Historic Building Condition Assessment Report of the

SARANAC LAKE FIRE STATION

100 Broadway
Saranac Lake, NY

Prepared by:

LANDMARK CONSULTING LLC

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I. Executive Summary

The Saranac Lake Central Fire Station at 100 Broadway in the Village of Saranac Lake was constructed in 1912 of high quality traditional materials, yet it sits just outside the recently expanded boundary of the Berkeley Square National Register historic district which stopped at Bloomingdale Avenue. As such, the Fire Station is not a currently listed property, despite its strong historic and architectural significance. While the historic building (111 years old) is an important architectural asset of the Village, it has been impacted over the last several decades by inappropriate alterations, inferior replacement materials and as emergency response and rescue technology has changed has not been thoughtfully brought up to date. As part of a broader Feasibility Study to look at the needs and opportunities of redeveloping a comprehensive public safety facility that would house the fire department, the police station and the emergency rescue squad, this historic building condition assessment was commissioned in order to provide information specific to this historic structure. Landmark Consulting LLC has previously conducted a Historic building Condition Assessment Report of the Paul Smith's Electric, Light & Power & Railroad Company building at 3 Main Street, which includes the former powerhouse that currently houses the Saranac Lake Police Department (Report dated 2018). Just as was found at 3 Main Street, the alterations made over the years at the Fire Station to accommodate new uses have not always been in the best interest of preservation of this historic building. That said, overall, the Fire Station building has been found to be structurally sound and retains much of its historic and architectural integrity. In appropriate alterations that have been made, have the ability to be reversed and adaptive reuse or rehabilitation of this structure to allow for new functions for the next 100+ years are more than feasible; they may actually be the most fiscally responsible approach for the use of village and town taxpayers. Following the *Secretary of the interior's Standards for the Treatment of Historic Properties*, the rehabilitation standard would be the most applicable level of treatment. The building rehabilitation standard is defined as the act or process of making possible a compatible new use in an existing property through the repair, alteration and addition while preserving those portions or features of the building which convey or accentuate its historic or architectural value.

As with other buildings in the Village, this structure dates from a time when the Village of Saranac Lake was experiencing a period of growth and wide reputation as a sophisticated city in the center of the rustic Adirondack region. It also heralded a period of advancement in firefighting as the station, built of fireproof construction, marked the joining of two separate hose companies, and the need to work together in order to serve a larger geographic area. Celebrating and capitalizing on this history is an important part of any redevelopment, reuse and rehabilitation approach.

As the conditions survey and reuse assessment that follow will show, this building has a great potential to last another 100+ years of service to the Fire Department and the Village of Saranac Lake. In fact, there are a number of space and program needs outside of the 14,000 sf of dedicated vehicle garage bays that can be accommodated in the three floors of the historic fire station. Structurally the fire station is in good to excellent condition, as long as it is not used for garaging increasingly heavy vehicles. Also, the inappropriate alterations that have

been made over the past half century both on the interior and exterior can be carefully reversed to restore its architectural significance, especially if following the guideline of the Secretary of the Interior's Standards or Rehabilitation of historic properties. Retaining and rehabilitating this historic structure that reflects the original era of Saranac Lake's population growth and history as the most sophisticated city in the Adirondacks, demonstrates the commitment of municipal leaders to the Downtown Revitalization Initiative and to preserving Saranac Lake's unique architectural character.

It is the hope that sufficient space can be creatively designed in a new building to use the Broadway street grade, the rear lower grade and the side alley at the north end of the block to locate garage bays for the ten+ trucks and ambulances, for boat/trailer storage, tractors, SCAT, and police cars. With the first and second floors of the historic fire station reused for offices, meeting rooms, public reception and storage functions, residential spaces for fire and rescue personnel such as bunk rooms, bathrooms/showers, lockers, Day room and Kitchen/lounge could ideally be located on the upper floors of a new attached building where sufficient windows and daylight (as well as emergency egress) can be afforded.

Bulleted recommendations for rehabbing each floor are included in Section V of this report.

II. Summary History of Building

The Saranac Lake Fire Department begins its official history with the merging of two independent hose companies in 1891. The Woodruff Hose Company was organized in 1887 by Eugene Woodruff and consist of approximately 30 men. They worked out of a wood-framed building located at 23 Depot Street which was built between 1895 and 1899. The 1899 Sanborn Insurance map labeled this building as having a "hose cart and hook and ladder truck." A second volunteer fire company was formed by dissatisfied members of the Woodruff Company. Formed in 1893, the M. B. Miller Hose Company No. 2 was named after Milo Miller, one of the original members, the wealthiest local landowner, and unanimously elected Village President the same year The Miller Hose company bought a two-wheel hose cart in Malone and stored it in the municipal building (the pump house) on Main Street. The two hose company reunited in 1912 with the building of the new brick and stone fire house on Broadway.

Initially the hose carts were man-drawn, especially in the winter, since the streets are not plowed. While the hose companies were staffed by volunteers, the drivers were paid by the Village, as they continue to be today. Shortly after 1900, the village of Saranac Lake purchased its first piece of fire apparatus, a four-wheel cart, which was later converted to a horse-drawn rig. The horses were owned by the village and used for street work but would be harnessed and hitched up to the fire wagons when the alarm sounded. Two more horse-drawn pieces were added as the village grew, a hose and chemical wagon and a ladder wagon. In 1908, Saranac Lake citizens urged for the purchase of a steam fire engine for the better protection of the village from fire. The purchase of a site for a new fire house is also under consideration. By November 1910, plans were completed for a new fire house for the Saranac Lake fire companies. A brick building measuring 35 by 60 feet was estimated to cost about $11,500 with additional equipment estimated at $3,600. In January of 1911, voters of Saranac Lake authorized an appropriation of $18,000 for a fire engine house, equipment and a site on Broadway. The site itself cost $3,000, with the building construction estimated at $14,000. As designed, the first floor was to have room for a combination hose wagon, chemical engine, and ladder trucks, while the second floor would house quarters for the firemen and janitor of the building. The horses were stabled in the basement level, entered at the lower grade on the rear elevation. The building was constructed by Branch & Callanan, a large contracting firm that operated a major local mill just behind the fire house stie on Depot Road & Bloomingdale Avenue. Branch & Callanan was founded in 1892 and was active through Saranac Lake's first building boom, building sixty buildings in 1908 alone in the Saranac Lake area. Major landmark buildings in Saranac constructed by the firm include Hotel Saranac, Gabriels Sanatorium, the Will Rogers Memorial Hospital, the Saranac laboratory, Trudeau Sanatorium, and countless homes, cottages and great camps.

