

CHARLES RIVER SPEEDWAY ADMINISTRATION BUILDING

Boston Landmarks Commission Study Report



Petition #206.02

Boston Landmarks Commission
Environment Department
City of Boston

Report on the Potential Designation of the
Charles River Speedway Administration Building
as a Landmark under Chapter 772 of the Acts of 1975, as amended

Approved by:



4/19/11

Ellen J. Lipsey, Executive Director

Date

Approved by:



4/19/2011

Susan D. Pranger, Chairman

Date

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Cover image: “Charles River Headquarters, Speedway.” View of Superintendent’s Residence and MPC Police Headquarters. Undated lantern slide 3.2.40, c.1900 (Courtesy DCR Archives, Metropolitan Parks System Lantern Slide Collection).

1.0 LOCATION OF PROPERTY

1.1 Address

1420-1440 Soldiers Field Road, Brighton, MA 02135

Assessor's Parcel Number

Ward 22, Parcel 2200577000

The City of Boston Assessor's address associated with parcel 2200577000 is 525 Western Avenue.

1.2 Area in which Property is Located

The Charles River Speedway Administration Building, also known as the Charles River Reservation Upper Basin Headquarters, sits on a roughly triangular site at the intersection of Soldiers Field Road, Western Avenue, North Arsenal Street, and Leo M. Birmingham Parkway in Brighton. The building is bounded by Soldiers Field Road at the west and north, by Western Avenue at the south, and by abutting properties at the east (see Figure 1). It is part of the much larger parcel 2200577000.

Parcel 2200577000 includes the stretch of Soldiers Field Road extending from Western Avenue to North Harvard Street and contains the Brighton portion of the Charles River Reservation. With the exception of the Charles River Speedway Administration Building, which is located immediately southeast of Soldiers Field Road, the parcel extends from the southern boundary of Soldiers Field Road to the middle of the Charles River, encompassing the river's southern bank (see Figure 2). The parcel's area totals 4,035,676 square feet.

In addition to the Charles River Speedway Administration Building, the parcel contains various sites and structures, including the Henderson Boathouse, Herter Center, the Publick Theatre, and the Mary C. Herter Memorial Public Garden.

1.3 Maps, Aerial View, and Site Plan

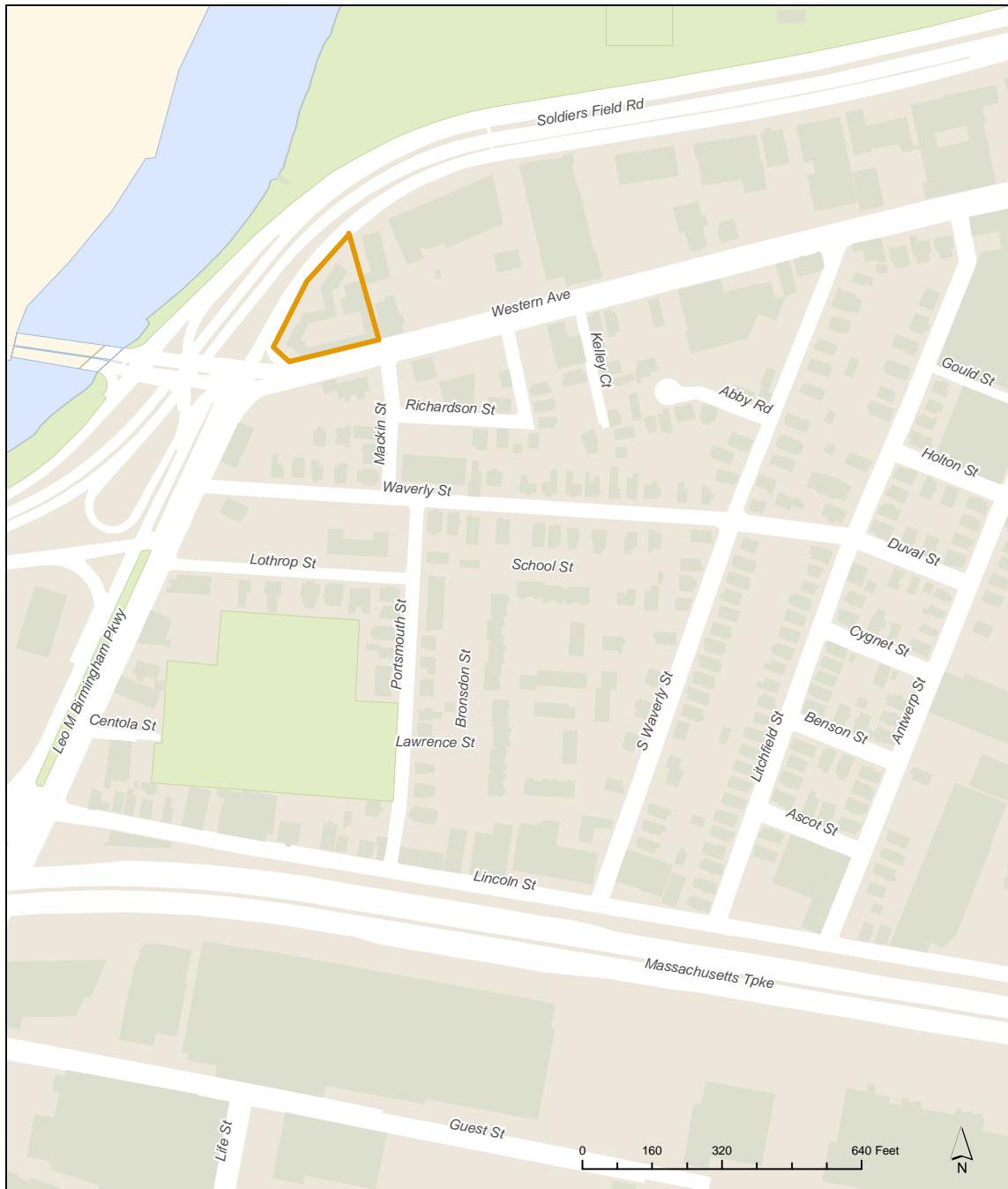


Figure 1. Location of Charles River Speedway Administration Building within the context of Brighton.



Figure 2. Boundaries of parcel 2200577000.

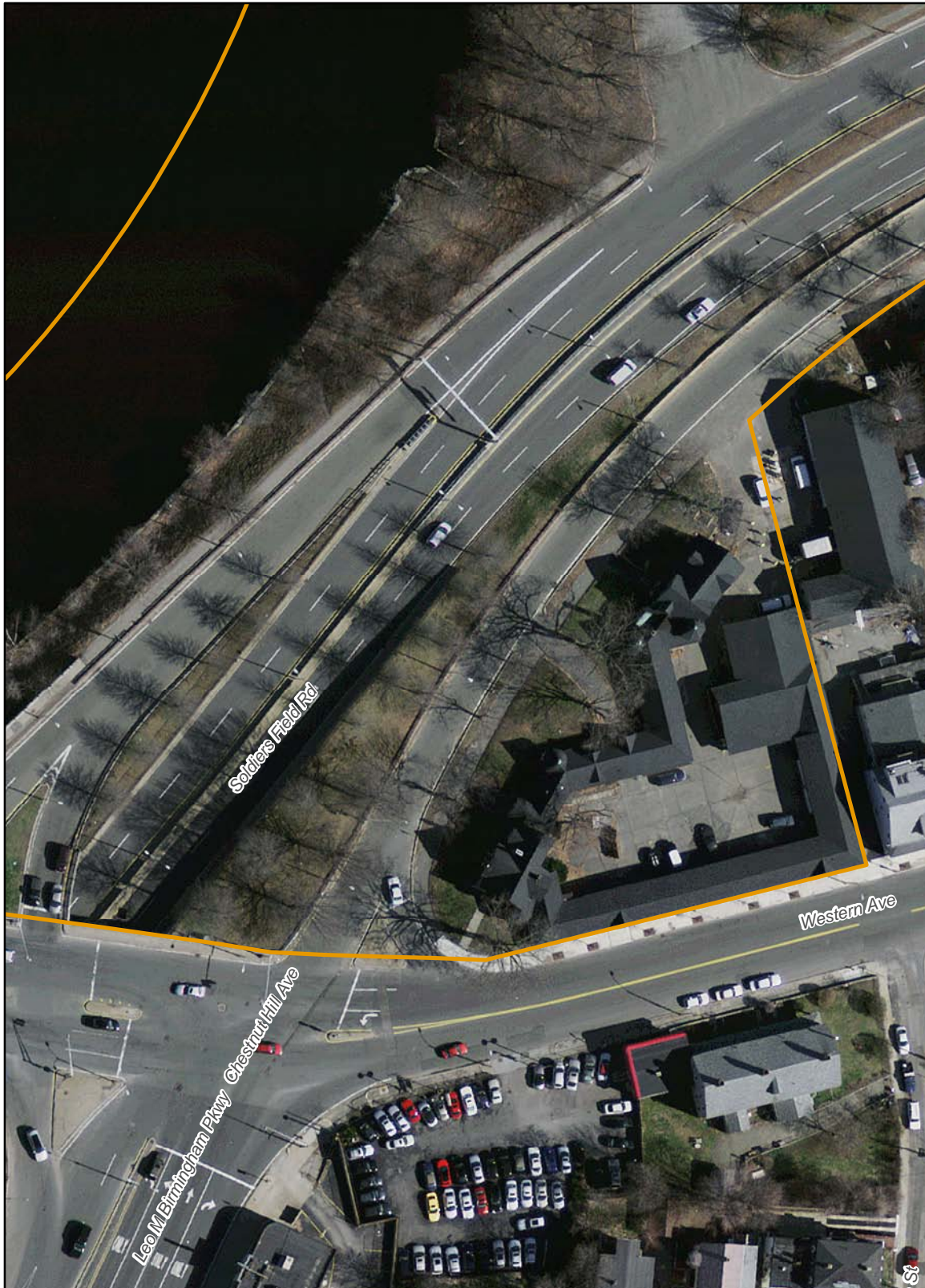


Figure 3. Aerial view of Charles River Speedway Administration Building, showing partial boundaries of parcel 2200577000.



Figure 4. Charles River Speedway Administration Building, with building sections noted:

- A. Garage (c.1925-1941)
- B. East Shed (1899, altered 1904 and 1923)
- C. South Shed (1899, altered 1904 and 1923)
- D. Superintendent's Residence (1899)
- E. Metropolitan Park Commission Police Headquarters (1899)
- F. Metropolitan District Commission Stable and Police Station (1904, altered 1925)

2.0 DESCRIPTION

2.1 Type and Use

Constructed by the Metropolitan Park Commission in 1899 with additions continuing until the mid-20th century, the Charles River Speedway Administration Building served as the headquarters for administrative, police, and maintenance operations for the Speedway section of the Charles River Reservation, an area of publically accessible recreational open space located at the southern bank of the Charles River in Brighton. The Charles River Reservation is part of a larger regional park system now managed by the Massachusetts Department of Conservation and Recreation.

In addition to the Charles River Speedway Administration Building, the Speedway section of the Charles River Reservation originally included a 1.75 mile long stretch of parkway; the Charles River Speedway, a mile long harness racing track; a two mile long bicycle track; and a riverfront pedestrian promenade. It was the first major undertaking of the Metropolitan Park Commission (MPC) in the Charles River Basin. The MPC later became the Metropolitan District Commission (MDC) and is now the Massachusetts Department of Conservation and Recreation (DCR).

The Charles River Speedway Administration Building consists of six connected buildings, each with a distinct original use (see Figure 4 for annotated site plan):

- A. Garage (c.1925-1941)
- B. East Shed (1899, altered 1904 and 1923)
- C. South Shed (1899, altered 1904 and 1923)
- D. Superintendent's Residence (1899)
- E. Metropolitan Park Commission Police Headquarters (1899)
- F. Metropolitan District Commission Stable and Police Station (1904, altered 1925)

The Administration Building was occupied by the Metropolitan District Commission until c.1990. The portion of the building that had housed the Metropolitan Park Commission Police Headquarters is currently occupied by offices of the Massachusetts Department of Fish and Game. The Garage, East Shed, and South Shed are used for storage, and the remainder of the building is vacant.

2.2 Physical Description

The footprint of Charles River Speedway Administration Building responds to its triangular site. The six connected buildings form an enclosed, rectangular

courtyard accessible via an arched entrance portal at the building's northern elevation and an open, paved passageway at the northeastern corner of the site.¹

The Administration Building is set back from Soldiers Field Road at its western and northern elevations. A lawn planted with mature trees separates the building from Soldiers Field Road. The building's southern elevation immediately abuts the Western Avenue sidewalk. At its eastern elevation, it abuts a wood-frame residential/commercial building (parcel 2200576000) and a stucco-clad concrete maintenance garage (parcel 2200577001). The Administration Building is separated from these adjacent buildings by a driveway, a narrow passageway, and a paved parking and vehicle maintenance area.

Designed in a harmonious blend of the Shingle and Colonial Revival styles, the six wood-frame, one- and two-story connected buildings that comprise the Speedway Administration Building sit atop exposed stone foundations (parged with concrete in some areas) and are characterized by irregular massing, asymmetrical façades, and an irregular roofline interrupted by dormers of varying configurations. As is typical of the Shingle style, exterior walls are clad with wood shingles and are uninterrupted by corner boards, creating a smooth, continuous wall surface. The Administration Building's shingle cladding has been stained a dark brown color, while wood trim is painted white. Architectural details include bracketed eaves, shingled brackets, ganged windows, elaborate Colonial Revival style door surrounds, towers with copper finials, and round-arched entrances.

The Charles River Speedway Administration Building is roofed with asphalt shingles. Many of the building's windows and doors remain extant but have been boarded over with painted plywood.

Overall, the Charles River Speedway Administration Building is in fair condition and appears structurally sound. Areas in need of further investigation for maintenance and repair purposes include the building's foundation, exterior shingle cladding, windows, doors, and the roof, including flashing and gutters. Interior spaces show limited areas of damage caused by water infiltration and suffer from general condition issues typically associated with continued vacancy.

The building's primary elevations have been minimally altered and the majority of original architectural elements remain extant. The courtyard-facing elevations have been more substantially altered, but still maintain architectural integrity.

The following is a physical description of each of the six connected buildings that form the Charles River Speedway Administration Building, along with a discussion of existing landscape features.

¹ The arched entrance portals at the building's southern elevation (see Figure 11) are not currently in use.

Garage (A)

The Garage is a one-story, front-gabled building with a rectangular footprint and a rubble stone foundation parged with concrete. Portions of the foundation and parging have deteriorated, especially at the building's northwest corner. The Garage's primary elevation faces north, towards Soldiers Field Road, and features three vehicle bays; the easternmost bay has been infilled to accommodate an entry door, while the central and western bays feature sectional wood overhead garage doors, each with a single row of glazed panels. A 6/6 double-hung wood window is centered in the gable above the central vehicle bay. The Garage's eastern and western elevations each feature four 6/6 double-hung wood windows. The building abuts the northern elevation of the East Shed (B).

East Shed (B)

The East Shed sits immediately to the south of the Garage. The one-story building has an L-shaped footprint and sits atop a rubble stone foundation partially parged with concrete. The shorter section of the "L" abuts the Garage (A), while the longer section runs along the eastern boundary of the site, ultimately intersecting with the South Shed (C). Both portions of the East Shed are side-gabled; because of differing roof slopes, the eaves of each portion of the building overlap where the wings of the "L" intersect, creating an awkward roof profile.

The primary elevation of the shorter section of the "L" faces south (into the courtyard) and features three vehicle bays, two of which have been infilled and shingled over. Within the shingled infill, the easternmost bay features a wooden door and a large, boarded over window opening. The central bay has a corrugated metal overhead garage door. The three bays are separated by red brick piers with dressed granite bases. The western elevation of this portion of the East Shed building features a wood door at its southern end and a double-hung wood window centered at the gable end.

The primary elevation of the longer section of the "L" faces west, into the courtyard, and has four vehicle bays that feature metal or sectional wood overhead garage doors. A door and window, both boarded over, are located at the southern end of the building's western elevation. Four double-hung wood windows are located at the northern portion of its eastern elevation.

South Shed (C)

The South Shed intersects perpendicularly with the East Shed (B) and runs along Western Avenue. The one-story, side-gabled building has a narrow, rectangular footprint and sits atop a rubble stone foundation. The South Shed's northern

elevation, facing the courtyard, is partially enclosed. The eastern corner of the building is an open bay that leads to a round-arched entrance portal at the southern elevation. The remainder of the eastern half of the courtyard-facing elevation consists of open storage bays. The western half of the elevation is enclosed, clad with white-painted vertical board siding. It features three sliding wood barn-style doors, painted green, and a single metal entrance door, also painted green. To the west of the enclosed bays, the elevation features a single open bay leading to a second round-arched entrance portal. The westernmost portion of the elevation, which abuts the Superintendent's Residence (D), is again enclosed, clad with white-painted vertical board siding, and features a sliding green-painted wood door, more detailed than the other sliding doors, with multiple lights at its upper panel. A 6/6 double-hung wood window sits to the west of the door. Three square, four-light wood windows are positioned just below the eave.

