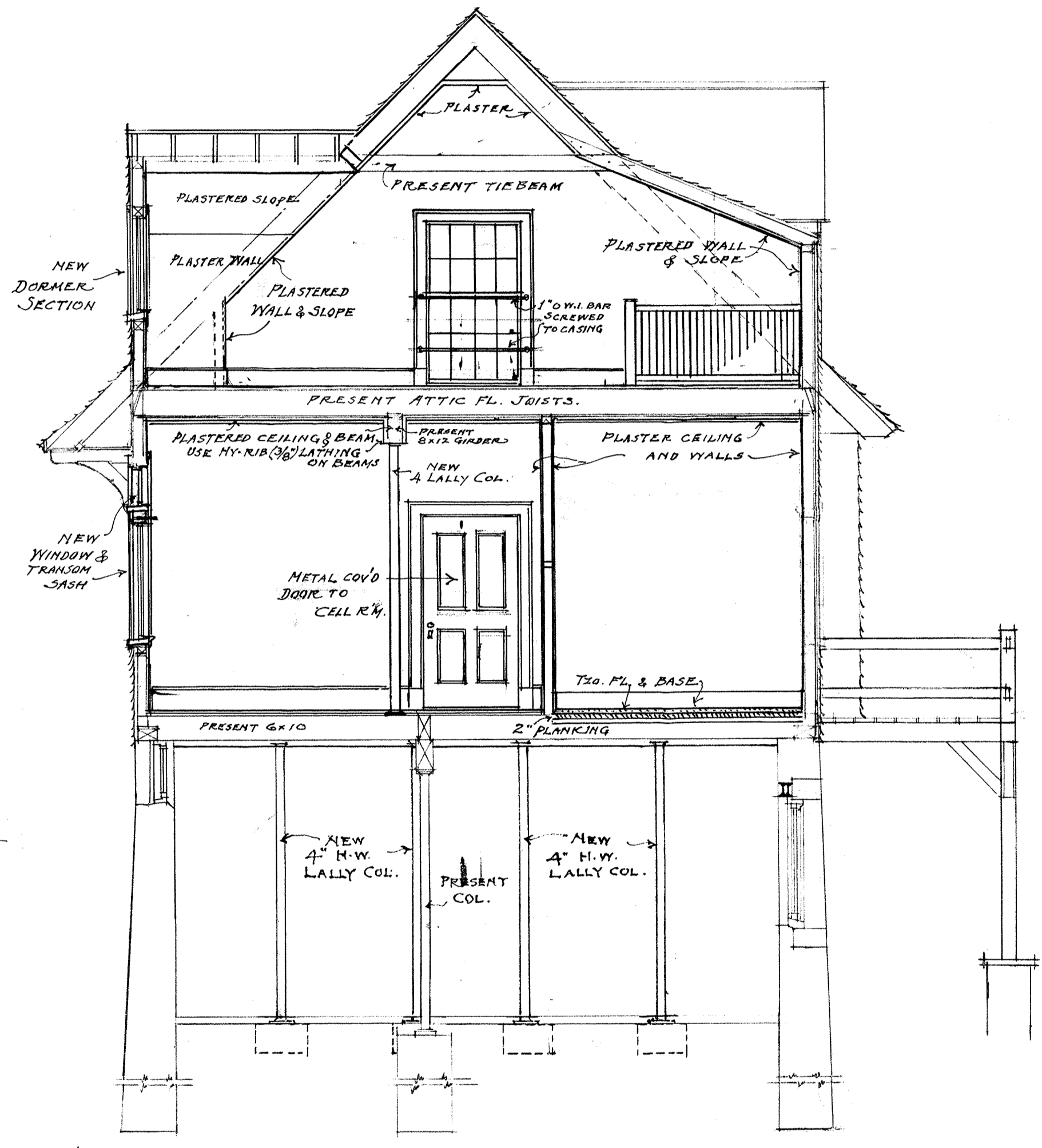
NORTH-WEST (FRONT) ELEVATION
 SCALE 1/4" = 1'-0"

METROPOLITAN DISTRICT COMMISSION
 CHARLES RIVER RESERVATION-UPPER BASIN
 BRIGHTON, MASS - SPEEDWAY HEADQUARTERS
 ALTERATION
 OF
 STABLE
 INTO A
 POLICE STATION
 SHEET N° 6
 Wm. D. Austin - Architect.
 120 Boylston St - Boston
 DEC 29/24



SPECIFICATION FOR GRILLE DOOR.
 FRAME OF DOOR OF 3/4" x 2"
 IRON WITH 3/8" x 2" HORIZONTAL
 RAILS - BARS 3/4" ROUND
 SPACED 3 1/2" O.C. DOOR TO
 HAVE 4 STRONG HINGES ON
 IRON BUTTS BUILT INTO BRICK -
 & STRONG HASP & STAPLE - LOCK
 FURNISHED UNDER ALLOWANCE
 ITEM N° 1.

NORTH EAST ELEVATION



TRANSVERSE SECTION THRU BUILDING

METROPOLITAN DISTRICT COMMISSION
CHARLES RIVER RESERVATION-UPPER BASIN
BRIGHTON, MASS - SPEEDWAY HEADQUARTERS
ALTERATION
OF
STABLE
INTO A
POLICE STATION
SHEET N° 7

Wm. D. Austin - Architect.
120 Boylston St. - Boston.

DEC 29/24.



SOUTH EAST ELEVATION
SCALE 1/4"=1'-0"