Sometime around between 1914 and 1920, the boundaries of the village had expanded to the extent that the run for the horses was too far and not practical, thus the first motorized fire truck was purchased. The horses were replaced by an American-LaFrance fire truck and the instant harness rigs were cut from the ceiling at the fire house on Broadway. By 1925, a second vehicle, a ladder truck was purchased.

By 1953, the fire house was described as having are three pumpers, an emergency truck and a racing truck. As originally designed, the firemen's quarters on the second floor included a recreation hall, meeting room and kitchen combined and a bunk room and adjacent bathroom. At the time of construction, there were four paid drivers who worked 24 hour shifts. As expected, it appears there was initially a brass pole between the upper and ground floor, but it was removed when a mechanized apparatus replaced the horse drawn vehicles.

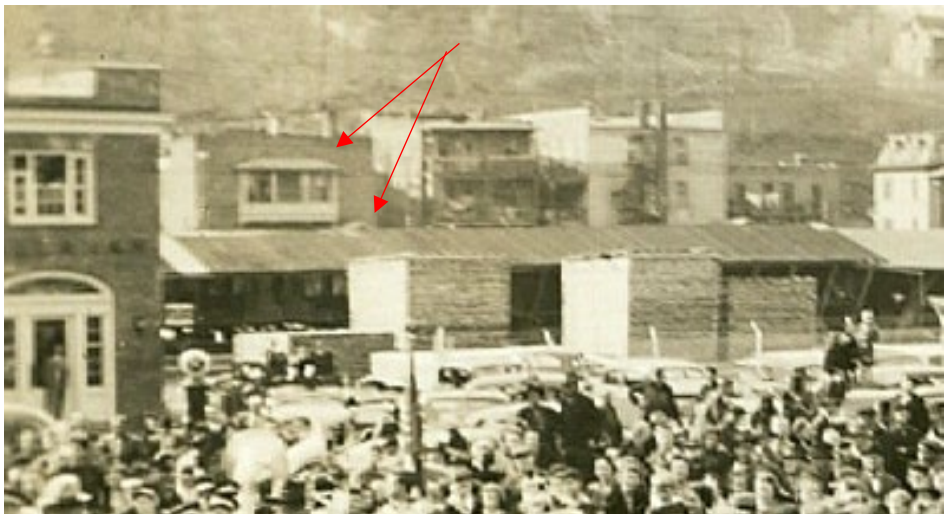
Below are some historic images which document some of the alterations made over time.