The southern elevation of the South Shed immediately abuts the Western Avenue sidewalk. The southern elevation features two gable-roofed, round-arched vehicle entrance portals that lead into the open bays that face the courtyard. Detailed with shingled brackets, the entrance portals house heavy double wooden doors with applied diagonal boards; the courtyard-facing sides of the doors feature decorative strap hinges. A 6/6 double-hung wood window is located to the east of the eastern entrance portal. The stretch of continuous shingled wall extending between the two entrance portals is interrupted by two square, four-light wood windows. Two similar windows are located to the west of the western entrance portal. DCR has recently completed foundation repairs and installed new shingle cladding at the South Shed's southern elevation.

The western elevation of the South Shed, which connects to the Superintendent's Residence (D), has a single entry door and double-hung wood window, both of which have been boarded over.

Superintendent's Residence (D)

The two-story, cross-gabled Superintendent's Residence has an irregular footprint and sits atop a rough-cut, coursed stone foundation. The main elevation of the Superintendent's Residence faces southwest, towards the intersection of Western Avenue and Soldiers Field Road. Its secondary elevation faces northwest.

At its southwestern elevation, the Residence is connected to the western elevation of the South Shed (C) by a one-story gable-roofed ell and a one-story, half-hexagonal tower with three boarded over windows. Another similarly sized window, also boarded over, is located to the west of the tower. To the west of this window is the Residence's main entrance, featuring a brick stoop with concrete cheek walls. The main entry door features an elaborate Colonial Revival style open portico with slender, clustered Doric columns; the door is surmounted by a

fluted fanlight panel. The door itself is boarded over. At the southwestern elevation's second floor, two ganged 6/6 double-hung wood windows and a smaller, two-light wood window are centered at the gable end. Exposed purlins are visible at the gable end.

A one-story enclosed porch topped by a balcony with a square baluster railing and stylized urn finials connects the Residence's southwest- and northwest-facing wings. The porch windows have been boarded over, as has a door at the second story that leads to the balcony.

At the Residence's northwestern elevation, the foundation is interrupted by four boarded over basement windows. The first story of the projecting gable features a bracketed oriel; all windows at the oriel have been boarded over. At the second story, two 6/6 double-hung wood windows and a rectangular, three-light wood window are centered at the gable end. The second story of the gable end projects over the oriel and features shingled brackets at either side. As at the southwestern elevation, exposed purlins are visible at the roofline.

At the Residence's northwestern-facing side-gabled wing, the first floor features two 6/6 double-hung wood windows. A gable-roofed dormer with an arched 6/6 double-hung wood window detailed with a keystone is located at the second floor. A tall brick chimney is located at the north slope of the cross-gables.

The southeast elevation of the Superintendent's Residence faces the courtyard and is characterized by irregular massing and an asymmetrical façade. A secondary entrance with a small wooden porch and projecting door hood is located near the intersection of the Residence's one-story ell with the South Shed (C). A small wood "lean-to" addition abuts the Residence near the adjacent Metropolitan Park Commission Police Headquarters (E). Fixed and double-hung wood windows of varying configurations are located at both the first and second stories; windows at the first story have been boarded over. The second story of the southeast elevation features a large, gable-roofed wall dormer and a smaller brick chimney.

Metropolitan Park Commission Police Headquarters (E)

The Metropolitan Park Commission Police Headquarters is a one-story, side-gabled building with a dogleg footprint. Its foundation is variably composed of rubble fieldstone and rough-cut, coursed stone. The building's principle façade faces northwest, toward Soldiers Field Road.

The northwest elevation is dominated by a projecting, front-gabled main entrance bay similar in massing and style to the Western Avenue vehicle entrance portals; the projecting gable abuts the Superintendent's Residence (D). A small concrete stoop leads to the arched entrance opening, which is detailed with shingled brackets and houses an eight-light paneled wood door, painted green, flanked by

four-light and eight-light half height sidelights and surmounted by a three-light transom. A round-arched fanlight is located above the transom. Above the fanlight, the gable-end features a wood keystone and a projecting metal sign bracket. The sides of the projecting entrance bay feature eight-light windows similar to the eight-light sidelights in size and configuration. Three ganged six-light wood windows are located at the MPC Police Headquarters' northwestern elevation, to the north of the building's entrance.

A round corner tower with a conical roof capped with a ball-topped copper finial sits at the intersection of the two wings of the dogleg-plan building. The face of the tower features three ganged windows: a 6/6 double-hung wood window flanked on either side by a four-light square wood window.

The northern-facing wing of the dogleg features two four-light square wood windows, a 6/6 double-hung wood window, and what appears to be the infilled opening of an additional square window. A triangular louvered dormer is located at the roof above the 6/6 window. A gable-roofed, round-arched vehicle entrance portal with shingled brackets, similar to those at the southern elevation of the South Shed (C), is located at the eastern end of the MPC Police Headquarters' north elevation. The entrance portal is left open during business hours, to allow for access into the courtyard, and is secured by a chain link gate. A boarded over window is located directly to the east of the entrance portal.

The southwestern and southern elevations of the MPC Police Headquarters building face the courtyard. At the southwestern elevation, the courtyard-facing gable-end of the entrance bay features 6/6 double-hung wood windows. To its east, a modern metal storm door is flanked by a 6/6 double-hung wood window and a smaller 1/1 window. Above the door is a shallow door hood.

The southern elevation features two 6/6 double-hung wood windows, a square four-light window, an entry door, and a metal overhead garage door. A triangular louvered dormer is located at the roof above the easternmost 6/6 window.

Metropolitan District Commission Stable and Police Station (F)

The Metropolitan District Commission Stable and Police Station is a two-story, side-gabled building with a dogleg footprint. The building sits atop an exposed rough-cut, coursed stone foundation interrupted by a boarded over basement windows. The primary elevation faces northwest; the secondary elevation faces west.

The western elevation intersects perpendicularly with the Metropolitan Park Commission Police Headquarters (E) and features a single entry door and four window openings, all boarded over.

A round corner tower with a conical roof capped with a ball-topped copper finial sits at the intersection of the two wings of the dogleg-plan building. The face of the tower features three ganged windows, now boarded over. A large brick chimney is located to the north of the tower.

At the southern end of the northwestern elevation, a pair of ganged windows, now boarded over, sits below two three-light transoms that form a shallow shed dormer. A wood beltcourse runs the length of the elevation.

The northern end of the elevation projects slightly and is dominated by a large, Colonial Revival style door surround with wood pilasters and entablature. The door itself is boarded over. A concrete stoop with delicate wrought iron railings leads to the entrance. The entrance is flanked by boarded-over windows topped with three-light transoms that sit just below the eaves; the beltcourse runs between the windows and transoms. The overhanging eaves feature regularly spaced brackets that terminate at the beltcourse. The steeply pitched roof is enlivened by a cross-gable with exposed purlins, two 6/6 double hung wood windows, and a smaller three-light window centered at its gable-end. At the side of the cross-gable, there is a gable dormer with a 6/6 wood double-hung window at its side. A smaller gable dormer, also with a 6/6 wood window, is located at the northern end of the roof.

The northeast, gable-end elevation of the MDC Stable and Police Station features a central entrance door (boarded over) with a red brick surround and narrow wood entablature, flanked by two boarded over windows. The wooden beltcourse wraps the building's corner and extends across the northeast elevation. An 8/8 double-hung wood window is centered at the gable-end at the second story. Exposed purlins are visible at the roofline.

At the building's southeastern elevation, which faces the Garage (A), the foundation is interrupted by four large basement windows (boarded over) with cast stone sills and lintels. At the north end of this elevation, the wood beltcourse turns the corner, terminating at a boxed-in pipe. Two brackets are located between the beltcourse and the eave. At the south end of the elevation, three boarded over windows, one small and two large, are located at the first story. At the second story, the roof features a gable dormer with a 6/6 double-hung wood window and exposed purlins. To the southwest of the dormer, the rear face of the cross-gable features two smaller 6/6 double-hung wood windows and exposed purlins. The cross-gable is intersected by a polygonal tower with a 6/6 double-hung wood window at its face; the tower is capped with a ball-topped copper finial.

A small, projecting ell connects the southeastern and eastern-facing legs of the dogleg. The side-gabled ell features a boarded over window and secondary entrance door with concrete steps and a pipe handrail. The ell intersects with the eastern-facing elevation, which features a number of boarded over windows and a

boarded over door. The eastern elevation of the building runs parallel to the western elevation of the Garage (A) and intersects perpendicularly with the Metropolitan Park Commission Police Headquarters (E).

Courtyard and Landscape

The Charles River Speedway Administration Building's courtyard is paved, with a small planted area of grass and shrubs located near the courtyard-facing elevation of the Superintendent's Residence (D). A large, mature tree is located in the courtyard near the intersection of the Superintendent's Residence and the Metropolitan Park Commission Police Headquarters (E).

Curb cuts exist at the entrance portals facing Western Avenue and Soldiers Field Road, and at the paved vehicle maintenance/parking area that abuts the Metropolitan District Commission Stable and Police Station (F). Paved paths lead to the main entrances of Superintendent's Residence, Metropolitan Park Commission Police Headquarters, and Metropolitan District Commission Stable and Police Station.

A grassy lawn area bound by concrete curbing abuts the western elevation of the South Shed (C) and extends around the curve of Soldiers Field Road, terminating at the paved vehicle maintenance/parking area. The lawn is planted with mature trees. A rubble fieldstone retaining wall, severely deteriorated in some areas, separates the lawn from the paved vehicle parking/maintenance area.

2.3 Images, Plans, and Historic Maps



Figure 5. Western elevation of Garage (A).



Figure 6. Southern elevation of East Shed (B).



Figure 7. Courtyard-facing elevations of East Shed (B) and South Shed (C).



Figure 8. Detail of entrance portal at South Shed (C), view from courtyard.



Figure 9. Detail of sliding barn-style door, courtyard-facing elevation of South Shed (C).



Figure 10. Courtyard-facing elevation of South Shed (C); secondary entrance to Superintendent's Residence (D).



Figure 11. South Shed (C), view from Western Avenue.



Figure 12. South Shed (C), view from Western Avenue. Detail of entrance portal.



Figure 13. Southwestern and northwestern elevations of Superintendent's Residence (D).



Figure 14. Northwestern elevation of Superintendent's Residence (D).



Figure 15. Superintendent's Residence (D), detail of entrance portico.



Figure 16. Courtyard-facing elevations of Superintendent's Residence (D) and Metropolitan Park Commission Police Headquarters (E).



Figure 17. Northwestern elevation of Metropolitan Park Commission Police Headquarters (E), with Superintendent's Residence (D) beyond.



Figure 18. Metropolitan Park Commission Police Headquarters (E), detail of entrance.



Figure 19. Northern elevation, Metropolitan Park Commission Police Headquarters (E).



Figure 20. Metropolitan District Commission Stable and Police Station (F), northwestern elevation.



Figure 21. Metropolitan District Commission Stable and Police Station (F), northeastern elevation, with paved parking/maintenance area in foreground.



Figure 22. Metropolitan District Commission Stable and Police Station (F), southeastern elevation.



Figure 23. Metropolitan District Commission Stable and Police Station (F), eastern elevation.



Figure 24. View of courtyard, facing west.

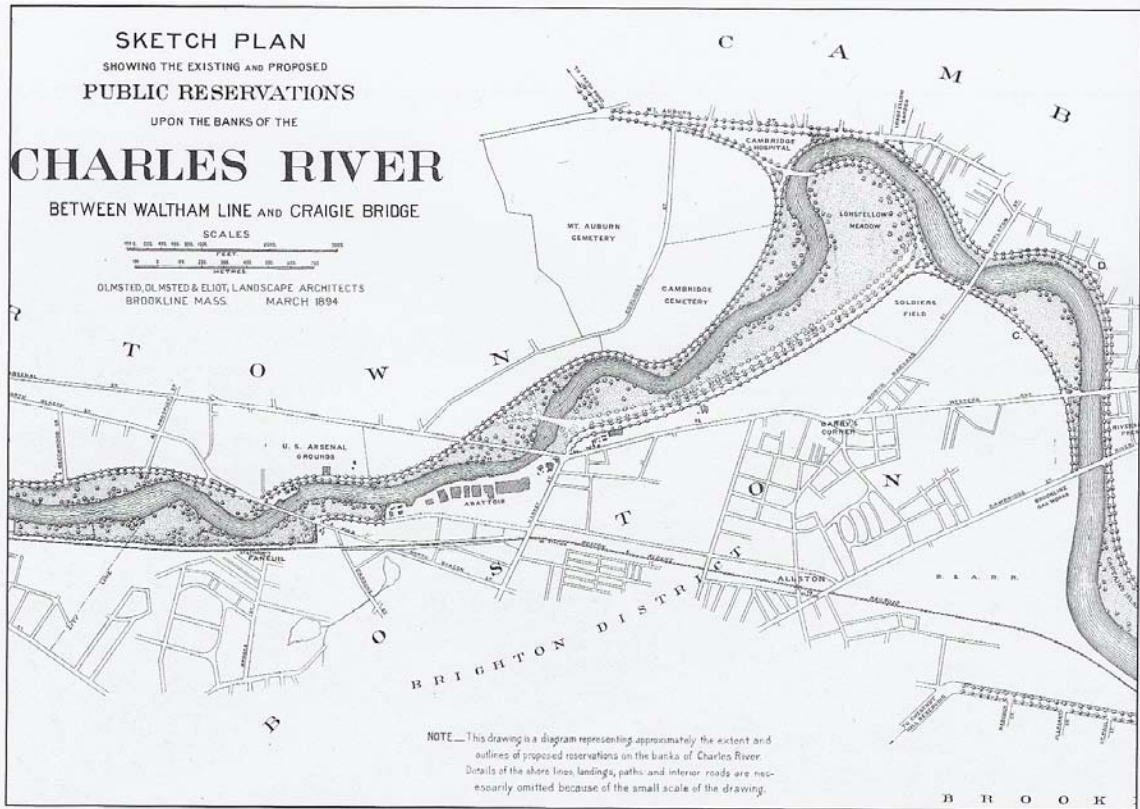


Figure 25. “Sketch Plan Showing the Existing and Proposed Public Reservations Upon the Banks of the Charles River Between Waltham Line and Craigie Bridge,” Charles Eliot, 1894.

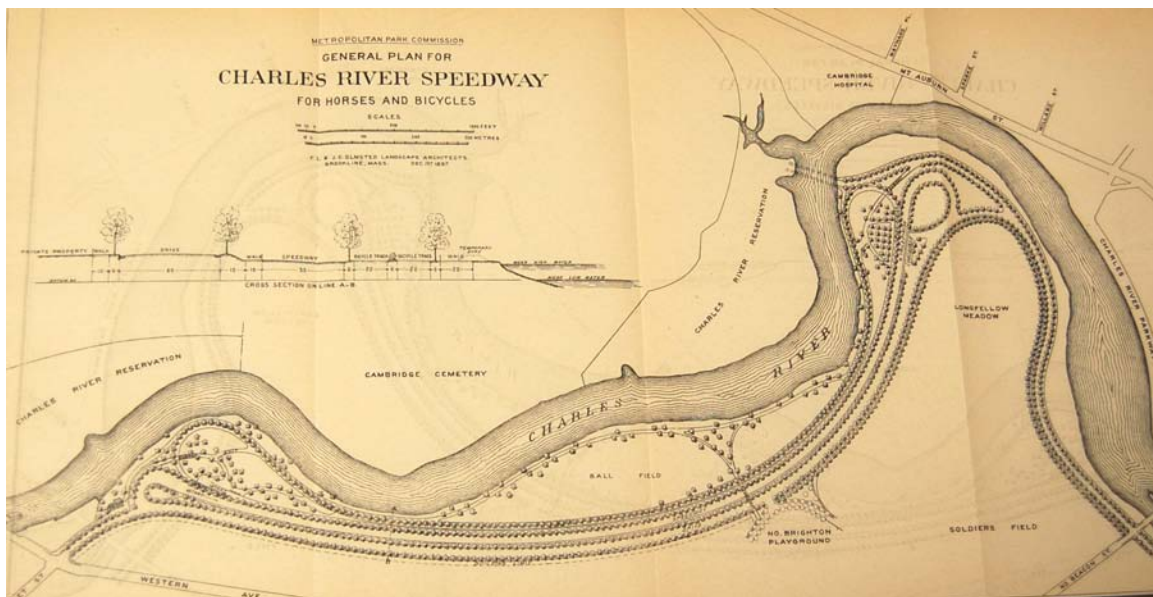
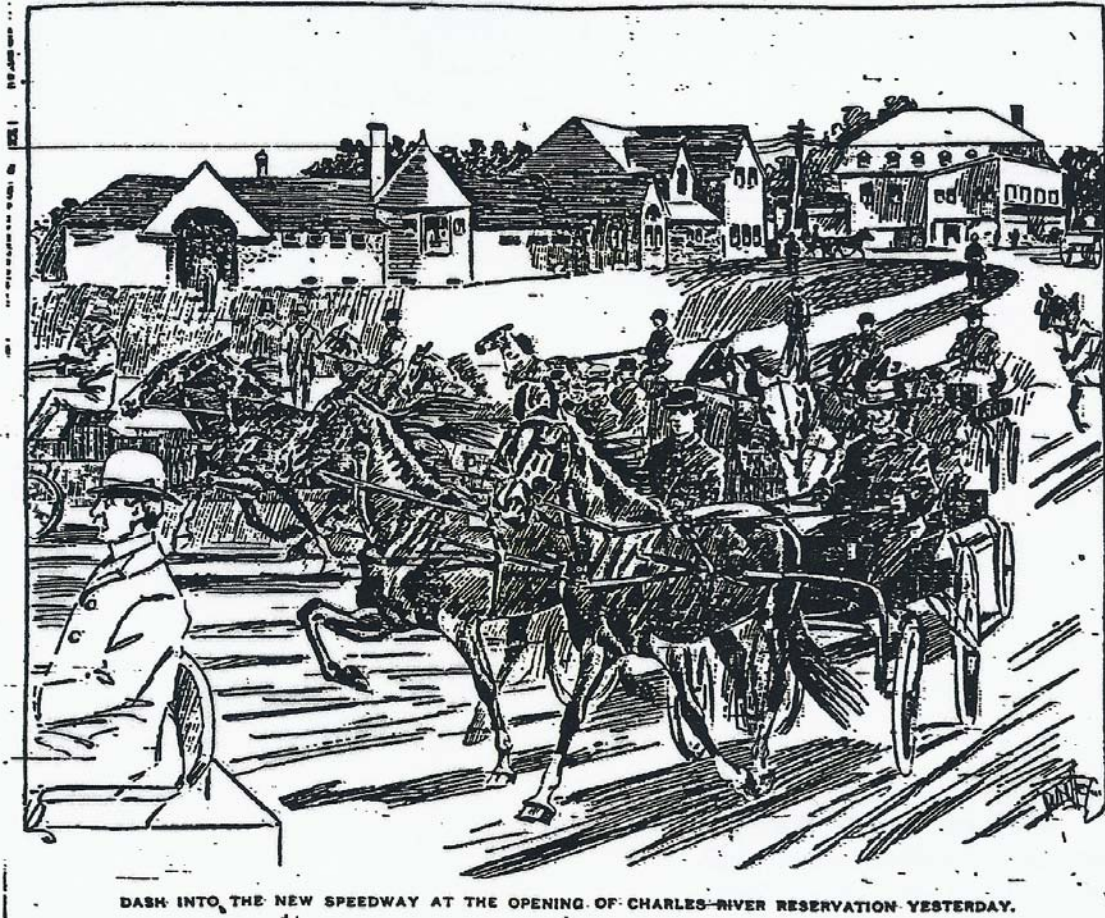


Figure 26. “General Plan for Charles River Speedway for Horses and Bicycles,” Olmsted Brothers, 1898 (Published in *Report of the Board of Metropolitan Park Commissioners, January, 1898*).