Early 1910s

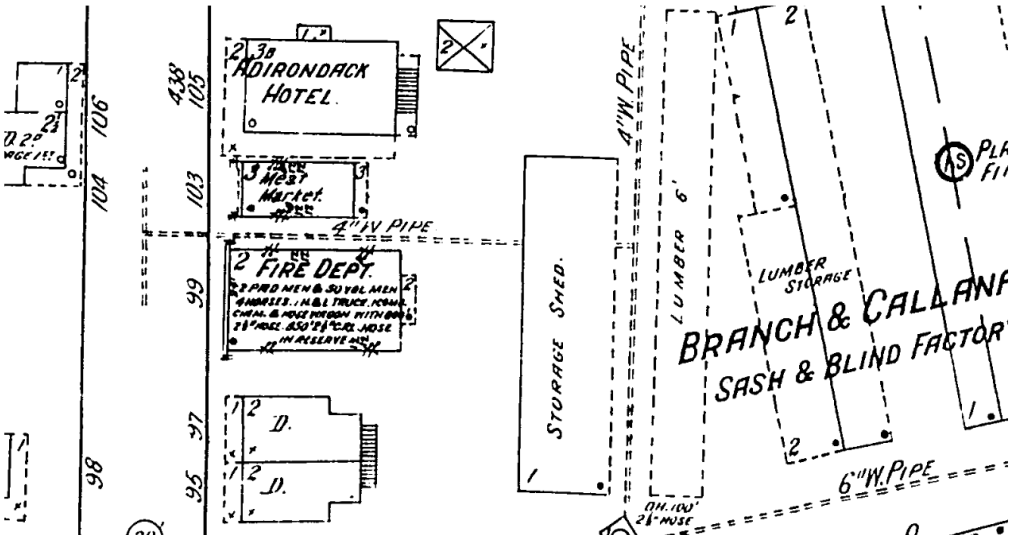
c. 1920

c.1930

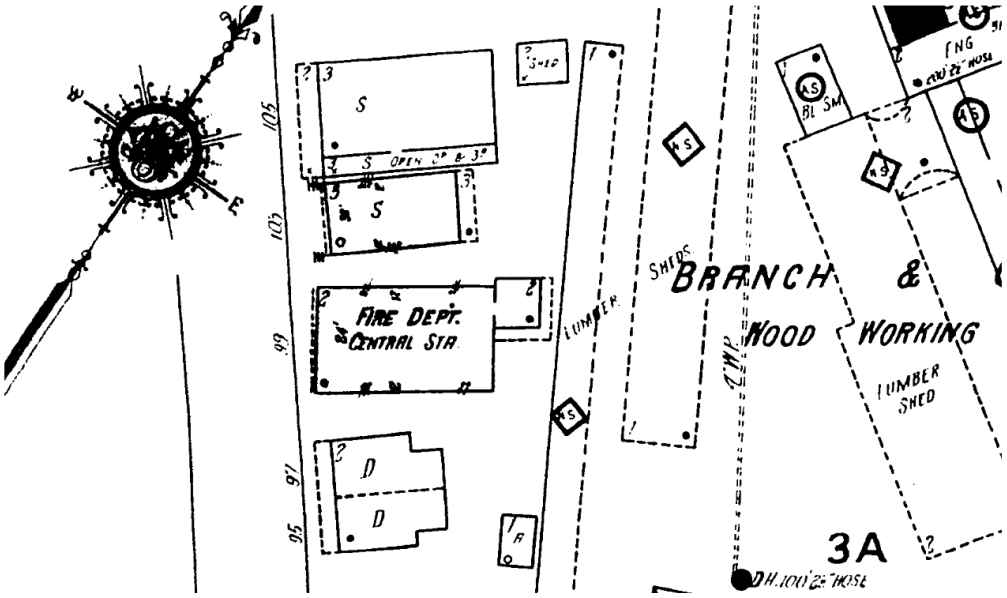
Pre-1925



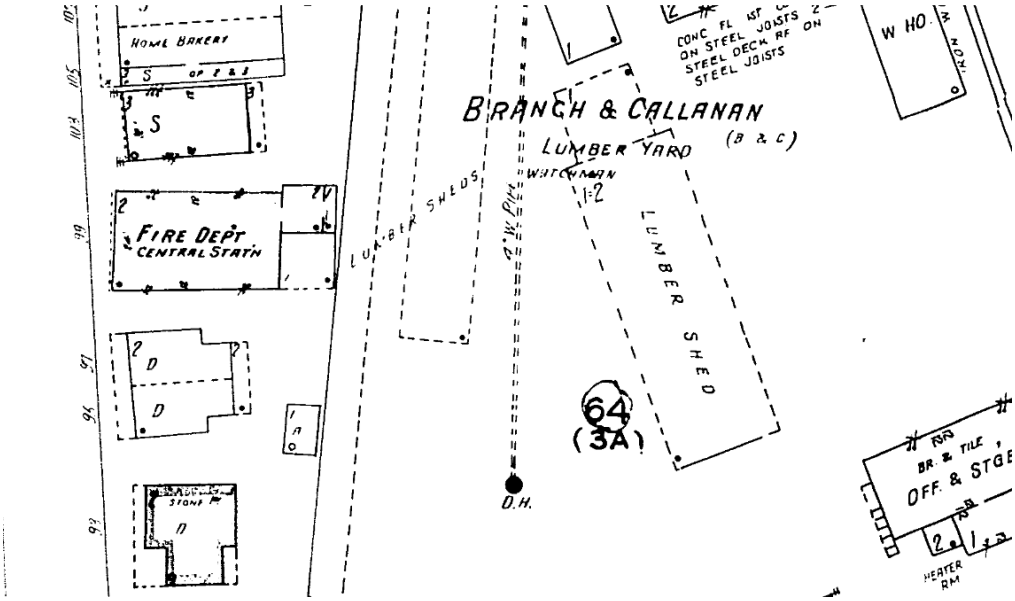
View looking west from Depot Street, with rear elevations of Broadway bldgs. Note 2nd story bay window & gable ridge of NE addition.



Sanborn Insurance Map 1916 – Note 2nd story rear porch



Sanborn Insurance Map 1924 – Note rear NE addition with canopy roofs.



Sanborn Insurance Map 1931-45 – Note 2 story NE addition and 1-story SE addition.

Significant exterior changes over the past century

Historic photos from the mid-1910s show the front elevation of this brick masonry building as having two garage door openings centered on the front wall with pairs of wood 12-lite paneled doors that hinged and swung outward. A brick pier separated these two openings while a continuous header spanned the tops of both. Above this header was a shallow iron balcony supported on eight iron scrolled brackets. This balcony included an iron railing with simple ornamentation with heavier posts aligned with the scroll brackets. This balcony was accessed at the second floor from two doorways off the recreation room flanking two center windows. The balcony and the continuous header remained in place even after the central brick pier was removed and the

out-swinging wood doors were replaced for a larger door opening by the 1930s. The later doors for the single broader opening appeared to be a series of four leaf, bi-folding doors that pivoted and folded inward.

As originally designed and constructed, there is an entryway on the south elevation. Originally this doorway included a solid wood six-paneled door with half-round glazed transom framed above it. This doorway was and continues to be sheltered by a gabled roof canopy supported by carved wooden scroll brackets. The roofing is flat pan sheet metal. Originally there were minimal ground level windows, and instead natural light was admitted through multiple panes of glass in the garage doors. Today the large single overhead garage door contains a narrow row of seven rectangular windowpanes. Two small 3-lite windows positioned between pairs of brick pilasters on either side of the garage door opening light the hose tower on the west and a small closet on the east. At the second floor, there was an abundance daylight through glazed doors and window openings. The front elevation was arranged symmetrically with two doorways with 8-lite transoms leading out to a balcony. Between these two doorways were two window openings that each contained double hung windows with 8-lite upper sash over a single lite lower sash. On the south elevation this style of window is repeated in a grouping of three windows sharing a stone sill and brick lintel. Towards the rear of the south elevation there were three additional two-over-two double hung windows framed within arched top masonry openings. Winter photos from the 1950s indicate that exterior storm windows were installed in the colder months. Given the location of Branch & Callanan's sash and door mill shop directly behind the fire station parcel on Depot Road, it is not surprising that the windows and doors of this building were key design features.

The front elevation and the more formal return of the side elevations were ornamented with dressed limestone trim at the pilasters, windowsills, beltcourse and having a carved projecting dressed marble water table. This use of classical architectural elements places this building clearly in the design trends of the first quarter of the twentieth century, with Classical Revival styles being used primarily for civil and institutional buildings during this period. The engaged brick pilasters on the front elevation visually support a heavy articulated entablature complete with modillion blocks, a broad frieze and classical proportions. This entablature which is constructed of pressed/formed sheet metal returns on each side wall to embellish the front pavilion. Above the entablature, a stepped brick parapet wall rises another 4-feet. Until recently, the window trim and this entablature was painted dark green. Since at least 2016, these trim elements were painted red. Historically, these features were a cream color intended to blend and match the dressed stone elements. Incorrectly the capitals of the pilasters, which are likely carved stone, were painted first green and now red as part of the entablature, instead of matching the stone color of the bases.

Since the site slopes down in grade towards the rear of the building, it appears that the basement was always fully exposed on the east elevation and that initially a canopy sheltered the centered doorway where the horse stables were accessed. According to historic insurance maps, between 1916 and 1924, a small square 2-story addition was built off the northwest corner of the north elevation. This addition appears to have measured about 15'x15, had a gabled roof based on the ghost lines on the building and included an overhanging one-story canopy on two sides (south and

east). Between 1924 and 1931, another addition, being one-story, was built expanding this addition to the east. It is possible that these additions were wood-framed and were removed when the 1960s addition was constructed. According to historic records, when the old town hall burned in 1926, the village lost its jail. In 1928, four cells were created in the rear of the first floor of the fire house. A historic photo from the 1940s from Depot Street looking towards the rear elevations on Broadway, shows the second floor of the fire house which appears to have an enclosed angled balcony with hipped roof, similar to an oriel window. Again, ghost lines remain on the rear wall reflecting this earlier configuration.

A number of exterior alterations are notable as having occurred in recent decades. The metal balcony was removed from the front elevation. The decorative windows on the west and south have been replaced with large picture windows, crank out Anderson casements and all the transoms or upper sash window areas have been fully infilled with plywood panels. In several locations air conditioning units have been permanently installed. All the windows in the rear portion have been replaced with the masonry openings blocked in or infilled with plywood panels and much smaller window units. The basement level window openings facing south have been infilled with concrete block or an oil tank filler pipe. Since 2009, the two second floor doorways that would have led to the balcony have been removed, their masonry openings infilled with plywood panels and small non-matching aluminum windows. Only the small 3-lite windows flanking the garage door and at the top of the hose tower on the north elevation have been retained. A large metal or fiberglass automatic overhead garage door was installed in the broad opening likely at the same time the 1960s addition was constructed. The side entry door on the south elevation has been replaced with a steel exterior door although the glazed fanlight transom and gabled canopy remains intact above.

On the rear elevation, the original masonry window openings have been altered at least once with brick masonry openings infilled to accommodate much smaller replacement windows, a door and a louvered fan vent. As noted, the ghost line of the gabled roof line of the 1920s two-story addition is visible with a doorway positioned under it, that currently provides access from the garage to the rear iron fire escape. Another doorway at the basement level was infilled with concrete block. The basement level garage door is a modern fiberglass overhead door where originally this opening would have had hinged carriage doors. At the second floor level, there are additional ghost lines on the brick wall that indicate the previous floor structure of a second balcony or oriel window which may have been assessed off the bunk room and kitchen and would have had an arched/hipped roof over it. Mortar-infilled joist pockets where the floor level of this balcony structure would have been positioned remain as evidence of this former structure. A third window on the first floor level was clearly infilled with brick at the time the 1920s addition was built. The brick arch lintel and stone sill of this window were retained.

On the north elevation, only a handful of window openings remain in use. At the first floor level the original masonry openings were cut down to the floor level to serve as archway connections to the new 1960s fire house addition. At the second floor, extensive kitchen and bathroom renovations have resulted in the openings being partially infilled and made smaller. Fortunately, the brick

exterior walls have not been painted, aside of overspray from the painting of trim. There is evidence of minor repointing campaigns, particularly at the parapet level which have not been all that successful in blending with surrounding pointing. A new brick chimney was constructed attached to the original along the north wall, taking up part of the hose tower in order to exhaust the new oil-fueled furnace. New sheet metal cap/coping on the parapet walls has been installed since 2009 changing the design of the original which was stepped and taller at the centermost section.

c. 1950s

c. 2016

Significant interior changes

The most significant interior changes mostly relate to the layers of modern, mid/late 20th century finishes such as vinyl flooring over what is most likely hardwood flooring, drywall or pressboard (Masonite) sheet panels over original plaster and beaded board wainscot wall finishes and acoustical ceiling tiles, either suspended in aluminum grids or as interlocking tiles attached to furring strips. These interior finishes have dramatically altered the interior early 20th century character of the spaces on the second floor. The wallpapered wall surfaces is likely 40+ years old, giving the living spaces an extremely outdated atmosphere. The alteration of windows has also greatly impacted the interior spaces with less natural light admitted through smaller, framed down openings. The connection to the exterior from the Day Room has essentially been eliminated as a result of the removal of the iron balcony and the two doorways. The modern partition wall that now separates the Day room from the Dispatch Room made of unfinished knotty pine boards is incongruous with the plaster walls, painted beaded board wainscot and simple wood trim of the original wall finishes. On the first floor, the biggest alteration has been the windows, the overhead garage door and the concrete flooring, the latter two signifying the evolution and changes of fire equipment and the need to house bigger vehicles over the past century. In the basement, the major changes also relate to the need to support larger heavier vehicles within the garage, with the installation of supplemental steel I-beams and a multitude of support posts.

Major Alterations

The Fire Department Building was originally built in 1912 and consists of two stories plus a basement totaling 6,100 SF. The most significant alteration was the one-story addition built along the north side of the fire station in 1964 increasing the total square footage of the fire station to almost 10,340 sq. feet. (Basement = 2,033, First Floor = 6,273, Second Floor = 2,033). The old Adirondack Hotel, later known as the Murphy Block, was razed to make room for the expansion. The 1960 addition which was built over a crawl space (approx. 58' x 73' footprint) within which an oil-fired boiler was installed and a 1,000 gallon oil tank located. In recent decades this crawl space was infilled with crushed stone and poured concrete because the weight of the fire trucks was causing the floor to collapse. In 2007, brick repairs were needed and made on the east and north side, possibly caused by the 1960s construction which may have undermined the foundations of the original building.

The Branch & Callanan millwork shops that were located on the property behind the fire station experience three separate fires over the 70+ years of business there. The first pre-dates the fire station, when in 1901 the woodworking shops were destroyed by fire. It was considered the most disastrous fire in the village at that time. Then again in 1930, a fire wiped out an entire block in the business district of Saranac Lake and destroyed the mill working plant of Branch & Callanan including their planing mill and its elaborate machinery, office building, garage, storehouses, lumber and shingle stacks and sheds. The third fire in 1965 at Branch & Callanan's lumber yard storage shed, just as the fire station expansion was nearing completion, fueled by gusts of wind had a far reaching impact on the properties surrounding the plant. The fire house was on fire at the back of the building where the meeting room/kitchen were located. It is possible that the 1920s addition and rear balcony were destroyed at this time and removed as a result. At the new addition there was slight damaged in the rear and the panes of glass were broken by the heat and later smashed to the floor as the heavy spray from hoses as they were moved along the building to keep the fire at bay.