MANY DRIVERS TEST THE NEW SPEEDWAY.

There Was a Gathering of Anxious Horsemen Ready Long Before the Gates Were Opened Yesterday for the First Driving.



DASH INTO THE NEW SPEEDWAY AT THE OPENING OF CHARLES RIVER RESERVATION YESTERDAY.

Figure 27. Drawing of Charles River Speedway Administration Building published in The Boston Daily Globe, September 12, 1899.



Figure 28. “Charles River Headquarters, Speedway.” View of Superintendent’s Residence and MPC Police Headquarters. Undated lantern slide 3.2.41, c.1900 (Courtesy DCR Archives, Metropolitan Parks System Lantern Slide Collection).



Figure 29. “Charles River Headquarters, Speedway.” View of Superintendent’s Residence and MPC Police Headquarters. Undated lantern slide 3.2.40, c.1900 (Courtesy DCR Archives, Metropolitan Parks System Lantern Slide Collection).



Figure 30. Third Annual Speedway Parade, 1902 (Image courtesy Brighton Allston Historical Society).



Figure 31. “Charles River Headquarters, Speedway.” View of Superintendent’s Residence and MPC Police Headquarters. Undated lantern slide 3.2.117/1246, c.1912 (Courtesy DCR Archives, Metropolitan Parks System Lantern Slide Collection).

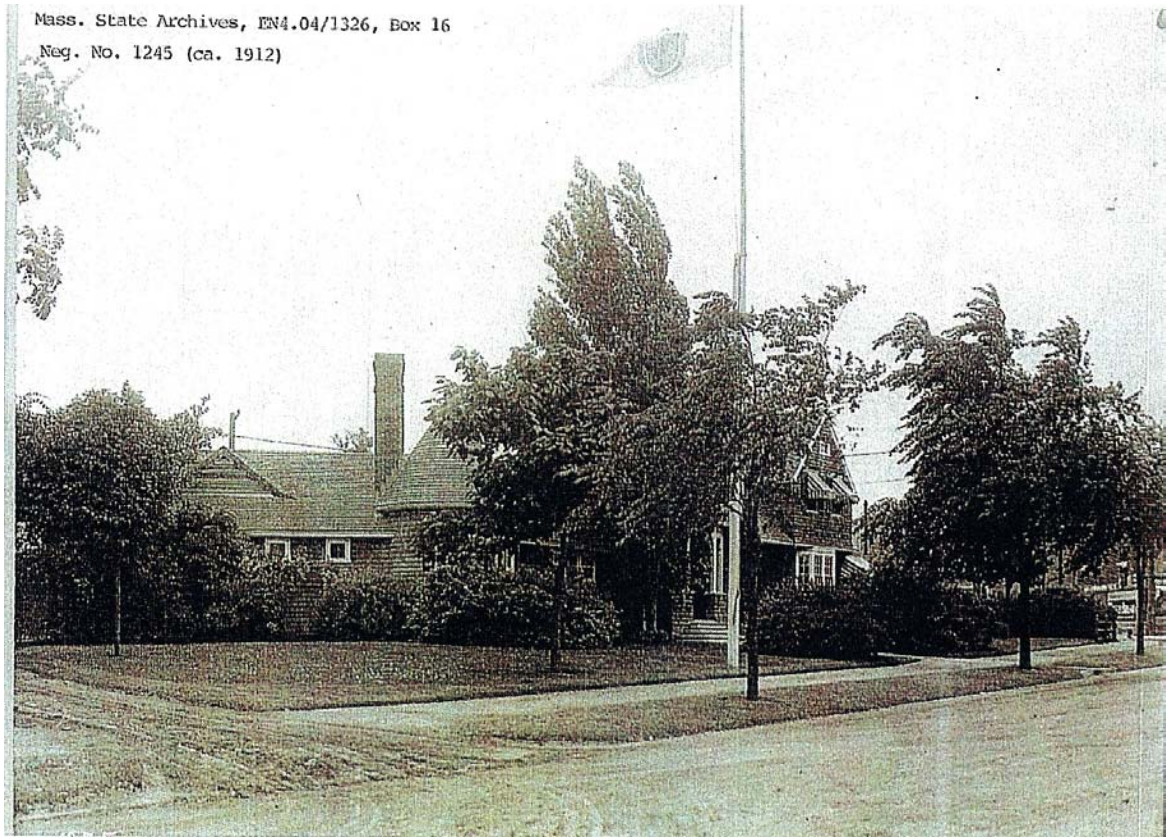


Figure 32. View of Superintendent's Residence and MPC Police Headquarters, c.1912
(Image courtesy Massachusetts State Archives).



Figure 33. Northern elevation of Garage, 1941 (Courtesy DCR Archives, Metropolitan District Commission Parks Buildings Photographic Survey Collection, 1941).



Figure 34. View of courtyard-facing elevations of East Shed and South Shed, 1941 (Courtesy DCR Archives, Metropolitan District Commission Parks Buildings Photographic Survey Collection, 1941).



Figure 35. View of courtyard-facing elevations of South Shed and Superintendent's Residence, 1941 (Courtesy DCR Archives, Metropolitan District Commission Parks Buildings Photographic Survey Collection, 1941).



Figure 36. Metropolitan Park Commission Police Headquarters and Superintendent's Residence, 1941 (Courtesy DCR Archives, Metropolitan District Commission Parks Buildings Photographic Survey Collection, 1941).



Figure 37. Metropolitan District Commission Stable and Police Station, 1941 (Courtesy DCR Archives, Metropolitan District Commission Parks Buildings Photographic Survey Collection, 1941).



Figure 38. Aerial view of Charles River Speedway Administration Building (to the right of traffic rotary), 1956 (Courtesy DCR Archives, Metropolitan District Commission 1956 Flood Control Aerial Survey Collection).



Figure 38A. Detail of aerial view of Charles River Speedway Administration Building, 1956 (Courtesy DCR Archives, Metropolitan District Commission 1956 Flood Control Aerial Survey Collection).



Figure 39. 1875 Hopkins Map. Volume 7, Plate C of the 1875 Atlas of Suffolk County, Brighton (Image courtesy Brighton Allston Historical Society).

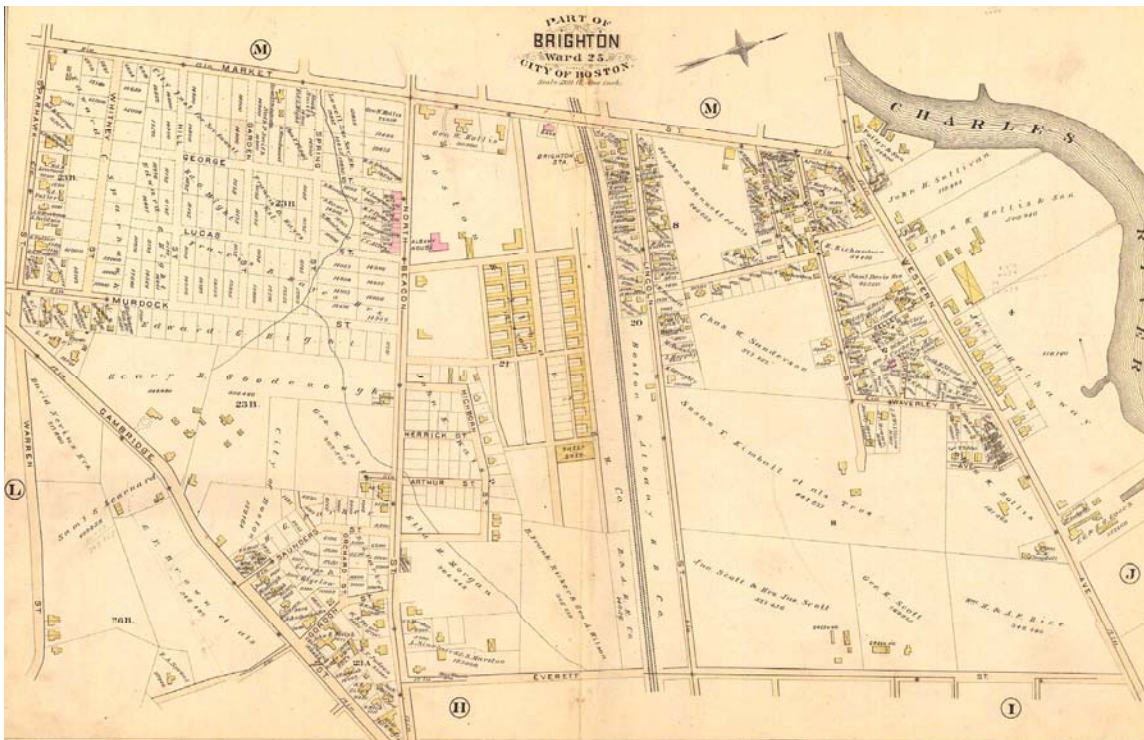


Figure 40. 1885 Bromley Map. Volume 6, Plate K of the 1885 Atlas of the City of Boston, Charlestown and Brighton (Image courtesy Brighton Allston Historical Society).

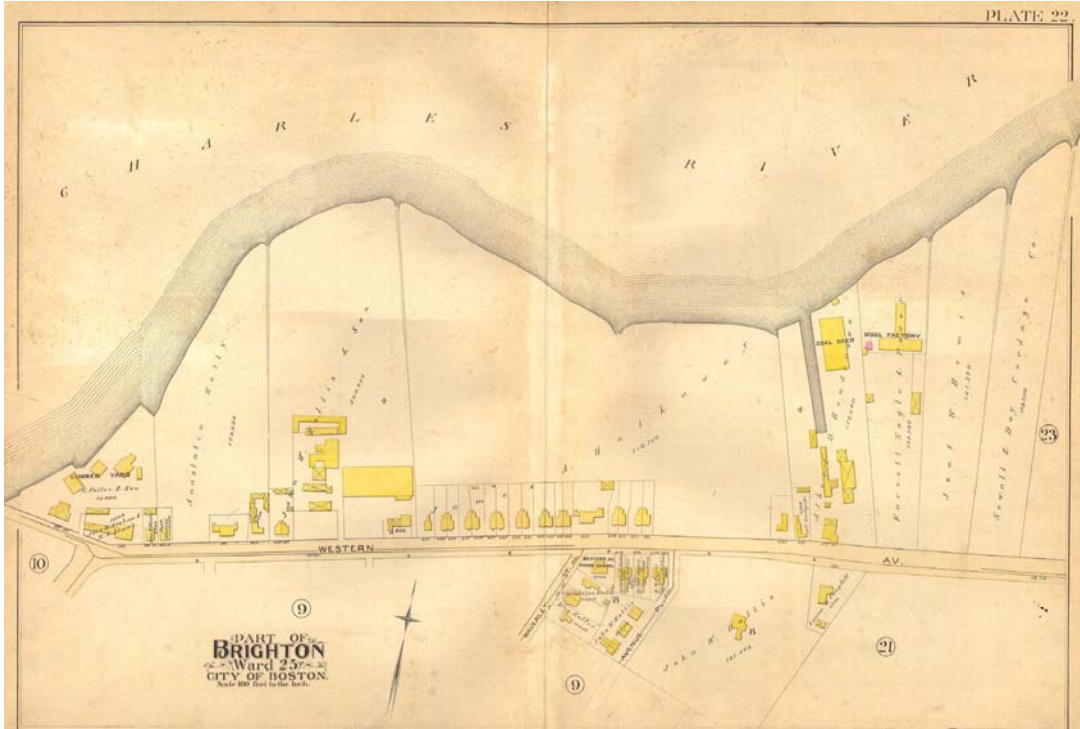


Figure 41. 1890 Bromley Map. Volume 7, Plate 22 of the 1890 Atlas of the City of Boston, Brighton (Image courtesy Brighton Allston Historical Society).

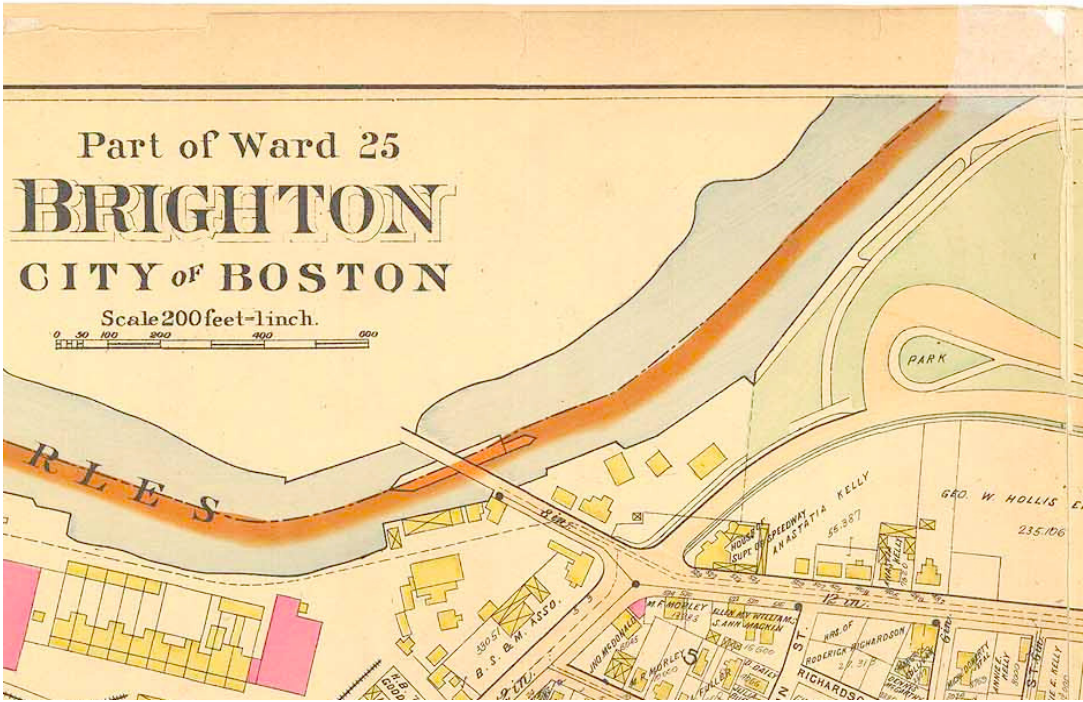


Figure 42. 1899 Richards Map. Plate 35 of the 1899 Atlas of Dorchester, West Roxbury, and Brighton, City of Boston (Image courtesy Brighton Allston Historical Society).