In the early 1990's, steel beams were added in the basement of the original fire house because the floor which had been covered with poured concrete was beginning to cave in from the weight of the fire trucks and due to the constant exposure to water from washing of the trucks. The original floor of the garage had been finished with wood, but as equipment got larger and heavier, it was replaced with poured concrete. Although floor drains and piping was added, water still penetrated through the floor since the floor is not sloped for effective drainage.

III. Summary of Present Building Conditions

At the request of Village Trustee, Matthew Scollin, Mayor James Williams and Village Manager, Erik Stender, Landmark Consulting LLC was asked to assess the current building conditions and develop a set of recommendations related to the feasibility for reuse or incorporation into the redevelopment of the site as a new emergency services facility.

An agreement was executed on November 4, 2022, and a site visit was conducted on November 15th during which time, each space on the three floors of the historic fire house were documented with photograph, description notes and assessed for condition and extent of original historic fabric. Basic repair needs or functional issues were noted as well.

Exterior

The west and south elevations of the fire station are the primary facades of the building which is constructed with smooth red brick in Flemish bond with buff/sand colored mortar joints and dressed limestone trim elements. The length of the building is arranged in four bays with the front bay repeating the ornamentation and Colonial Revival design elements that are prominent on the front façade. This first bay of the building is set upon a carved marble foundation of large dressed blocks of stone and a gently sloped water table, before the brickwork begins. This first bay includes the side returns of the heavy pressed sheet metal entablature, the stepped and paneled brick parapet walls and the use of dressed stone sills, beltcourse and broad decorative window openings. As mentioned previously the broad window openings on the front and side returns (first bay) originally contained multi-paned asymmetrical wood double hung windows or doors with multi-paned transoms. Built in an era of limited electrical/artificial lighting, these grand windows would have admitted generous amounts of natural daylight from this southern exposure into the fire station. Today, the design intent of broad, decorative window and doors openings has been lost through the inappropriate infill of plywood and small, mismatched window units and thru-wall air conditioning units that project beyond the wall plane.

The garage door opening(s) was also a significant character-defining feature of the fire station when first built, with large hinged paneled doors with multiple panes of glass. This was the first of original features to the be altered over the decades as the use of the garage space changed from housing carts to early steam engines, to the current large fire trucks. The jambs of the opening however have been kept the same, with a modern aluminum overhead garage door with a small row of narrow windows.

The front façade originally also contained a projecting iron balcony that provided outdoor space from the second story day/recreation room. While it is unknown when this balcony was removed, it was in place at least through the 1940s, and like the other decorative elements on the front façade was a character-defining feature of the Colonial Revival architectural style. Once it was removed the two second story doorway became obsolete, and eventually were removed. Today the door openings are infilled with painted plywood sheets that are delaminating. A wooden sign board with hand-painted dates “1891 – 2016” spans under the limestone door sills covering the holes in the brickwork where the balcony structure was removed.

As noted, the broad entablature that includes the crown molding, frieze and projecting cornice with modillion blocks is made of pressed sheet metal. It is currently painted red, although its rough texture is visible from the street indicating underlying layers of peeling paint and possibly corrosion/rust. In 1912, this sheet metal may have been terne-coated (a zinc alloy) tin or copper. The project cornice with its hipped or sloped surface which faces the sky is the area that is most susceptible to rusting, broken seams, and holes. While this was not inspected, given lack of access, it is likely that it is finished with a flat, interlocking seam, similar to what is seen as on the gabled canopy over the side entry door. Hipped seams and at drip edges is where corrosion is most likely, although these areas can easily be repaired by a skilled metal roofer. This metal work also turns up the brick parapets and would have been let into and secured into a brick joint, possibly with counterflashing. The integrity of this interface is also a possible area of water infiltration if not maintained. Originally the brick parapets were capped with sheet metal coping that was decorative and has since been replaced with an anodize aluminum metal coping lacking any decorative detailing.

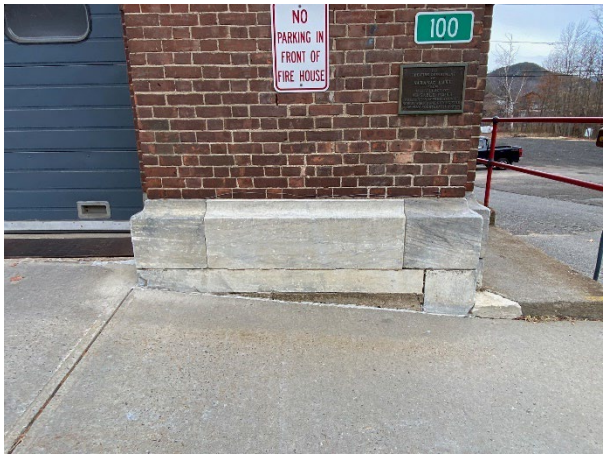
The side entryway is another important decorative feature that fortunately has not be greatly altered. It retains the gabled roof canopy that is supported on carved wooden scroll brackets. The roof is covered with the original interlocking flat seam metal pans with stepped counterflashing against the brick wall. The brick door and half-round transom surround remains in good condition with dressed limestone spring blocks and keystone. The multi-paned half-round transom window is one of the few original windows still intact on the exterior of the building. The door beneath this transom however has been replaced with a modern aluminum/steel entry door, which is exhibiting paint adhesion failure. The concrete landing outside this entryway retains the original pipe railing on two sides.

While the front, public facing façades of the fire house suggested a bit of pomp and circumstance, the rear three bays of the building were much simpler in design and construction reflecting the more utilitarian functions of the building. Possibly due to the location of buildings on either side of the fire station, the side and rear elevations contained windows that were less decorative and the brick walls were constructed of common red brick laid in common bond rather than the more decorative Flemish bond. At the upper courses above the second floor window openings there are a number of random bricks that exhibit spalls of the fired outer face of the bricks. There are a number of discolored or repointed bricks near the parapet level at the southeast corner. Metal louvered grills about the second floor windows suggest there is a shallow attic space between the second floor ceiling and roof plane. Windows all had segmental arched brick lintels while the sills were rough faced local stone rather than dressed limestone which was likely a special order. Despite this the fenestration pattern was aligned vertically with the heights and widths matching. Today, these uniform openings are filled with a mismatched arrangement of window types (casements and double hung) and the original large openings reduced in size with plywood and wood framing infilled around modern window units. At the basement level all the window openings have been infilled with concrete block or wood. The basement level foundation walls were board-formed poured concrete rather than dressed and carved marble.