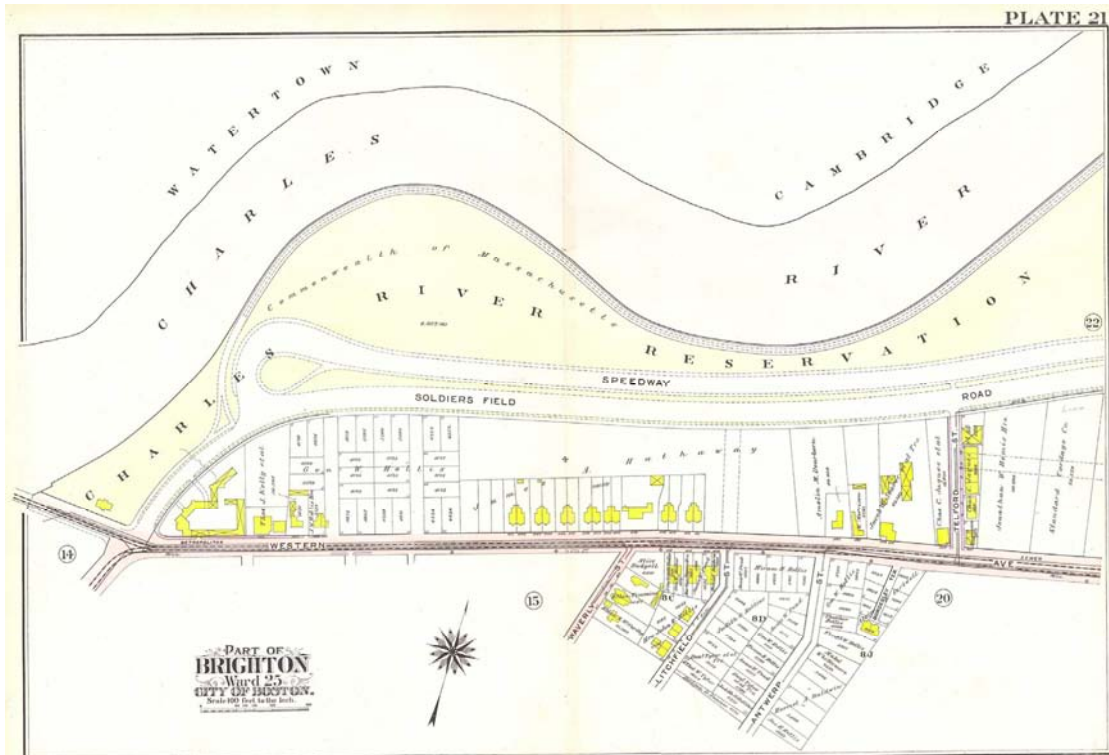


Figure 43. 1909 Bromley Map. Plate 21 of the 1909 Atlas of the City of Boston, Ward 25, Brighton (Image courtesy Brighton Allston Historical Society).

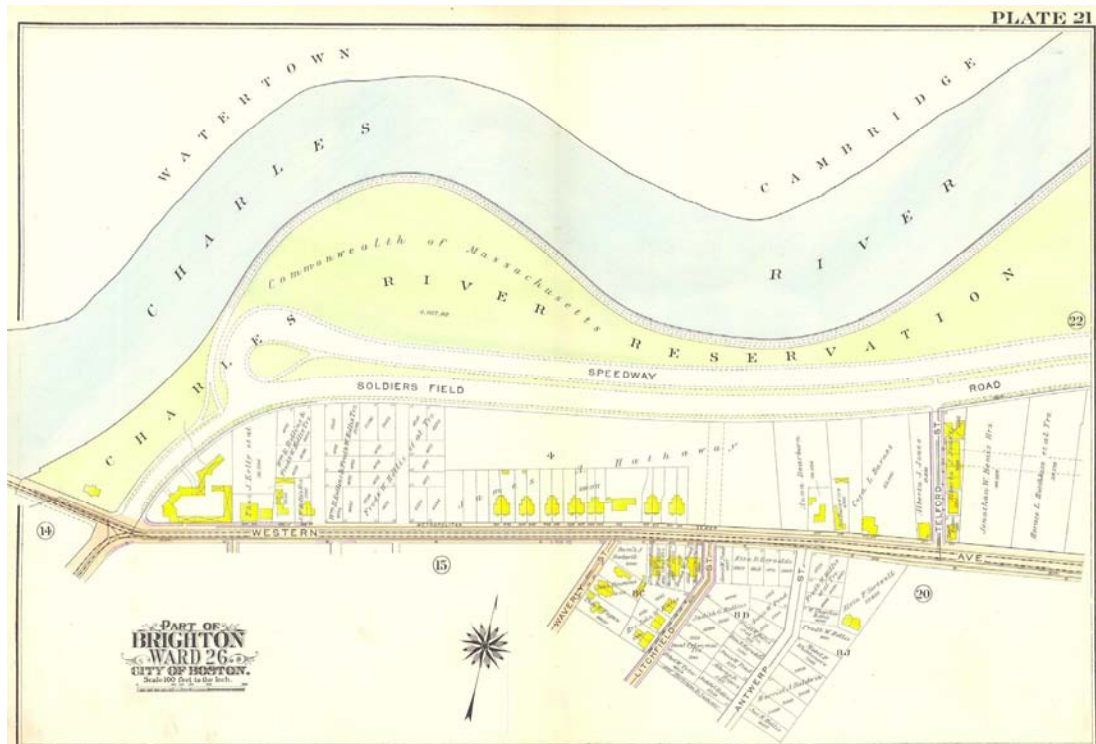


Figure 44. 1916 Bromley Map. Plate 21 of the 1916 Atlas of the City of Boston, Wards 25 and 26, Brighton (Image courtesy Brighton Allston Historical Society).

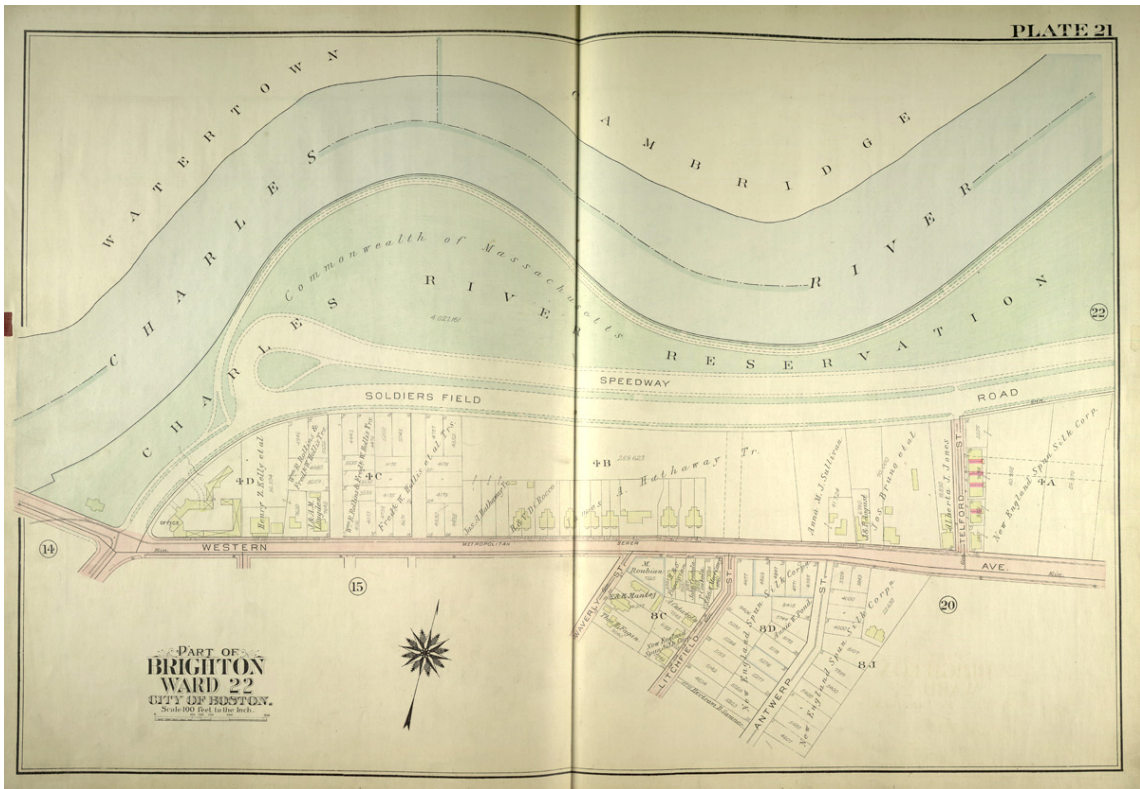


Figure 45. 1925 Bromley Map. Plate 21 of the 1925 Atlas of the City of Boston, Brighton (Image courtesy Boston Public Library).

3.0 SIGNIFICANCE

3.1 Historic Significance

As Boston grew rapidly during the late 19th century, land ideal for industrial development became increasingly scarce. Commercial and industrial buildings began to spring up haphazardly in coastal and riverfront areas that had previously been undeveloped. The Charles River, which south of Watertown was then a tidal estuary characterized by salt marshes and mudflats, became increasingly developed – and polluted – as industry and commerce took hold on its banks.

Brighton, the westernmost section of the city, was no exception to this development trend. Bounded to the north by the Charles River, Brighton was originally part of Cambridge, became an independent town in 1807, and was annexed to Boston in 1873.

Brighton dominated New England's livestock industry and was home to numerous slaughterhouses (more than 30 by 1865) and the Brighton Cattle Market. In response to pollution and public health concerns and to allow for additional residential construction at the town center, the Butchers' Slaughtering and Melting Association was formed to consolidate Brighton's slaughterhouses at a single location. The Brighton Abattoir, a new, modern facility, was subsequently built on 42 acres of riverfront land in 1872. Blood and refuse from the abattoir drained directly into the Charles. In addition to the abattoir, the banks of the Charles River in Brighton were lined with rail yards and coal and lumber wharves.²

The growing loss of open space and resulting degradation of Boston's natural, scenic, and historic landscapes, of which Brighton's riverfront was a prime example, troubled many of the city's prominent citizens, including Sylvester Baxter, an urban planner and writer for the Boston Daily Advertiser, and Charles Eliot, a landscape architect.

Eliot, born in Cambridge in 1859, was the son of Harvard University president Charles William Eliot and the nephew of Boston architect Robert Peabody, who introduced Eliot to celebrated landscape architect Frederick Law Olmsted. Eliot studied agriculture and horticulture at Harvard's Bussey Institute, graduating in 1882 and then worked as an apprentice at Frederick Law Olmsted and Company, where his work included designs for various Boston parks and open spaces, including Franklin Park, the Arnold Arboretum, and the Back Bay Fens. In 1885, Eliot traveled to Europe to study public open spaces, parks, and botanical gardens. Upon his return to Boston in 1886, he established his own practice. In 1893, Eliot joined Frederick Law Olmsted Jr. and John Charles Olmsted as a partner in the Olmsted firm, renamed Olmsted, Olmsted and Eliot.

² Karen L. Davis and Betsy Friedberg, Charles River Speedway Headquarters National Register Nomination, 2010.

Baxter and Eliot joined together to campaign for the protection and preservation of greater Boston's threatened natural landscapes. They were inspired by the success of what is now known as the Emerald Necklace, the string of connected urban parks, parkways, and waterways extending from Boston Common to Franklin Park. Designed by Frederick Law Olmsted and completed in 1896, the Emerald Necklace embodies the refinement of Olmsted's concept of urban parkland, an idea he had previously explored with Calvert Vaux in their designs for New York City's Central Park.

Baxter and Eliot were further inspired by the success of the Metropolitan Sewerage Commission, which had been established by the Commonwealth of Massachusetts in 1889 to address sanitation issues on a regional level.³ Recognizing that greater Boston's remaining open space was owned by multiple municipalities and private owners, and that "the cities and towns about Boston... were too short-sighted to provide open spaces for the future when land was cheap and plenty, and too poor and weak to provide them when land for recreation was costly but sorely needed," the men felt that a regional, or metropolitan, system of connected parks, surpassing municipal boundaries and local political rivalries, was required in order to successfully and meaningfully preserve open space for public use and enjoyment.⁴

In 1891, the Trustees of Public Reservations, a private organization, was founded for the "acquiring, holding, arranging, maintaining, and opening to public... beautiful and historical places and tracts of land within the Commonwealth."⁵ The Trustees "moved to shape the region by reserving as open space large tracts [of land] hitherto unbuildable but now on the verge of development," such as "the shores of rivers and beaches still marshy or shabbily built up [as in Brighton], and the most picturesque remaining fragments of the aboriginal New England landscape."⁶

The Trustees joined with various local officials, organizations, and individuals to lobby for the establishment of a regional park system. In 1892, the state legislature responded by appointing a temporary Metropolitan Park Commission charged with the completion of a report considering "the advisability of laying out ample open spaces for the use of the public, in the towns and cities in the vicinity of Boston" and directed the commissioners "to make maps and plans of such spaces" and to present "a comprehensive plan for laying out, acquiring and maintaining such open spaces."⁷ Per Chapter 342 of the Acts of 1892, the commissioners were Charles Francis Adams, Philip A. Chase, and William B. de

³ *A History and Description of the Boston Metropolitan Parks*, Boston: Metropolitan Park Commissioners, 1900, 13.

⁴ *Ibid.*, 14.

⁵ *Ibid.*, 31.

⁶ Karl Haglund, *Inventing the Charles River*, Cambridge, MA: MIT Press, 2003, 118.

⁷ *History and Description of the Boston Metropolitan Parks*, 25.

las Casas, with Baxter serving as secretary and Eliot serving as landscape architect.

The commission's first report was delivered to the legislature in January 1893. The report outlined Eliot and Baxter's "Emerald Metropolis" concept, "a visual definition of the region's structure that could be sustained... even in the face of unimagined growth" by maintaining "the natural edges, paths, and landmarks of the region."⁸ On June 3, 1893, the Metropolitan Park Commission was established by the Massachusetts state legislature to oversee and maintain the Metropolitan Park System, the first regional park system established in the United States.

Following the permanent establishment of the MPC, Eliot continued his work as its landscape architect and directed its land acquisition and development activities. By 1895, "most of the acreage for the Blue Hills, Middlesex Fells and Stony Brook Reservations [had been] acquired, along with the Beaver Brook/Waverly Oaks property." By 1897, "initial purchases were made for reservations along Revere Beach and the Charles River... followed by takings of the Mystic and Neponset Rivers."⁹ The MPC's land holdings were called "reservations" to distinguish them from municipally-owned parks.

For Eliot, the Charles River Basin was the most significant of the Metropolitan Park Commission's acquisitions. Then a smelly, polluted, tidal estuary, the Charles River was much wider than it is today. Eliot looked beyond the river's natural state, imagining how its banks could be altered in order to create "naturalistic" land suitable for recreational pursuits. In Brighton, Eliot envisioned "a handsome and symmetrical western end for the Charles River Basin."¹⁰ This concept evolved to become the Speedway section of the Charles River Reservation.

The Speedway section was the Metropolitan Park Commission's first major undertaking in the Charles River Basin. Eliot prepared a "Sketch Plan" for the Speedway in 1894 (see Figure 25). Following his death from meningitis in 1897, work on the plan was taken over by John Charles Olmsted and Frederick Law Olmsted Jr., who renamed their firm Olmsted Brothers. In 1898, the MPC published Olmsted Brothers' "General Plan for Charles River Speedway for Horses and Bicycles," a landscape plan for the Speedway section depicting a 1.75 mile long scenic parkway, a mile-long racetrack, and a riverfront pedestrian promenade (see Figure 26).¹¹ Work on the Speedway section began in early

⁸ Haglund, 118.

⁹ "Division of Urban Parks and Recreation History," Massachusetts Department of Conservation and Recreation, accessed April 4, 2011, <http://www.mass.gov/dcr/uphistory.htm>.

¹⁰ Charles William Eliot, *Charles Eliot, landscape architect*, Boston: Houghton, Mifflin and Company, 1903, 694.

¹¹ *Report of the Board of Metropolitan Park Commissioners, January, 1898*, Boston: Wright & Potter Printing Co., 1898, opposite page 60.

1898, when H.P. Nawn & Company constructed a dike and drained and sub-graded the land.¹²

A separate site, near the northern intersection of Western Avenue and Market Street, was acquired by the MPC at the recommendation of Olmsted and Olmsted for the construction of the Charles River Speedway Administration Building.¹³ Prior to MPC's purchase, the three parcels contained a lumberyard and various other structures and outbuildings (see Figure 41, 1890 Bromley Map). The Brighton Abattoir, located to the southwest of the Speedway Administration Building site, "was the only substantial parcel of land [on the southern bank of the Charles] that the MPC had not been able to acquire for the Charles River Reservation."¹⁴

Architect William Downes Austin, of the Boston firm Stickney and Austin, was engaged to design the Charles River Speedway Administration Building, consisting of an "office, police headquarters, stable and Superintendent's house... combined in a group of buildings."¹⁵ The Administration Building was built in 1899 by construction firm H.P. Cummings & Co. for a contract price of \$9,600.

The Charles River Speedway Administration Building, divided into a residence, police station, office, and ancillary stable and storage buildings, reflected the Metropolitan Park Commission's administrative structure, which required that the park superintendent, who carried the rank of Police Captain, reside on the reservation. The MPC administrative area serviced by the Charles River Speedway Administration Building was bounded by the Cottage Farm Bridge (now Boston University Bridge) and the Watertown Dam.

With the exception of "shore work," undertaken by contractor H.P. Nawn, work at the Speedway section was completed on August 25, 1899.¹⁶ Tree planting and landscape work continued through 1900.¹⁷

The Speedway section of the Charles River Reservation opened to the public on September 11, 1898 and was an immediate success. According to *The Boston Daily Globe*, a "gathering of anxious horsemen" formed "long before the gates were opened for the first driving."¹⁸ The Speedway "was restricted to light horse-drawn vehicles such as buggies, runabouts, and surreys adapted to the speeding

¹² *Report of the Board of Metropolitan Park Commissioners, January, 1900*, Boston: Wright & Potter Printing Co., 1900, 84.

¹³ *Ibid.*, 44.

¹⁴ Davis and Friedberg, Charles River Speedway Headquarters National Register Nomination.

¹⁵ *Report of the Board of Metropolitan Park Commissioners, January, 1900*, 44.

¹⁶ *Ibid.*, 84.

¹⁷ *Ibid.*, 62.

¹⁸ "Many Drivers Test the New Speedway," *The Boston Daily Globe*, September 12, 1899.

(racing) of light harness horses... not capable of seating more than two people and not drawn by more than two horses.”¹⁹

Following the opening of the Speedway, the Charles River Speedway Administration Building was described by The Boston Daily Globe as a “magnificent mansion at the westerly end of the reservation... especially adapted to the purpose for which it was intended. It is a rather low structure, inclosing [sic] a spacious courtyard, and is a model of architectural design.”²⁰

The Globe went on to describe the MPC Superintendent and Police Officers that lived and worked in the building, and who were charged with the reservation’s administrative, maintenance, and patrol operations:

Here Supt [J.R.] Gilman will reside, as well as the officials connected with the reservation, who will have offices and apartments reserved for them.

Six patrolmen and Sergt [E.B.] West will be quartered there. Already three handsome thoroughbred saddle horses are quartered at the stable connected with the building. The patrolmen are Earl S. Cheney, formerly of the Blue Hills reservation; Bartholomew J. Costello, also of Blue Hills; Edwin C. Martin, Thomas J. Shaughnessy and John J. Taylor, who formerly performed duty at the Middlesex Fells.

Supt J.R. Gilman is very well known to the patrons of the state bath house at Revere Beach, where he was connected for three years as manager.²¹

The Speedway proved incredibly popular. In 1904, the private Metropolitan Driving Club was established, with a clubhouse and stables on a privately-owned parcel adjacent to the reservation; the group soon boasted a membership of 250.²² The Metropolitan Driving Club sponsored many of the races, horseshows, and other events that took place at the Speedway. As public interest in the recreational opportunities afforded by the reservation continued, the Metropolitan Park Commission expanded the Charles River Speedway Administration Building. An additional stable was constructed, suggesting that an expanded MPC Police force was patrolling the reservation.

In 1910, the Charles River Dam was completed, stabilizing the river’s tides and establishing the beginnings of a clean, freshwater Charles River Basin. After the river had been dammed, the portion of the reservation that had been known as Charles River Reservation, Upper Division, Speedway section was referred to as

¹⁹ “Charles River Speedway,” Boston Public Library, accessed March 17, 2011, http://www.bpl.org/online/sportstemples/temple.php?temple_id=5.

²⁰ “Speedway Opened,” The Boston Daily Globe, September 11, 1899.

²¹ Ibid.

²² William P. Marchione, *Allston-Brighton in Transition: From Cattle Town to Streetcar Suburb*, Charleston, SC: The History Press, 2007.

the Charles River Reservation Upper Basin. After this change in divisional nomenclature, the Speedway Administration Building was often called the Charles River Reservation Upper Basin Headquarters.

The Metropolitan Park Commission merged with the Metropolitan District Commission in 1919, and the combined organization took the Metropolitan District Commission name. The original administrative structure of the MPC, with a dedicated on-site Superintendent and Police force, remained in place.

The Charles River Speedway Administration Building was further altered in the 1920s, as the Metropolitan District Commission Police force shifted from mounted to automobile patrols. Stables were converted to garages or used as storage space, and a larger and more modern MDC Police Station was built.²³

Use of the Speedway declined over the next decades as the automobile gained in popularity. While still used by the Metropolitan Driving Club into the 1950s, fewer and fewer people maintained horses and buggies for recreational racing. The Speedway was razed in the late 1950s or early 1960s and the land subsumed by Soldiers Field Road, which became divided highway with a parallel service road at its south side.²⁴ The busy roadway effectively separated the Charles River Speedway Administration Building from the rest of the reservation, removing the building from its historic and landscape context.

In 1970, the Metropolitan District Commission altered the administrative structure for reservations, separating the police from the administration and maintenance functions. The MDC Police force became part of the Massachusetts State Police, and administration and maintenance activities were taken over by park rangers and a dedicated maintenance staff.

The Charles River Speedway Administration Building was occupied by the Metropolitan District Commission until c.1990, when its offices were moved to the nearby Almy's building at 1400 Soldiers Field Road, which had been purchased by the Commonwealth in 1987. Although all MDC functions had been removed from the building, the Administration Building remained under the agency's administrative control. The Superintendent's Residence housed a residential tenant until the mid-2000s. The MPC Police Headquarters building was occupied by offices of the Massachusetts Access Board and is now occupied by offices of the Massachusetts Department of Fish and Game.

The Metropolitan District Commission was merged with the Department of Environmental Management in 2003 to create the Department of Conservation and Recreation. DCR's Division of Urban Parks and Recreation currently manages the Charles River Speedway Administration Building.

²³ The Commonwealth of Massachusetts, *Fourth Annual Report of the Metropolitan District Commission*, 1923, 12.

²⁴ Davis and Friedberg, Charles River Speedway Headquarters National Register Nomination.

3.2 Architectural Significance

Although it was altered and enlarged over a period of approximately 40 years, resulting in its current configuration, the Charles River Speedway Administration Building nevertheless reads as a single, unified structure, due in large part to its stylistic consistency.

In 1899, architect William Downes Austin, of the firm Stickney and Austin, designed the four original sections of the building – the East Shed, South Shed, Superintendent’s Residence, and Metropolitan Park Commission Police Headquarters – in a harmonious blend of the Shingle and Colonial Revival styles.

While the 1899 buildings were formally attributed to Stickney and Austin, William D. Austin (1856-1943) and Frederick W. Stickney (1853-1918) rarely collaborated, despite having become partners in 1892. Stickney worked in and around Lowell and Austin in Boston. Their offices became wholly independent of each other in 1900, but both continued to use the firm name.

Austin served as principal architect for the Metropolitan Park Commission and Metropolitan District Commission from the mid-1890s through at least 1925. His work for the MPC and MDC includes the Nantasket Beach Reservation Police Station in Hull, the Blue Hills Reservation Police Station in Milton, the Charles River Reservation Upper Basin Riverside Section Police Station in Newton, and various buildings at the Revere Beach Reservation, including the superintendent’s residence, police station, bandstand, and pavilions. Austin also designed a number of structures for the Boston Park Commission, including the Jamaica Pond Boathouse, the Fenway Field House and Stadium, and the Lion House and Bird House at the Franklin Park Zoo. He was a fellow of the American Institute of Architects and served as president of the Boston Society of Architects, of which he wrote a history.²⁵

The 1899 buildings formed an enclosed courtyard, accessible via an arched entrance portal at the Administration Building’s northern elevation. As is visible in the 1899 drawing printed in the Boston Daily Globe (see Figure 27) and c.1900 images (see Figures 28 and 29), the original buildings appear largely the same today as they did when first constructed. The lawn area is landscaped with small shrubs and young trees. Features that are no longer extant include louvered shutters at most windows, a projecting sign hanging from the bracket at the Metropolitan Park Commission Police Headquarters’ main entrance, and wood roof shingles. The Administration Building’s shingle cladding appears to have been allowed to weather naturally, as opposed to being painted or stained.

Austin was engaged by the MPC in 1904 to design a stable addition for the building. Built onto the stable portion of the MPC Police Headquarters (the

²⁵ “William D. Austin,” The Boston Daily Globe, May 29, 1943.

northern facing leg of the building), the western leg of the stable addition was nearly identical to the existing stable, featuring a round-arched entrance portal, triangular louvered dormer, and conical turret. The northwest leg of the stable addition was substantially altered in 1924 to create the Metropolitan District Commission Police Station but maintains its original massing and some original features, such as the polygonal tower, wood beltcourse, and bracketed eaves. Austin's 1904 plans also suggest that the East Shed was moved or reconstructed further to the east and that the South Shed was expanded to the east, enlarging the courtyard.

In c.1912 images of the Superintendent's Residence and Metropolitan Park Commission Police Headquarters (see Figures 31 and 32), the buildings are largely obscured by trees and large shrubs, but appear for the most part the same as in the c.1900 images. Striped awnings have been installed at the windows of the Superintendent's Residence, and a flag pole has been installed in the lawn area in front of the MPC Police Headquarters.

In 1923, when the Metropolitan District Commission Police force shifted from mounted to automobile patrols, the "open storage sheds [at the East and South Sheds were] remodeled and closed so as to provide garages for storage of motor trucks."²⁶

Alterations to the Charles River Speedway Administration Building continued in 1925, when the 1904 stable building, "no longer needed for use as a stable," was altered to provide "larger quarters... necessary for the police and division forces."²⁷ Austin designed the new Metropolitan District Commission Police Station within the existing envelope of the 1904 stables, using elements of the Shingle style (by now somewhat out of date) and the Colonial Revival style to ensure stylistic consistency with the remainder of the complex. Contractor John P. Curley began work on the conversion on February 13, 1925 and completed the project on July 22, 1925, at a total cost of \$16,427.40.²⁸

The conversion of the stable to the MDC Police Station was viewed as a great improvement to the Administration Building. As noted in the *Annual Report of the Metropolitan District Commission for the Year 1925*, "the old discarded stable in Brighton has been remodelled [sic] into a most useful police station. The grounds have been much improved by Captain Garrett and conditions at the headquarters are generally improved."²⁹

The Garage building was constructed sometime between 1925 and 1941, and appears in 1941 images of the Charles River Speedway Administration Building

²⁶ *Fourth Annual Report of the Metropolitan District Commission*, 1923, 12.

²⁷ The Commonwealth of Massachusetts, *Annual Report of the Metropolitan District Commission for the Year 1925*, 1925, 12.

²⁸ *Ibid.*

²⁹ *Ibid.*, 5.

(see Figures 33-37). By 1941, the formerly open main entrance vestibule at the Metropolitan Park Commission Police Headquarters building had been enclosed, as it remains today, with the addition of an exterior door, sidelights, and transom. Alterations are also visible at the East Shed, where the roofline at the building's southern-facing elevation has been altered and the roof extended to form larger garage bays.

Alterations occurring between 1941 and the present include the enclosure of the porch at the Superintendent's Residence with windows and the removal and enclosure, with a lean-to structure, of a secondary rear entrance to the Superintendent's Residence. Recent alterations to the Charles River Speedway Administration Building include the boarding over of windows and doors for security purposes, the removal of large shrubs adjacent to the building, and repairs to the foundation and replacement of shingle cladding at the South Shed's southern elevation.

Austin's use of the Shingle style in his designs for the Charles River Speedway Administration Building is unusual, as the style was predominantly utilized in high-fashion, architect-designed residences, not in public buildings. Although the Administration Building does have a residential component, the non-residential portions of the complex, especially the Metropolitan Park Commission Police Headquarters and the Metropolitan District Commission Stable and Police Station, are no less detailed than the Superintendent's Residence.

Popular from approximately 1880 to 1900, the Shingle style is a uniquely American architectural style that reached its highest expression in wealthy, seaside resort areas such as Cape Cod, Newport, coastal Maine, and eastern Long Island. It was also popular in California. The Shingle style borrows elements from the Queen Anne (wide porches, shingled surfaces), Colonial Revival (sprawling additions, classical columns), and Romanesque Revival styles (irregular massing, round arches).³⁰

Pure examples of the Shingle style, in which there is limited emphasis on window or door trim, are relatively rare. As at the Charles Speedway Administration Building, most examples of the Shingle style utilize Colonial Revival style decorative details, such as pilasters, columns, and pediments and multi-pane, double-hung window sash typical of the Georgian and Federal periods. Inspired by the neoclassical architecture on display at World's Columbian Exposition in Chicago, such details were especially prevalent in Shingle style architecture after 1893.

Because the Shingle style and, to a lesser extent, the Colonial Revival style were most popular amongst the affluent and were often associated with the leisure pursuits of the wealthy, it is striking that William D. Austin and the Metropolitan

³⁰ Virginia and Lee McAlester, *A Field Guide to American Houses*, New York, Alfred A. Knopf, 1985, 290.

Park Commission chose to use the styles for the Charles River Speedway Administration Building. The use of high-style, “elite” architecture in such a setting is perhaps an extension of the MPC’s ethos of preserving scenic, historic, and natural landscapes for the benefit of the general public – the idea that architecture also played a central role in the development of high quality, attractive public open spaces.

3.3 Relationship to Criteria for Landmark Designation

The Charles River Speedway Administration Building meets the criteria for Landmark designation found in section four of Chapter 772 of the Acts of 1975, as amended, under the following criteria:

A. *As a structure included in the National Register of Historic Places as provided in the National Historic Preservation Act of 1966.*

The Charles River Speedway Administration Building was listed in the National Register of Historic Places in 2010.

B. *As a structure at which events occurred that have made an outstanding contribution to, and are identified predominantly with, an important aspect of the cultural, political, economic, and social history of the City and of the Commonwealth.*

The Charles River Speedway Administration Building is significant as the last remaining original structure in what had been a sprawling recreational facility at the edge of the Charles River in Brighton. The Speedway section of the Charles River Reservation was part of the Metropolitan Park System, the first regional park system in the United States, and was the first major project in the Charles River Basin to be undertaken by the Metropolitan Park Commission. The MPC acquired and developed publicly accessible open space in greater Boston and played a central role in the conversion of the Charles River Basin from industrial to recreational.

C. *As a structure associated significantly with the lives of outstanding historic personages.*

The Charles River Speedway Administration Building is significant for its association with landscape architect Charles Eliot, whose ideas on the preservation of natural, scenic, and historic landscapes led to the creation of the Metropolitan Park Commission in 1893. His report on the metropolitan parks has been widely praised as a visionary work of landscape planning that resulted in the creation of the first regional park system in the United States. The Charles River Basin was central to Eliot’s vision for the metropolitan parks.

D. As a structure which embodies distinctive characteristics of a type inherently valuable for study of a style and as a notable work of architects and landscape architects whose work influenced the development of the City and the Commonwealth.

The Charles River Speedway Administration Building is significant as an unusual and rare example of a non-residential Shingle style building. Examples of the Shingle style are most typically high-style, architect-designed residences.

The Administration Building is further significant for its association with prominent landscape architects Charles Eliot, Frederick Law Olmsted Jr., and John Charles Olmsted, who created the landscape plans for the Speedway section of the Charles River Reservation, and for its association with William D. Austin, a Boston architect who designed numerous buildings for the Metropolitan Park Commission and Metropolitan District Commission.

4.0 ECONOMIC STATUS

4.1 Current Assessed Value

According to the City of Boston Assessor's records, the parcel that includes the Charles River Speedway Administration Building (parcel 2200577000) has an assessed value of \$22,518,900.00, with the land valued at \$21,187,100.00 and the buildings valued at \$1,331,800.00.

4.2 Current Ownership

The Charles River Speedway Administration building is owned by the Commonwealth of Massachusetts, Department of Conservation and Recreation and is administered as part of the Charles River Reservation.

5.0 PLANNING CONTEXT

5.1 Background

The Charles River Speedway Administration Building is closely associated with the preservation of open space and the development of publically accessible recreational facilities in greater Boston through the efforts of the Metropolitan Park Commission, Metropolitan District Commission, and Department of Conservation and Recreation. While the Charles River Speedway is no longer extant, the Charles River Reservation remains publically accessible park land that continues to serve the recreational needs of the public.

The Administration Building's original configuration reflected the MPC's administrative model, with a live-in park superintendent and dedicated police force. Over the course of the 20th century, the building has evolved to meet the changing needs of the MPC, MDC, and DCR.

5.2 Current Zoning

Parcel 2200577000 is zoned as Open Space. However, property owned by the Commonwealth is not subject to municipal zoning regulations.

5.3 Current Planning Issues

A number of state and local preservation groups have taken an interest in the preservation and reuse of the Charles River Speedway Administration Building. DCR is also working to secure the building's long-term preservation.

Due to its deteriorated condition and continued vacancy, Preservation Massachusetts included the Charles River Speedway Administration Building on its 2010 list of Massachusetts' Most Endangered Historic Resources. According to Preservation Massachusetts, the intent of listing the building on the 2010 list is to incite creative and appropriate adaptive reuse options for the property by the Commonwealth, a private developer, or a nonprofit organization.

On April 30, 2011, the Boston Preservation Alliance and the Brighton Allston Historical Society, in conjunction with DCR, the Boston Landmarks Commission, and Historic Boston Incorporated, will host a charrette for the Charles River Speedway Administration Building. The aim of the charrette is to inform decision-making by public agencies and other interested parties regarding the future of the building and to generate new ideas for a preservation-oriented redevelopment of the building that will benefit the neighborhood and the public at large. Charrette participants will include representatives of the host organizations,

neighborhood residents and other interested members of the public, and preservation, design, and planning professionals.