The rear (east) elevation provides the most evidence of changes over the decades with ghost lines of previous rooflines now removed, scars of removed floor structures from the brick work and

every kind of change possible with a window opening. This rear wall is also covered with a variety of electric conduit, an electric service mast and utility pole with siren. An iron fire escape with two landings and two runs of stairs spans across the back wall. There is rust staining on the brick walls where the diagonal support braces are anchored into the brickwork. The basement level overhead garage door is a modern aluminum or fiberglass door with faux panels and no windows.

REPRESENTATIVE EXTERIOR PHOTOS



Cut & dressed marble foundation.

Dressed & carved limestone trim.

Second floor door & window openings infilled with painted plywood, replacement units & a/c

Pressed metal entablature/cornice painted red. Note stone pilaster capitals also painted red.

Metal entablature returned on north elevation. Note brick parapet & orig. chimney with new boiler chimney added next to it.

Original side entry with replacement door and framed down and altered 2nd floor window.

Front elelvation with altered 2nd floor window/door openings and missing balcony.

South elevation with altered window openings.

Rear east elevation with ghost lines of former 2nd floor bay window and gabled roof of NE addition.

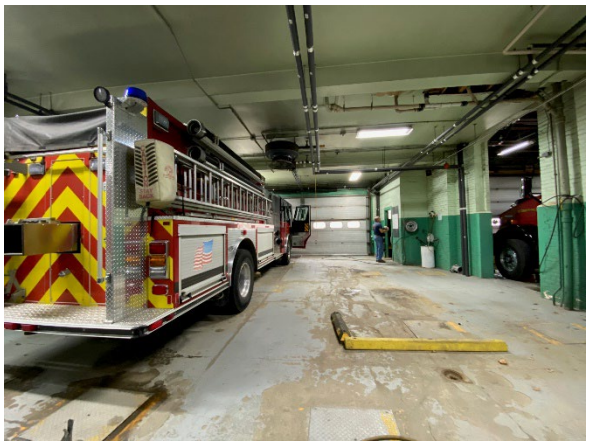
View of north elevation showing altered window openings and c.1960s CMU additon.

Main Floor – Garage

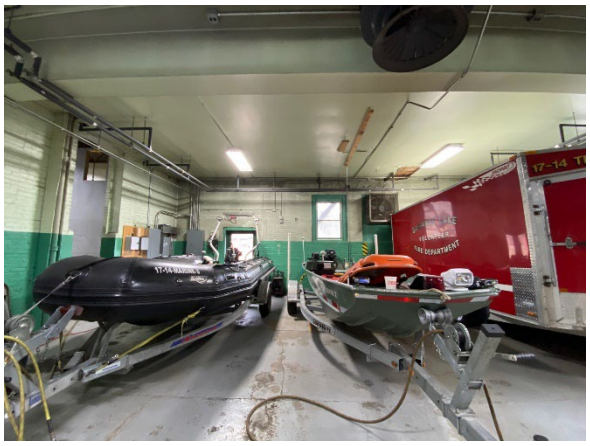
The main floor of the historic fire station consists of one large open garage bay that measures approximately 33' wide by 59'long. In the front NW and SW corners there are 3.5-ft wide closets flanking the double wide garage door opening. This closet on the north side is the location of the original hose tower which rose to the roof level and down to the basement level for hanging wet hoses to be dried by the adjacent furnace in the basement. This hose tower closet also contained the furnace chimney that has been added to in recent decades for a new chimney for the existing heating system. On the south side, there is a small closet that is positioned along the front wall which may have served as the alarm room. This room has a paneled and glass wood door with a 4-lite transom above. The inner partition walls are finished with vertical beaded board while the outer exterior walls are painted brick. Today this small room serves as a closet for storage cleaning supplies related to the garage. Directly to the east of this small closet is the side door entry vestibule and staircase to second floor. The partition walls of this space are also finished with vertical beaded board on the garage side and with plaster on the vestibule/staircase side. The inner doorway includes the original 5-panel wood door with 6-lite transom above. On the outer wall, the exterior door has been replaced with a modern metal entry door, while the original arch top 6-lite transom has been retained in place. The stair structure is fully enclosed within the garage space with the partition walls and the underside of the stair stringer finished with painted beaded board. The door to the basement is another original 6-panel wood door with brass hardware. This is the extent of partitions spaces on the first floor level. The rest of the space is open with painted brick

perimeter (exterior) walls, painted poured concrete floors, ceilings furred down with painted drywall finish with encased steel beams. The length of the garage is organized into four bays with three brick piers on each side (north & south) wall supporting the steel beams that carry the second floor and allow for the clear open span within the first floor. From the ceiling there is hung numerous exposed pipes, surface mounted electric conduit, flush mounted fluorescent lighting fixtures, and a propone ceiling heater. There is a cast iron sewer stack alongside the second brick pier on the north side. The number of window openings was originally minimal as the front garage doors would have had a lot of glass panes. There is a pair of ganged windows on the south wall separated by a wood mullion as well as a single window on this wall. In both openings the original windows have been replaced with modern/late 20th century double hung windows that required the framing down of the original opening. On the rear (east) wall there are two additional window openings that also have been altered with the original windows replaced either with a smaller double hung window unit or infilled with plywood and an exhaust fan. Near the northeast corner on the rear wall there is a doorway with a wood paneled door with upper glass lite framed into what was likely an original window opening. This door would have been created to lead into the 1920s addition, but now is used as an egress door out to the fire escape. On the north wall, three original window openings were altered when the addition was constructed in the mid-1960s in order to provide connection between the garage spaces. The segmental arched masonry window opening was retained with the sill removed and the brick wall beneath the window cut out to the floor level to create a large opening between buildings. Where the brick was cut, it has been patched with concrete and painted. The existing floor would have replaced a wood floor system. Inspection from the basement suggests that it is constructed with wire mesh and tar paper over the floor joists, on top of which concrete was poured and troweled. There are expansion cracks that have resulted given the broad span, and floor drains have been added despite the lack of pitch for sufficient drainage. The painted finish is worn in a number of locations and several patches are evident.