The Charles River Speedway Administration Building is one of a group of properties proposed for addition to the enabling legislation of DCR's Historic Curatorship Program. The proposed amendment is currently Outside Section 29 ("Additional Historic Curatorship Properties") of Governor Patrick's proposed 2012 H1 budget.

The Historic Curatorship Program was established to preserve unused, historically significant buildings located in DCR parks or forests by means of public-private partnerships. Through the program, DCR partners with a curator who agrees to rehabilitate, manage, and maintain a historic property in return for a long-term lease. DCR secures the long-term preservation of threatened historic sites and curators exchange their hard work and unique skills for the opportunity to live or work in a one-of-a-kind location. Curators are selected through an open and competitive process and proposed reuses must be compatible with the historic and natural character of the park or forest in which the building is located. Proposals are evaluated according to the experience of the applicant, the quality of the reuse plan, proof of sufficient resources to undertake the project, and level of public benefit beyond biannual public access. Average lease terms range from 20 to 30 years.

Inclusion in the Historic Curatorship Program would constitute a major planning tool, as it would allow DCR the legislative authority to exchange rehabilitation, management, and maintenance of the Charles River Speedway Administration Building for a long term lease with an outside partner. Other DCR properties require a 2/3 vote of the State Legislature in order to be leased for more than five years. DCR is also working to complete a feasibility study examining the potential reuse of the Administration Building.

Lack of adequate public transportation or pedestrian access to the building is an important planning issue that should be addressed. The busy four-way intersection located directly to the southwest of the Charles River Speedway Administration Building significantly restricts pedestrian access, and a lack of proximate crosswalks extending across Western Avenue or Soldiers Field Road further limits pedestrian access to the site. Nearby public transportation routes are also limited, rendering the site accessible mainly by car. The building's courtyard currently supports limited parking, and adjacent on-street parking is restricted. Finally, the widening of and increased traffic on Soldiers Field has separated the Charles River Speedway Administration Building from the Charles River Reservation, effectively removing it from its historic context.

Existing transportation conditions should be evaluated and redesigned to allow for improved pedestrian access to the site and for increased access via public transportation, which would potentially lessen the demand for on-site parking.

Restoring the building's historic connection (both physically and conceptually) to Charles River Reservation should be a priority of any future circulation improvement project.

6.0 ALTERNATIVE APPROACHES

6.1 Alternatives Available to the Boston Landmarks Commission

A. Individual Landmark Designation

Designation shall correspond to the exterior envelope and associated landscape features of the Charles River Speedway Administration Building, 1420-1440 Soldiers Field Road, Brighton, located in Assessor's parcel 2200577000, ward 22, and shall address the following exterior elements, hereinafter referred to as the "Specified Exterior Features":

The exterior envelope of the Charles River Speedway Administration Building, including the building's courtyard and those exterior walls that face the courtyard, driveways and walkways, landscape elements, and lawn and paved areas facing Soldiers Field Road. The eastern boundary of the area subject to designation shall correspond to the boundary line of parcel 2200577000 running from Soldiers Field Road to Western Avenue. See Figures 1 and 4 for maps depicting recommended boundaries for designation.

Note: The gas pumps located at the abutting maintenance building/garage (part of abutting parcel 2200577001) are not included in the area recommended for designation.

B. Denial of Individual Landmark Designation

The Commission retains the option of not designating any or all of the Specified Exterior Features as a Landmark.

In addition to its consideration of Individual Landmark Designation or Denial of Individual Landmark Designation, the Commission may recommend that the property owner consider one or more of the following approaches.

C. Preservation Restriction

The Commission could recommend the owner consider a preservation restriction for any or all of the Specified Exterior Features.

D. Preservation Plan

The Commission could recommend development and implementation of a preservation plan for the property.

E. National Register Listing

The Charles River Speedway Administration Building was listed in the National Register of Historic Places in 2010.

F. Site Interpretation

The Commission could recommend that the owner develop and install interpretive materials at the site.

6.2 Impact of Alternatives

A. Individual Landmark Designation

Landmark Designation represents the City's highest honor and is therefore restricted to cultural resources of outstanding architectural and/or historical significance. Landmark designation under Chapter 772 would require review of physical changes to the Specified Exterior Features of the property, in accordance with the Standards and Criteria adopted as part of the designation. Landmark designation results in listing on the State Register of Historic Places.

B. Denial of Individual Landmark Designation

Without Landmark designation, the City would be unable to offer protection to the Specified Exterior Features, or extend guidance to property owner under Chapter 772.

C. Preservation Restriction

Chapter 666 of the M.G.L. Acts of 1969 allows individuals to protect the architectural integrity of their property via a preservation restriction. A restriction may be donated to or purchased by any governmental body or non-profit agency capable of acquiring interests in land and strongly associated with historic preservation. These agreements are recorded instruments (normally deeds) that run with the land for a specific term or in perpetuity, thereby binding not only the owner who conveyed the restriction, but also subsequent owners. Restrictions typically govern alterations to exterior features and maintenance of the appearance and condition of the property.

D. Preservation Plan

A preservation plan allows an owner to work with interested parties to investigate various adaptive reuse scenarios, analyze investment costs and rates of return, and provide recommendations for subsequent development. It does not carry regulatory oversight.

E. National Register Listing

National Register listing provides recognition as well as limited protection from federal, federally-licensed, or federally-assisted activities. It creates incentives for preservation, notably the federal investment rehabilitation tax credits and grants through the Massachusetts Preservation Projects Fund via the Massachusetts Historical Commission. National Register listing provides listing on the State Register, affording parallel protection for projects with state involvement in addition to the availability of state rehabilitation tax credits. Tax credits are not available to owners who demolish portions of historic properties. Because the current property owner (Department of Conservation and Recreation) is a state agency, the Charles River Speedway Administration Building would only be eligible for federal rehabilitation tax

credits or grants associated with listing in the State or National Register under certain circumstances.

F. Site Interpretation

The installation of interpretive materials at the site would allow for the public to be made aware of the history and significance of the building in relation to the development of the Metropolitan Park Commission, the Charles River Reservation, and the Charles River Speedway.

7.0 RECOMMENDATIONS

The staff of the Boston Landmarks Commission finds that the Charles River Speedway Administration Building meets the criteria for Landmark designation found in section four of Chapter 772 of the Acts of 1975, as amended, for the reasons cited in Section 3.3 of this report:

A. *As a structure included in the National Register of Historic Places as provided in the National Historic Preservation Act of 1966.*

The Charles River Speedway Administration Building was listed in the National Register of Historic Places in 2010.

B. *As a structure at which events occurred that have made an outstanding contribution to, and are identified predominantly with, an important aspect of the cultural, political, economic, and social history of the City and of the Commonwealth.*

The Charles River Speedway Administration Building is significant as the last remaining original structure in what had been a sprawling recreational facility at the edge of the Charles River in Brighton. The Speedway section of the Charles River Reservation was part of the Metropolitan Park System, the first regional park system in the United States, and was the first major project in the Charles River Basin to be undertaken by the Metropolitan Park Commission. The MPC acquired and developed publicly accessible open space in greater Boston and played a central role in the conversion of the Charles River Basin from industrial to recreational.

C. *As a structure associated significantly with the lives of outstanding historic personages.*

The Charles River Speedway Administration Building is significant for its association with landscape architect Charles Eliot, whose ideas on the preservation of natural, scenic, and historic landscapes led to the creation of the Metropolitan Park Commission in 1893. His report on the metropolitan parks has been widely praised as a visionary work of landscape planning that resulted in the creation of the first regional park system in the United States. The Charles River Basin was central to Eliot's vision for the metropolitan parks.

D. *As a structure which embodies distinctive characteristics of a type inherently valuable for study of a style and as a notable work of architects and landscape architects whose work influenced the development of the City and the Commonwealth.*

The Charles River Speedway Administration Building is significant as an unusual and rare example of a non-residential Shingle style building. Examples of the Shingle style are most typically high-style, architect-designed residences.

The Administration Building is further significant for its association with prominent landscape architects Charles Eliot, Frederick Law Olmsted Jr., and John Charles Olmsted, who created the landscape plans for the Speedway section of the Charles River Reservation, and for its association with William D. Austin, a Boston architect who designed numerous buildings for the Metropolitan Park Commission and Metropolitan District Commission.

The Charles River Speedway Administration Building is significant at both the state and local level, serving as a tangible reminder of the early history of the Metropolitan Park Commission and of the commission's groundbreaking work in the Charles River Basin, which would become the centerpiece of the Metropolitan Park System.

Staff of the Boston Landmarks Commission therefore recommends that the Charles River Speedway Administration Building be designated a Landmark under Chapter 772 of the Acts of 1975, as amended. See Section 6.1 for Specified Exterior Features.

8.0 GENERAL STANDARDS AND CRITERIA

8.1 Introduction

Per sections, 4, 5, 6, 7 and 8 of the enabling statute (Chapter 772 of the Acts of 1975 of the Commonwealth of Massachusetts, as amended) Standards and Criteria must be adopted for each Landmark Designation which shall be applied by the Commission in evaluating proposed changes to the property. The Standards and Criteria both identify and establish guidelines for those features which must be preserved and/or enhanced to maintain the viability of the Landmark Designation. Before a Certificate of Design Approval or Certificate of Exemption can be issued for such changes, the changes must be reviewed by the Commission with regard to their conformance to the purpose of the statute.

The intent of these guidelines is to help local officials, designers and individual property owners to identify the characteristics that have led to designation, and thus to identify the limitation to the changes that can be made to them. It should be emphasized that conformance to the Standards and Criteria alone does not necessarily ensure approval, nor are the Standards and Criteria absolute, but any request for variance from them must demonstrate the reason for, and advantages gained by, such variance. The Commission's Certificate of Design Approval is only granted after careful review of each application and public hearing, in accordance with the statute.

As intended by the statute, a wide variety of buildings and features are included within the area open to Landmark Designation, and an equally wide range exists in the latitude allowed for change. Some properties of truly exceptional architectural and/or historical value will permit only the most minor modifications, while for some others the Commission encourages changes and additions with a contemporary approach, consistent with the properties' existing features and changed uses.

In general, the intent of the Standards and Criteria is to preserve existing qualities that engender designation of a property; however, in some cases they have been structured as to encourage the removal of additions that have lessened the integrity of the property.

It is recognized that changes will be required in designated properties for a wide variety of reasons, not all of which are under the complete control of the Commission or the owners. Primary examples are: Building code conformance and safety requirements; Changes necessitated by the introduction of modern mechanical and electrical systems; Changes due to proposed new uses of a property.

The response to these requirements may, in some cases, present conflicts with the Standards and Criteria for a particular property. The Commission's evaluation of

an application will be based upon the degree to which such changes are in harmony with the character of the property. In some cases, priorities have been assigned within the Standards and Criteria as an aid to property owners in identifying the most critical design features. The treatments outlined below are listed in hierarchical order from least amount of intervention to the greatest amount of intervention. The owner, manager or developer should follow them in order to ensure a successful project that is sensitive to the historic landmark.

- **Identify, Retain, and Preserve** the form and detailing of the materials and features that define the historic character of the structure or site. These are basic treatments that should prevent actions that may cause the diminution or loss of the structure's or site's historic character. It is important to remember that loss of character can be caused by the cumulative effect of insensitive actions whether large or small.
- **Protect and Maintain** the materials and features that have been identified as important and must be retained during the rehabilitation work. Protection usually involves the least amount of intervention and is done before other work.
- **Repair** the character defining features and materials when it is necessary. Repairing begins with the least amount of intervention as possible. Patching, piecing-in, splicing, consolidating or otherwise reinforcing according to recognized preservation methods are the techniques that should be followed. Repairing may also include limited replacement in kind of extremely deteriorated or missing parts of features. Replacements should be based on surviving prototypes.
- **Replacement** of entire character defining features or materials follows repair when the deterioration prevents repair. The essential form and detailing should still be evident so that the physical evidence can be used to re-establish the feature. The preferred option is replacement of the entire feature in kind using the same material. Because this approach may not always be technically or economically feasible the commission will consider the use of compatible substitute material. The commission does not recommend removal and replacement with new material a feature that could be repaired.
- **Missing Historic Features** should be replaced with new features that are based on adequate historical, pictorial and physical documentation. The commission may consider a replacement feature that is compatible with the remaining character defining features. The new design should match the scale, size, and material of the historic feature.
- **Alterations or Additions** that may be needed to assure the continued use of the historic structure or site should not radically change, obscure or

destroy character defining spaces, materials, features or finishes. The commission encourages new uses that are compatible with the historic structure or site and that do not require major alterations or additions.

In these guidelines the verb **Should** indicates a recommended course of action; the verb **Shall** indicates those actions which are specifically required to preserve and protect significant architectural elements.

Finally, the Standards and Criteria have been divided into two levels:

- **Section 8.3** - Those general Standards and Criteria that are common to all landmark designations (building exteriors, building interiors, landscape features and archeological sites).
- **Section 9.0** - Those specific Standards and Criteria that apply to each particular property that is designated. In every case the Specific Standards and Criteria for a particular property shall take precedence over the General ones if there is a conflict.

8.2 Levels of Review

The Commission has no desire to interfere with the normal maintenance procedures for the landmark. In order to provide some guidance for the landmark property's owner, manager or developer and the Commission, the activities which might be construed as causing an alteration to the physical character of the exterior have been categorized to indicate the level of review required, based on the potential impact of the proposed work. Note: the examples for each category are not intended to act as a comprehensive list; see Section 8.2.D.

A. Routine activities which are not subject to review by the Commission:

1. Activities associated with normal cleaning and routine maintenance.
 - a. For building maintenance, such activities might include the following: normal cleaning (no power washing above 700 PSI, no chemical or abrasive cleaning), non-invasive inspections, in-kind repair of caulking, in-kind repainting, staining or refinishing of wood elements, in-kind spot replacement of missing or damaged shingles, in-kind replacement of broken glass, etc.
 - b. For site and landscape maintenance, such activities might include the following: normal cleaning of plazas and sidewalks, etc. (no power washing above 700 PSI, no chemical or abrasive cleaning), non-invasive inspections, in-kind repair of caulking, in-kind spot replacement of cracked or broken paving materials, in-kind repainting

or refinishing of site furnishings, site lighting bulb replacements, normal plant material maintenance, such as pruning, fertilizing, mowing and mulching, and in-kind replacement of existing plant materials, etc.

2. Routine activities associated with seasonal decorations which do not result in any permanent alterations or attached fixtures.

B. Activities which may be determined by the staff to be eligible for a Certificate of Exemption or Administrative Review, requiring an application to the Commission:

1. Maintenance and repairs involving no change in design, material, color or outward appearance.
2. In-kind replacement or repair, as described in the Specific Standards and Criteria, Section 9.0.
3. Phased restoration programs will require an application to the Commission and may require full Commission review of the entire project plan and specifications; subsequent detailed review of individual construction phases may be eligible for Administrative Review by BLC staff.
4. Repair projects of a repetitive nature will require an application to the Commission and may require full Commission review; subsequent review of these projects may be eligible for Administrative Review by BLC staff, where design, details, and specifications do not vary from those previously approved.
5. Emergency repairs that require temporary tarps, board-ups, etc. may be eligible for Certificate of Exemption or Administrative Review; permanent repairs will require review as outlined in Section 8.2.

C. Activities requiring an application and full Commission review:

Reconstruction, restoration, replacement, demolition, or alteration involving change in design, material, color, location, or outward appearance, such as: New construction of any type, removal of existing features or elements, major planting or removal of trees or shrubs, or changes in landforms.

D. Activities not explicitly listed above:

In the case of any activity not explicitly covered in these Standards and Criteria, the Executive Director shall determine whether an application is required and if so, whether it shall be an application for a Certificate of Design Approval or Certificate of Exemption.

E. Concurrent Jurisdiction

In some cases, issues which fall under the jurisdiction of the Landmarks Commission may also fall under the jurisdiction of other city, state and federal boards and commissions such as the Boston Art Commission, the Massachusetts Historical Commission, the National Park Service and others. All efforts will be made to expedite the review process. Whenever possible and appropriate, a joint staff review or joint hearing will be arranged.

8.3 General Standards and Criteria

1. The design approach to the property should begin with the premise that the features of historical and architectural significance described within the Study Report must be preserved. In general, this will minimize alterations that will be allowed. Changes that are allowed will follow accepted preservation practices as described below, starting with the least amount of intervention.
2. Changes and additions to the property and its environment which have taken place in the course of time are evidence of the history of the property and the neighborhood. These changes to the property may have developed significance in their own right, and this significance should be recognized and respected. (The term “later contributing features” shall be used to convey this concept.)
3. Deteriorated materials and/or features, whenever possible, should be repaired rather than replaced or removed.
4. When replacement of features that define the historic character of the property is necessary, it should be based on physical or documentary evidence of original or later contributing features.
5. New materials should, whenever possible, match the material being replaced in physical properties and should be compatible with the size, scale, color, material and character of the property and its environment.
6. New additions or alterations should not disrupt the essential form and integrity of the property and should be compatible with the size, scale, color, material and character of the property and its environment.
7. New additions or related new construction should be differentiated from the existing, thus, they should not necessarily be imitative of an earlier style or period.

8. New additions or alterations should be done in such a way that if they were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.
9. Priority shall be given to those portions of the property which are visible from public ways or which it can be reasonably inferred may be in the future.
10. Surface cleaning shall use the mildest method possible. Sandblasting, wire brushing, or other similar abrasive cleaning methods shall not be permitted.
11. Should any major restoration or construction activity be considered for the property, the Boston Landmarks Commission recommends that the proponents prepare an historic building conservation study and/or consult a materials conservator early in the planning process.
12. Significant archaeological resources affected by a project shall be protected and preserved.

The General Standards and Criteria have been financed in part with funds from the National Park Service, U.S. Department of the Interior, through the Massachusetts Historical Commission, Secretary William Francis Galvin, Chairman.

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9.0 SPECIFIC STANDARDS AND CRITERIA – EXTERIORS

9.1 Introduction

1. The Charles River Speedway Administration Building complex is significant as a tangible reminder of the Metropolitan Park Commission's groundbreaking work in the preservation and development of open space for recreational public use and enjoyment. An unusual example of a non-residential Shingle style building, it is the last remaining original structure in the Speedway section of the Charles River Reservation, the MPC's first major project in the Charles River Basin. These Standards and Criteria should be applied with an understanding of the history and significance of the Charles River Speedway Administration Building, as described in the full Study Report, Sections 1.0 – 7.0.
2. In these guidelines the verb **Should** indicates a recommended course of action; the verb **Shall** indicates those actions which are specifically required to preserve and protect significant architectural elements.
3. These Standards and Criteria apply to all exterior alterations, whether permanent or temporary. In the case of proposed temporary installations, the proposed duration of the installation must be clearly described in an application. The Commission may require a shorter duration of a temporary installation than requested. A Certificate of Design Approval will be strictly limited to the approved duration. An extension of the approved duration will require a new application. Any temporary installation that is not removed on or before the approved date of its limited duration, or is not the subject of an application for an extension, will be cited as a violation.
4. Conformance to these Standards and Criteria alone does not necessarily ensure approval, nor are they absolute. The Commission has the authority to issue Certificates of Design Approval for projects that vary from any of the Standards and Criteria on a case-by-case basis. However, any request to vary from the Standards and Criteria must demonstrate the reason for, and advantages gained by, such variation. The Commission's Certificate of Design Approval is only granted after careful review of each application and public hearing(s), in accordance with Chapter 772 of the Acts of 1975, as amended. Any variation from the Standards and Criteria shall not be considered a precedent.
5. The intent of these Standards and Criteria is to preserve the overall character and appearance of the Charles River Speedway Administration Building complex, including its buildings, site and landscape in their layout, exterior form, massing, and richness of detail.

6. The Standards and Criteria acknowledge that there will be changes to the complex and are intended to make the changes sensitive to the architectural character of the buildings and/or site design.
7. The Commission will apply the statement from the enabling legislation, Chapter 772 of the Acts of 1975, as amended, Section 4. Designation by Commission, as follows: “All recommendations [for Standards and Criteria to be adopted by the commission in carrying out its regulatory functions] shall be made in consideration of any master plan, zoning requirements, projected public improvements and existing and proposed renewal and development plans applicable to the section of the city to be affected by the designation....” (Also see Study Report, Section 5.0, Planning Context).
8. All proposed exterior alterations to the Charles River Speedway Administration Building complex are subject to the terms of the exterior guidelines herein stated. Please also refer to the General Standards and Criteria, Section 8.0.
9. Items under Commission review include but are not limited to the following:

9.2 Demolition

1. Total or substantial demolition of significant buildings within the Charles River Speedway Administration Building complex is prohibited. Proposals for demolition of the Garage (c. 1925-1941), in whole or in part may be considered on a case-by case basis; such proposals will be evaluated as to whether the demolition and subsequent new construction improves the experience of the historic setting. Demolition of the Garage will not be considered without an accompanying plan for new construction or landscaping after demolition. See also Section 9.12 – New Additions, and Section 9.14 - New Construction.
2. Demolition by Neglect: The property owners shall take necessary precautions to prevent demolition of buildings in the complex by neglect of maintenance and repairs. Demolition of Landmarked buildings in violation of Chapter 772 of the Acts of 1975, as amended, is subject to penalty as cited in Section 10 of Chapter 772 of the Acts of 1975, as amended.
3. Each building within the Charles River Speedway Administration Building complex will be separately evaluated to determine if a later addition(s) and/or alteration(s) can, or should, be removed.
4. Since it is not possible to provide one general guideline for removal of later additions, the following factors will be considered in determining whether a later addition(s) and/or alteration(s) can, or should, be removed:

- a. Compatibility with the original property's integrity in scale, materials and character.
- b. Historic association with the property.
- c. Quality in the design and execution of the addition/alteration.
- d. Functional usefulness.

9.3 Exterior Walls

A. General

1. New openings are discouraged but may be allowed on a case-by-case basis.
2. Original existing openings should not be filled or changed in size; changes to openings may be considered on a case-by-case basis.
3. It is recognized that some alterations and penetrations to accommodate new equipment may be necessary; however the addition of new vent pipes, fans, and other mechanical or electrical equipment should be planned to minimize physical and visual impacts.
4. Minimizing or eliminating the visual impact of equipment is the general objective and the following guidelines shall be followed:
 - (a) Location should be selected where the equipment is minimally visible from the street or central courtyard.
 - (b) Exterior treatment shall relate to the materials, color and texture of the building or to other materials integral to the period and character of the building, typically used for appendages.
 - (c) Exterior conduits or cables should be avoided wherever possible. Where necessary, exterior conduits should be neatly arranged and located to minimize visibility; where appropriate, conduit and cables may be painted out to match existing material colors.
5. Original or later contributing projections such as oriels and bays shall not be removed.
6. The Boston Landmarks Commission recommends that work proposed to the materials outlined in sections B, C and D be executed with the guidance of a professional building materials conservator.

B. Masonry

(Brick, Stone, Concrete, Stucco and Mortar)

1. All original or later contributing masonry shall be preserved.

2. Original or later contributing masonry materials, features, details, surfaces and ornamentation shall be retained and, if necessary, repaired by patching, piecing-in, or consolidating the masonry using recognized preservation methods.
3. Deteriorated or missing masonry materials, features, details, surfaces and ornamentation shall be replaced with materials and elements which match the original in material, color, texture, size, shape, profile and detail of installation.
4. When replacement of materials or elements is necessary, it should be based on physical or documentary evidence.
5. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered.
6. Original mortar shall be retained unless deteriorated.
7. Deteriorated mortar shall be carefully removed by hand-raking the joints.
8. Use of mechanical grinders, saws and hammers shall not be allowed. The Commission does recognize that in extraordinary circumstances the use of mechanical saws and grinders may be required to solve a specific problem. Such work should only be considered under the guidance of a professional building materials conservator; a sample of any proposed mechanical removal or grinding treatment shall be reviewed and approved by the Commission before proceeding with the work.
9. Repointing mortar shall duplicate the original mortar in strength, composition, color, texture, joint size, joint profile and method of application.
10. Sample panels of raking the joints and repointing mortar shall be reviewed and approved by the staff of the Boston Landmarks Commission.
11. Cleaning of masonry is discouraged and should be performed only when necessary to halt deterioration.
12. If the building is to be cleaned, the mildest method possible shall be used.
13. A test patch of the cleaning method(s) shall be reviewed and approved on site by staff of the Boston Landmarks Commission. Test patches should always be carried out well in advance of cleaning (including exposure to all seasons if possible).

14. Sandblasting (wet or dry), wire brushing, or other similar abrasive cleaning methods should not be undertaken; doing so changes the visual quality of the material and accelerates deterioration. Abrasive cleaning will be considered on a case-by-case basis and will require sample panels be reviewed by Commission staff.
15. Waterproofing or water repellent coatings are strongly discouraged. These treatments are generally not effective in preserving masonry and can cause permanent damage. The Commission does recognize that in extraordinary circumstances their use may be required to solve a specific problem. Samples of any proposed treatment shall be reviewed by the Commission before application.
16. In general, painting masonry surfaces shall not be allowed. Painting masonry surfaces will be considered only when there is documentary evidence that this treatment was used at some point in the history of the property.
17. New penetrations for attachments through masonry are strongly discouraged. When necessary, attachment details shall be located in mortar joints, rather than through masonry material; stainless steel hardware is recommended to prevent rust-jacking.

C. Wood

1. All original or later contributing wood shall be preserved.
2. Original or later contributing wood surfaces, features, details and ornamentation shall be retained and, if necessary, repaired by patching, piecing-in, consolidating or reinforcing the wood using recognized preservation methods.
3. Deteriorated or missing wood surfaces, features, details and ornamentation shall be replaced with material and elements which match the original in material, color, texture, size, shape, profile and detail of installation.
4. When replacement of wood materials or elements is necessary, it should be based on physical or documentary evidence.
5. Where replacement of wood materials or elements is necessary, substitute materials, such as composite siding or shingle products, shall not be allowed.
6. Cleaning of wooden elements shall use the mildest method possible.

7. Paint removal should be considered only where there is paint surface deterioration and as part of an overall maintenance program which involves repainting or applying other appropriate protective coatings. Coatings such as paint help protect the wood from moisture and ultraviolet light and stripping the wood bare will expose the surface to the effects of weathering.
8. Damaged or deteriorated paint should be removed to the next sound layer using the mildest method possible.
9. Propane or butane torches, sandblasting, water blasting or other abrasive cleaning and/or paint removal methods shall not be permitted. Doing so changes the visual quality of the wood and accelerates deterioration.
10. Repainting or staining should be based on physical or documentary evidence and/or paint seriation studies. If an adequate record does not exist repainting or staining shall be done with colors that are appropriate to the style and period of the building.
11. Waterproofing or water repellent coatings and water repellent stains may change the appearance and character of wood siding and shingles; such applications shall be considered on a case-by-case basis.

D. Metals

(Including, but not limited to: Copper, Cast Iron, Tin, Aluminum, Bronze and Zinc)

1. All original or later contributing metal materials, features, details and ornamentation shall be retained and, if necessary, repaired by patching, splicing or reinforcing the metal using recognized preservation methods.
2. Deteriorated or missing metal materials, features, details and ornamentation shall be replaced with material and elements which match the original in material, color, texture, size, shape, profile and detail of installation.
3. When replacement of materials or elements is necessary, it should be based on physical or documentary evidence.
4. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered.
5. Cleaning of metal elements either to remove corrosion or deteriorated paint shall use the mildest method possible.

6. Abrasive cleaning methods, such as low pressure dry grit blasting, may be allowed so long as it does not abrade or damage the surface.
7. A test patch of the cleaning method(s) shall be reviewed and approved on site by staff of the Boston Landmarks Commission. Test patches should always be carried out well in advance of cleaning (including exposure to all seasons if possible).
8. Cleaning to remove corrosion and paint removal should be considered only where there is deterioration and as part of an overall maintenance program which involves repainting or applying other appropriate protective coatings. Paint or other coatings help retard the corrosion rate of the metal. Leaving the metal bare will expose the surface to accelerated corrosion.
9. Repainting should be based on paint seriation studies. If an adequate record does not exist repainting shall be done with colors that are appropriate to the style and period of the building.

9.4 Windows

Refer to Sections 9.3 B, C and D regarding treatment of materials and features.

1. The significant buildings of the Charles River Speedway Administration Building complex form a cohesive composition expressive of the Shingle style. Windows appear in a variety of sizes and locations and are an important character-defining feature of the complex. The Boston Landmarks Commission recommends that work proposed to original or later contributing windows be executed with the guidance of a professional building materials conservator or architect with historic window restoration experience.
2. All original or later contributing windows shall be preserved.
3. The original window design and arrangement of window openings shall be retained.
4. Enlarging or reducing window openings for the purpose of fitting stock (larger or smaller) window sash, air conditioners, or other equipment shall not be allowed.
5. Altering or enlarging window openings to convert to doorways is discouraged but may be considered on a case-by-case basis. See also General Standards and Criteria, Section 8.0, and Section 9.12 – Accessibility.

6. Removal of window sash for the installation of permanent fixed panels to accommodate air conditioners or other equipment shall not be allowed.
7. Removal of windows to accommodate mechanical venting louvers is discouraged but may be considered on a case-by-case basis, where minimally visible.
8. Original or later contributing window elements, features (functional and decorative), details and ornamentation shall be retained and, if necessary, repaired by patching, splicing, consolidating or otherwise reinforcing using recognized preservation methods.
9. Deteriorated or missing window elements, features (functional and decorative), details and ornamentation shall be replaced with materials and elements which match the original in material, color, texture, size, shape, profile, configuration and detail of installation.
10. When replacement is necessary, it should be based on physical or documentary evidence.
11. When replacement is necessary, true divided-light wood windows are preferred.
12. Vinyl, aluminum, or metal replacement sash shall not be allowed.
13. Vinyl-clad, aluminum-clad, or metal-clad replacement sash shall not be allowed.
14. When replacement sash is necessary, through-glass muntins are required; snap-in muntins or between-glass grids shall not be allowed. Where appropriate, surface-applied simulated muntins may be considered if both exterior and interior applied muntins are used in combination with appropriately-colored spacer bars between the glass.
15. Single glazing (one layer of glass) is appropriate for multi-light replacement windows. Clear, insulated glass may be permitted if the width of the replacement muntin matches the width of the historic muntin.
16. In general, tinted or reflective-coated glass is discouraged. Replacement glass should match the original in thickness, color, texture and reflectivity. "Low-E" coatings for energy efficiency may be considered where the coating is an interior surface application and does not result in a tinted or reflective appearance.
17. Metal or vinyl panning of wood frames and molding shall not be allowed.

18. In general, the use of storm windows is discouraged; however, where storm windows are required, use of interior storm windows is encouraged. Exterior combination storm windows may be acceptable provided the installation has minimal visual impact upon the original fenestration. Storm windows shall have narrow perimeter framing (which does not obscure the glazing and sight lines of the primary window). The meeting rail of the storm sash must align with that of the primary window. The painted finish on the storm window frame must match the color of the window trim. Exterior storm windows will not be approved on arched windows.
19. Window frames and sashes should be of a color based on physical or documentary evidence and/or paint seriation studies. If an adequate record does not exist, repainting shall be done with colors that are appropriate to the style and period of the building.
20. There are no remaining original window shutters on any building of the complex; any proposals for new window shutters shall be based on physical or documentary evidence and will be considered on a case-by-case basis.
21. Where approved, new replacement shutters shall be wood-constructed; match the height and one half the width of the window opening; and be secured with proper hardware, including pintles and dogs.

9.5 Entrances/Doors (Including Garage Doors and Sliding Shed Doors)

Refer to Sections 9.3 B, C and D regarding treatment of materials and features; and Sections 9.4, 9.6, 9.9, 9.10 and 9.11 for additional Standards and Criteria that may apply.

1. All original or later contributing entrances/doors shall be preserved.
2. The original entrance design and arrangement of door openings shall be retained.
3. Alterations related to improving accessibility will be considered on a case-by-case basis. See Section 9.11 – Accessibility.
4. Enlarging or reducing entrance/door openings for the purpose of fitting stock (larger or smaller) doors shall not be allowed.
5. Original or later contributing entrance materials, elements, details, and features (functional and decorative) shall be retained and, if necessary, repaired by patching, splicing, consolidating or otherwise reinforcing using recognized preservation methods.

6. Deteriorated or missing entrance elements, materials, features (functional and decorative), and details shall be replaced with material and elements which match the original in material, color, texture, size, shape, profile, configuration, and detail of installation.
7. When replacement is necessary, it should be based on physical or documentary evidence.
8. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis.
9. Original or later contributing entrance materials, elements, features (functional and decorative), and details shall not be sheathed or otherwise obscured by other materials.
10. Replacement doors shall match the original in size, shape, operation, material, color, texture, profile, configuration, and detail of installation.
11. Original or later contributing entrance materials, elements, features (functional and decorative) and details shall not be sheathed or otherwise obscured by other materials.
12. In general, storm doors (aluminum or wood-framed) shall not be allowed on the primary entrance unless evidence shows that they had been used. They may be allowed on secondary entrances. Where allowed storm doors shall be painted to match the color of the primary door.
13. Unfinished aluminum storm doors shall not be allowed.
14. Replacement door hardware should replicate the original or be appropriate to the style and period of the building.
15. Entry lighting shall be located in traditional locations (e.g., suspended from the vestibule ceiling, or attached to the side panels of the entrance.). See Section 9.10 - Exterior Lighting.
16. Entry light fixtures shall be of a design and scale that is appropriate to the style and period of the building and should not imitate styles earlier than the building. Contemporary light fixtures may be considered, however. See Section 9.10 - Exterior Lighting.
17. Building directory panels, buzzers, alarms, security access systems, intercom panels, etc. shall be mounted inside the recess of the entrance, or where minimally visible on the face of the building.

18. Entrance elements should be of a color based on paint seriation studies. If an adequate record does not exist, repainting shall be done with colors that are appropriate to the style and period of the building/entrance.

9.6 Porches and Stoops

Refer to Sections 9.2 B, C and D regarding treatment of materials and features; and Sections 9.4, 9.5, 9.7, 9.9, and 9.11 for additional Standards and Criteria that may apply.