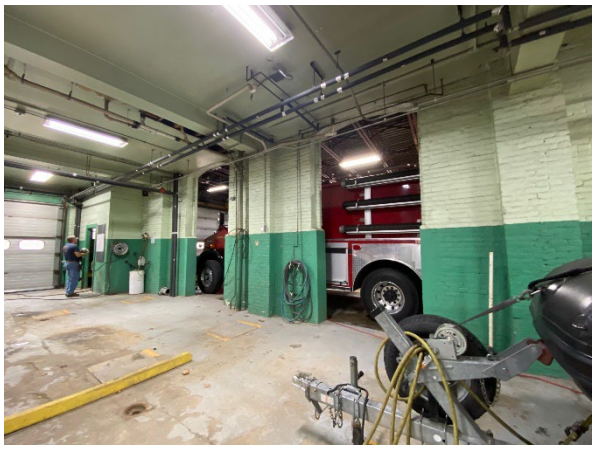
REPRESENTATIVE FIRST FLOOR PHOTOS



1st floor garage looking towards front (west) wall.



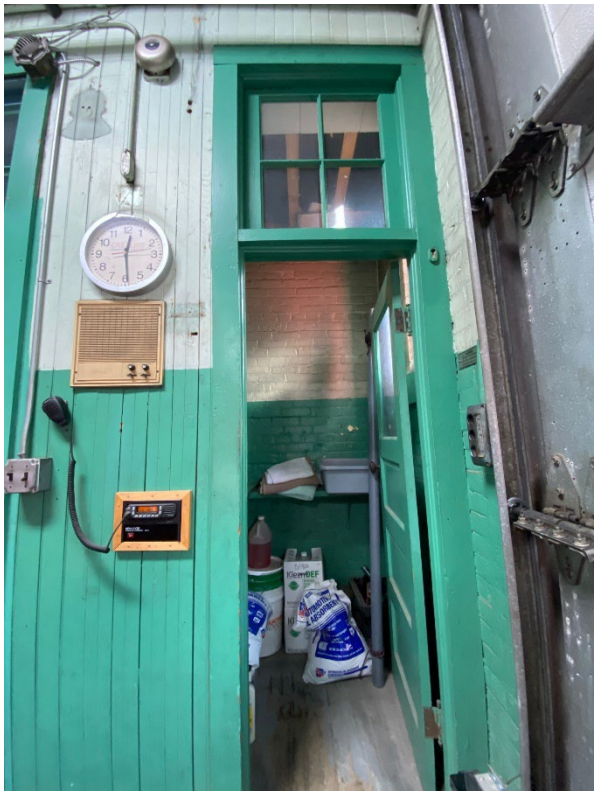
1st floor garage looking towards rear (east) wall. Note cross beams cased in drywall.



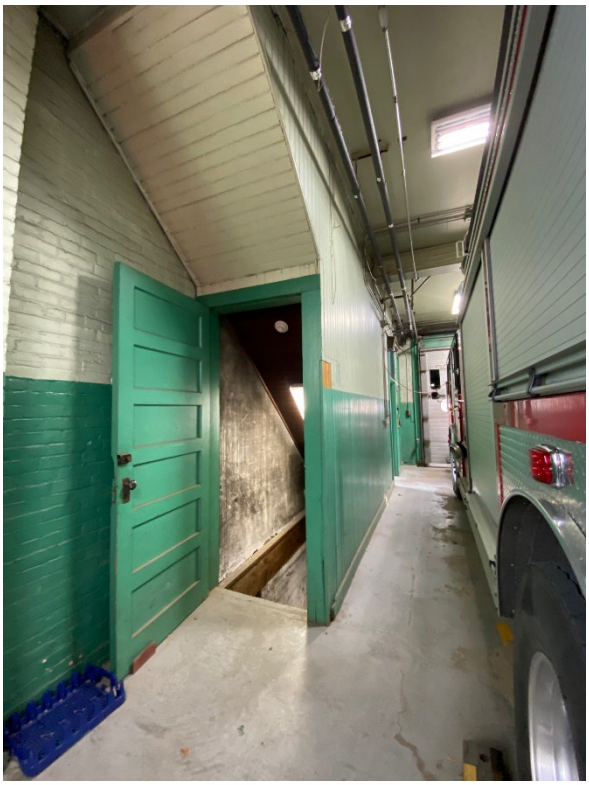
North wall where orig. window openings have been opened to created doorways to new addition.

Note exposed electric, piping and equipment attached to ceiling.

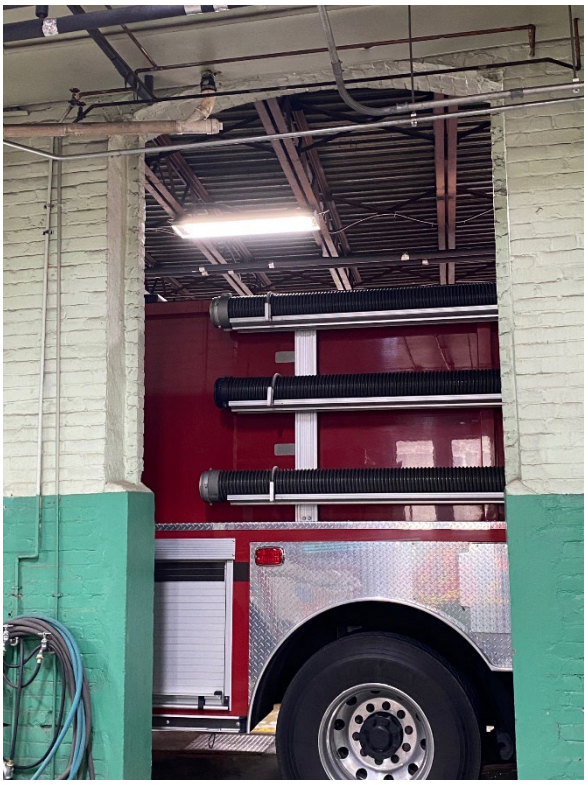
View of side entry vestibule with original paneled door & transom windows.



Front SW closet with original beaded board partition, paneled door & transom window.