1. All porch and stoop materials, elements, features (functional and decorative), details, and ornamentation shall be preserved.
2. All original or later contributing porch and stoop materials, elements, features (functional and decorative), details, and ornamentation shall be retained and, if necessary, repaired by patching, splicing, consolidating, or otherwise reinforcing using recognized preservation methods.
3. Deteriorated or missing porch and stoop materials, elements, features (functional and decorative), details, and ornamentation shall be replaced with material and elements which match the original in material, color, texture, size, shape, profile, configuration, and detail of installation.
4. When replacement is necessary, it should be based on physical or documentary evidence.
5. If using the same material is not technically or economically feasible, substitute materials, such as composite products for replacement of wood surfaces, shall not be allowed.
6. When replacement of porch and stoop flooring or deck surfaces is necessary, compatible substitute materials may be considered on a case-by-case basis.
7. Original or later contributing porch and stoop materials, elements, features (functional and decorative), details, and ornamentation shall not be sheathed or otherwise obscured by other materials.
8. Enclosing original or later contributing porches and stoops is strongly discouraged. Removal of later porch enclosures should be based on physical or documentary evidence and will be considered on a case-by-case basis.
9. Porch and stoop elements should be of a color based on paint seriation studies. If an adequate record does not exist repainting shall be done with colors that are appropriate to the style and period of the building/porch and stoop.

9.7 Roofs

Refer to Section 9.3 B, C and D regarding treatment of materials and features; and Section 9.8 for additional Standards and Criteria that may apply.

1. The significant buildings of the Charles River Speedway Administration Building complex are a blend of the Shingle and Colonial Revival styles; an important feature of the complex is the irregular roofline interrupted by dormers of varying configurations. The roofs of the buildings were originally covered with wood shingles, which together with the wood shingle-clad exterior walls, formed a cohesive architectural expression.
2. The roof shape shall be preserved.
3. Original or later contributing roofing materials, elements, features (decorative and functional), details, and ornamentation shall be retained and, if necessary, repaired by patching or reinforcing using recognized preservation methods.
4. Deteriorated or missing roofing materials, elements, features (functional and decorative), details, and ornamentation shall be replaced with material and elements which match the original in material, color, texture, size, shape, profile, configuration, and detail of installation.
5. When replacement is necessary, it should be based on physical or documentary evidence. The reintroduction of cedar shingles on the roofs of significant buildings is encouraged. Phased roof replacement projects should be planned to align with logical breaks in the roofline, in order to avoid an incongruent visual effect.
6. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered. Synthetic, simulated materials shall not be allowed as replacement for natural materials. Where substitute materials are allowed, they will be evaluated for appropriateness of material, color, texture, size, shape, profile, configuration, and detail of installation.
7. Original or later contributing roofing materials, elements, features (functional and decorative), details, and ornamentation shall not be sheathed or otherwise obscured by other materials.
8. Unpainted mill-finished aluminum shall not be allowed for flashing, gutters and downspouts. All replacement flashing, gutters and downspouts should be copper or match the original material. Where necessary, replacement gutters and downspouts should be consistent with the original; variations in profile, material, and detail etc. will be considered on a case-by-case basis.

9. New external gutters and downspouts should not be allowed unless it is based on physical or documentary evidence. Where necessary, new gutters and downspouts should be consistent with the original; variations in profile, material, and detail etc. will be considered on a case-by-case basis.
10. New skylights shall not be allowed.

**9.8 Roof Projections, Chimneys, and Equipment
(Includes Dormers, Chimneys, Roof Decks, Mechanical or Electrical Equipment, Satellite Dishes, Antennas, and other Communication Devices)**

Refer to Section 9.7 for additional Standards and Criteria that may apply.

1. The significant buildings of the Charles River Speedway Administration Building complex are a blend of the Shingle and Colonial Revival styles; the irregular roofline with a variety of roof forms and projections is an important feature of the complex.
2. Original or later contributing roof projections and chimneys (materials, elements, functional and decorative features, details, and ornamentation) shall be retained and, if necessary, repaired by patching or reinforcing using recognized preservation methods.
3. Original or later contributing roof projections and chimneys (materials, elements, functional and decorative features, details, and ornamentation) shall be retained and, if necessary, repaired by patching or reinforcing using recognized preservation methods.
4. Deteriorated or missing roof projections and chimneys (materials, elements, functional and decorative features, details, and ornamentation) shall be replaced with material and elements which match the original in material, color, texture, size, shape, profile, configuration, and detail of installation.
5. Recreation of missing roof projections and chimneys (materials, elements, functional and decorative features, details, and ornamentation) may be considered when based on physical and documentary evidence.
6. New roof projections such as dormers, decks, chimneys, or structural supports for equipment shall not be allowed.
7. Enlarging original dormers shall not be allowed.
8. It is recognized that some alterations and penetrations to accommodate new equipment may be necessary; however the addition of new vent pipes, fans,

and other mechanical or electrical equipment should be planned to minimize physical and visual impacts.

9. Minimizing or eliminating the visual impact of the roof projections or equipment is the general objective and the following guidelines shall be followed:
 - a. Location should be selected where the roof projection or equipment is not visible from the street or adjacent buildings; setbacks should be utilized.
 - b. Overall height or other dimensions should be kept to a point where the roof projection or equipment is not seen from the street or adjacent buildings.
 - c. Exterior treatment shall relate to the materials, color and texture of the building or to other materials integral to the period and character of the building, typically used for appendages.
 - d. Exterior conduits or cables should be avoided wherever possible. Where necessary, exterior conduits should be neatly arranged and located to minimize visibility; where appropriate, conduit and cables may be painted out to match existing material colors.

9.9 Signs and Awnings

Refer to Sections 9.3, 9.4, 9.5, 9.6 and 9.10 for additional Standards and Criteria that may apply.

1. Original or later contributing signs and awnings integral to the building ornamentation or architectural detailing shall be preserved.
2. There are no remaining original awnings on any building of the complex; any proposals for new awnings shall be based on physical or documentary evidence and will be considered on a case-by-case basis. Rigid, closed-end awnings shall not be allowed.
3. Where awnings are allowed, shed-roofed awnings are preferable to those with quarter-round or bull-nosed profiles and valances shall be flexible, i.e., their bottom edges shall hang free rather than be attached to a horizontal framing member.
4. Canopies are not an original feature of any part of the Landmark property; new canopies shall not be allowed on any of the significant buildings. New canopies may only be considered on a case-by-case basis, if part of a proposal for new construction or addition, where allowed. See Section 9.12 - New Additions, and Section 9.14 - New Construction.

5. Signs are viewed as the most appropriate vehicle for imaginative and creative expression, especially in a structure being reused for a purpose different from the original, and it is not the Commission's intent to stifle a creative approach to signage.
6. New signs and awnings shall not detract from the essential form of the building nor obscure its architectural features.
7. The placement and configuration of signs and awnings should relate to the facade openings so as to minimize obscuring significant architectural details.
8. New signs and awnings shall be of a size, design, detail and material compatible with the building and its current use.
9. Signs and awnings applied to the building shall be applied in such a way that they could be removed without damaging the building.
10. All signs added to the complex, especially directional or information signs, should be part of a consistent system of design and reflect a design concept appropriate to the existing historic Charles River Speedway Administration Building complex.
11. Interpretive signs that present the history of the complex shall be reviewed for content of information and images.
12. Lettering forms or typeface will be evaluated for the specific use intended, but generally shall be either contemporary or relate to the period of the building or its later contributing features.
13. Approval of a given sign shall be limited to the owner of the business or building and shall not be transferable; signs shall be removed or resubmitted for approval when the operation or purpose of the advertised business changes.
14. All signage will be subject to the Boston Zoning Code in addition to these guidelines.
15. No back-lit light box signs or plastic signs shall be allowed on the exterior of the building.
16. Lighting of signs and awnings shall be evaluated for the specific use intended; in general, illumination of awnings is discouraged and illumination of a sign shall not dominate the illumination of the building.
17. Temporary signs and banners will be reviewed for size, location, and attachment details; approvals will be limited to agreed period of installation.

9.10 Exterior Lighting

Refer to Section 9.2 D regarding treatment of materials and features. Refer to Sections 9.5, 9.6 and 9.9 for additional Standards and Criteria that may apply.

1. There are three aspects of lighting related to the exterior of the building:
 - a. Lighting fixtures as appurtenances to the building or elements of architectural ornamentation.
 - b. Quality of illumination on building exterior
 - c. Interior lighting as seen from the exterior.
2. Wherever integral to the building, original or later contributing lighting fixtures shall be retained and, if necessary, repaired by patching, piecing-in or reinforcing the lighting fixture using recognized preservation methods.
3. Deteriorated or missing lighting fixture materials, elements, features (functional and decorative), details, and ornamentation shall be replaced with material and elements which match the original in material, color, texture, size, shape, profile, configuration, and detail of installation.
4. When replacement is necessary, it should be based on physical or documentary evidence.
5. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered.
6. Original or later contributing lighting fixture materials, elements, features (functional and decorative), details, and ornamentation shall not be sheathed or otherwise obscured by other materials.
7. Supplementary illumination may be added where appropriate to the current use of the building.
8. The Commission recognizes the installation of new lighting fixtures for security or emergency egress codes may be required; however, the number of such fixtures should be minimized and their location coordinated to have minimal visual impact.
9. New lighting shall conform to any of the following approaches as appropriate to the building and to the current or projected use:
 - a. Reproductions of original or later contributing fixtures, based on physical or documentary evidence.

- b. Accurate representation of the original period, based on physical or documentary evidence.
 - c. Retention or restoration of fixtures which date from an interim installation and which are considered to be appropriate to the building and use.
 - d. New lighting fixtures which are differentiated from the original or later contributing fixture in design and which illuminate the exterior of the building in a way which renders it visible at night and compatible with its environment.
 - e. The new exterior lighting location shall fulfill the functional intent of the current use without obscuring the building form or architectural detailing.
10. Interior lighting shall only be reviewed when its character has a significant effect on the exterior of the building; that is, when the view of the illuminated fixtures themselves, or the quality and color of the light they produce, is clearly visible through the exterior fenestration.
11. Exterior conduits or cables should be avoided wherever possible. Where necessary, exterior conduits should be neatly arranged and located to minimize visibility; where appropriate, conduit and cables may be painted out to match existing material colors. Removal of existing exterior conduit and cables is encouraged.
12. As a Landmark, architectural night lighting is encouraged, provided the lighting installations minimize night sky light pollution. High efficiency fixtures, lamps and automatic timers are recommended.
13. On-site mock-ups of proposed architectural night lighting may be required.

9.11 Accessibility

Refer to Sections 9.2 A, B, C, and D regarding treatment of materials. Refer to Sections 9.5, 9.6, 9.12 and 9.13 for additional Standards and Criteria that may apply.

1. Alterations to existing buildings for the purposes of providing accessibility shall provide persons with disabilities the level of physical access to historic properties that is required under applicable law, consistent with the preservation of each property's significant historical features, with the goal of providing the highest level of access with the lowest level of impact. Access modifications for persons with disabilities shall be designed and installed to least affect the character defining features of the property. Modifications to some features may be allowed in providing access, once a review of options for the highest level of access has been completed.

2. Because of the complex nature of accessibility the commission will review proposals on a case-by-case basis.
3. It is recommended that applicants consult with staff of the Commission as early in the process as possible when proposing alterations for the purposes of accessibility.
4. Where feasible and appropriate, reversible solutions to providing accessibility are encouraged.

9.12 New Additions

Refer to Sections 9.6, 9.7, 9.8, and 9.11 for additional Standards and Criteria that may apply.

1. New additions to the Charles River Speedway Administration Building are strongly discouraged. Additions can significantly alter the historic appearance of the buildings and character of the site; therefore, an exterior addition should only be considered after it has been determined that the existing building cannot meet the new space or program requirements.
2. New additions will be considered on a case-by-case basis.
3. Where allowed, new additions shall be designed so that the character defining features of the building and site are not substantially altered, obscured, damaged or destroyed.
4. New additions should be designed so that they are differentiated from the existing building, thus, they should not necessarily be imitative of an earlier style or period.
5. New additions shall be of a size, scale, and of materials and details that are in harmony with the historic buildings and site.

9.13 Landscape/Building Site

Refer to Sections 9.3 B, C, and D regarding treatment of materials and features. Refer to Sections 9.2, 9.11, 9.12, and 9.14 for additional Standards and Criteria that may apply.

1. The Charles River Speedway Administration Building complex is the last remaining vestige of what had been a sprawling recreational facility at the edge of the Charles River that included a mile-long public racecourse and expansive parkland. The current (2011) setting of the Charles River Speedway

Administration Building complex is disconnected from the river and parkland by Soldiers Field Road and has little to no buffer from adjacent streets and property; the central courtyard and landscaped space along the front of the complex facing Soldiers Field Road are important features that shall be preserved. The general intent is to preserve the existing or later contributing landscape features and guide proposed alterations to enhance the understanding of the historic setting.

2. The Commission's evaluation of proposed alterations to the landscape and building site shall be made in consideration of any master plan, zoning requirements, or projected public improvements that may impact the Charles River Speedway Administration Building complex. While the Standards and Criteria only apply within the boundaries of the Landmark designation, the Commission encourages planning efforts beyond the boundaries of the designation to consider improvements to streets, intersections, bridges, sidewalks and crosswalks that will improve access to the historic site and improve connections to the historic Charles River Reservation.
3. It is recognized that often the modern environment surrounding the property has character, scale, and street pattern quite different from what existed when the building was constructed. Thus, changes must frequently be made to accommodate new conditions, and the landscape treatment can be seen as a transition feature between the landmark and its newer surroundings.
4. Original or later contributing site features (decorative and functional), materials, elements, details and ornamentation shall be retained and, if necessary, repaired using recognized preservation methods.
5. Deteriorated or missing site features (decorative and functional), materials, elements, details and ornamentation shall be replaced with material and elements which match the original in material, color, texture, size, shape, profile and detail of installation.
6. When replacement is necessary, it should be based on physical or documentary evidence.
7. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered.
8. Removal of non-historic site features from the existing site is encouraged. Removal of non-historic features or circulation should be based on physical or documentary evidence.
9. The existing landforms of the site shall not be altered unless shown to be necessary for maintenance of the landmark or site. Alteration of existing or addition of new topographical features will be considered if they do not

obscure the exterior of the landmark or alter the basic concept of the historic site design.

10. Original layout and materials of the walks, steps, and paved areas should be maintained. Consideration will be given to alterations if it can be shown that a change in site circulation is necessary and that the alterations will improve the site without altering the integrity of the landmark.
11. Existing healthy plant materials should be maintained as long as possible, unless it is part of a later non-compatible design or is volunteer or invasive vegetation inconsistent with the original design. New plant materials should be added on a schedule that will assure continuity in the original landscape design and its later adaptations.
12. Maintenance of, removal of, and additions to plant materials should consider maintaining existing vistas of the landmark.
13. Where necessary, new additions/alterations to the site (such as: new sidewalks, access ramps, parking lots, loading docks, etc.) shall be as unobtrusive as possible and preserve any original or later contributing site features.

9.14 New Construction

Refer to Sections 9.2 and 9.13 for additional Standards and Criteria that may apply.

1. New construction may be considered if the Commission allows demolition of the Garage, so long as the new construction does not otherwise compromise the integrity of significant buildings, open space, or landscape. See Section 9.2 - Demolition.
2. New construction may be considered at the northeast corner of the designated property, so long as the new construction does not otherwise compromise the integrity of significant buildings, open space, or landscape. The Commission will review new construction within the designated boundary.
3. Because of limited opportunities for new construction within the Charles River Speedway Administration building complex (the designated Landmark), the Commission encourages planning and redevelopment opportunities that incorporate property to the east of the designated Landmark as long as any adjacent new construction minimizes physical impacts to the Speedway Administration Building property and is visually compatible with the character of the designated Landmark.

4. Proposals for new construction, where allowed, shall be reviewed by the Commission on a case-by-case basis for potential physical and visual impacts on the buildings and site.
5. New construction proposals will be reviewed by the Commission for appropriateness of location, massing (including height and associated impacts), architectural design, site design, details, and materials.
6. When considering new construction proposals, the Commission will consider other relevant master plans, zoning requirements, projected public improvements and existing and proposed renewal and development plans applicable to the site.
7. When considering proposals that require review by other city, state and federal agencies, the Commission will coordinate a concurrent review process to the extent possible.

9.15 Archaeology

Refer to Sections 9.3 B, C, and D regarding treatment of materials. Refer to Sections 9.2, 9.14 for additional Standards and Criteria that may apply.

1. Disturbance of the terrain around the building or site shall be kept to a minimum so as not to disturb any unknown archaeological materials
2. An archaeological assessment should be conducted to determine the archaeological sensitivity of any new construction site. Should the assessment recommend further study, then an archaeological survey should be conducted prior to the beginning of any new construction project.
3. Known archaeological sites shall be protected during any construction project.
4. All planning, any necessary site investigation, or data recovery shall be conducted by a professional archaeologist.

10.0 SEVERABILITY

The provisions of these Standards and Criteria (Design Guidelines) are severable and if any of their provisions shall be held invalid in any circumstances, such invalidity shall not affect any other provisions or circumstances.

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