Stair case along south wall with orig. beaded board finishes & paneled door.



Orig. window opening on north wall which were enlarged to create doorway to 1960s addition.

Detail view of patched concrete floor of garage bay.

Detail view of modern overhead door on front wall.

Second Floor

The second floor has four main spaces and two secondary spaces. The Day Room or Recreation space is a large rectangular room located in the NW corner of the building adjacent to the Dispatch Room in the SW corner. There is a large kitchen & lounge space in a rectangular space in the NE corner adjacent to the rectangular Bunk Room in the SE corner. At the center of the second floor is the smaller stair hall on the south wall which is opposite the Bathroom/Laundry space on the north wall. A small, short hallway at the very center provides connection between all the spaces.

Day Room: The day room measures approximately 18'3" in width by 25' in length according to plans developed by AES Northeast (Architecture, Engineering and Land Surveying Northeast PLLC) in 2012. Along the north wall of this room there are a series of 5-ft wide closets and vertical chases. The walls are finished with a combination of Masonite paneling with 1"x3" wood battens on the east, north and west walls and horizontal knotty pine tongue & V-groove boards on the south wall where divided from the Dispatch room. The three Masonite finished walls are arranged with a simple chair rail with unpainted Masonite paneling as a wainscoting below. There is a picture rail along the top of these three walls that conceals the perimeter seam of the interlocking acoustical ceiling tile that was likely attached to furring strips against the original plaster ceiling. There is no wooden baseboard at the floor juncture, as it was possibly removed when the Masonite paneling was installed. In some areas a resilient vinyl cove base has been adhered. The two original doorways and three original window openings on the front wall retain their original simple banded wood casings with mitered corners. The floor is covered with sections of linoleum and rubber tread mats joined by stainless steel threshold strips. There are several areas of wear and tear on this floor covering. At the ceiling there are four 4-ft long fluorescent lighting fixtures spaced irregularly along the length of the room. The doorway to the closets on the north wall retains an original five paneled wood door with brass hardware. There are two fin-tube radiator cabinets on the west and north walls and most of the electrical wiring is supplied with surface mounted conduit and outlet/switch boxes. The south wall appears to be a modern partition wall that subdivided the recreation/day room into two spaces with a separate Dispatch Room. This partition wall is finished on both sides with horizontal tongue & groove unpainted knotty pine boards with a doorway and three fixed plate glass windows. These openings are all trimmed with flat stock 1"x2" pine trim boards with mitered corners. There is a no base or cornice trim. Electric and CAT wires are anchored to the face of the wall with zip-ties to connect electronic equipment in both spaces.

Overall, it appears that this original Day Room space covered the area of both the Dispatch Room and the Recreation room. Most of the original finishes have been concealed with modern/20th century wall, ceiling and floor finishes. It is probable that original plaster walls and ceiling finishes and wood flooring and wall wainscoting are intact behind these finishes.

Dispatch Room: As noted this space was subdivided off the larger adjacent Day Room with the south partition wall. The wall finishes throughout consist of 6" wide horizontal tongue and groove knotty pine boards with minimal flat stock wood trim detailing at window and door openings and at the base. Unlike the Day Room, the electric wiring appears to have been run behind the wall paneling with outlet and switch boxes recessed and having cover plates. There is built in base cabinetry with laminate counters along the north and east walls that create desks. The floor is finished with faux wood patterned vinyl plank flooring. The ceiling is finished with a suspended grid and 2-ft square acoustical tiles with four integrated fluorescent light panels. There is a single fin-tube baseboard radiator under the large window opening on the south wall.

In both the Day Room and Dispatch Room the most pronounced alteration has been the replacement of the original multipaned wood windows and the two doorways on the west and south walls. In the Dispatch Room the large window opening on the south wall would have originally contained a grouping of three large double-hung windows with multi-paned upper sash. Today this opening has been dramatically shortened in height and contains a large plate-glass

center picture window flanked on the either side by narrow crank-out casement windows. Marking indicate these windows to be manufactured by Anderson Windows. On the west wall, the original south doorway opening that would have led to the balcony has been mostly infilled aside of a small 3'x3' aluminum of vinyl window unit with a window air-conditioning unit permanently installed through the wall. In the Day Room the original west wall window and door openings have been similarly altered. The two large center window openings have been shortened with plywood infill at the upper third (one containing a permanent a/c unit) and the lower two-thirds infilled with a fixed double-paned picture window, that is exhibiting fogging and discoloration between the panes. At the north doorway opening, the bottom half has been infilled with wall construction, above which a modern aluminum double hung window unit has been inserted.

Stair Hall: The small stair hall at the center of the second floor is positioned along the south side where a straight run of stairs ascends from the ground floor and small entry vestibule. This stair hall measures approximately 6' wide and 14' long. The wall finishes on the north, east and south sides appear to be either original or with minor alteration, whereas the west wall of this space has modern drywall finish with an interior slider window and unpainted knotty pine flat stock wood trim at the base, head, corners and around the window opening. The original trim elements on the three historic walls consist of a molded chair rail which continues down the staircase on the outer wall, wood baseboards, and door casings to the short hallway and bunk room that include plinth blocks. These two original doorways would have included hinged transom windows above 5 panel wood doors. This arrangement remains intact at the doorway into the Bunk Room, although the glass in the 2-lite transom has been painted. The transom area over the doorway to the short hallway has been covered with painted plywood and the door removed. The floor is covered with corded commercial carpeting while the ceiling remains finished with plaster with a single fluorescent light fixture flush mounted. The ceiling is exhibiting areas of delamination in the southeast corner and also over the staircase opposite the window opening. This window on the south wall is a modern/late 20th century replacement unit with vinyl jamb liner and the height of the opening shortened with transom area infilled and a built-up sill. The staircase treads and risers are also covered with the same corded commercial carpeting. The carved wooden handrail attached to the north stringer wall appears to be original and terminates that the top of the flight at a simple square newel post and at the bottom into a decorative wall plate. The plaster walls and ceiling within this staircase are exhibiting extensive wear and repeating patches. Lastly, there is a single fin-tube radiator cabinet on the east wall opposite the staircase.

Bunk Room: The long narrow bunk room is accessed off the central stair hall. It measures approximately 14' wide and 27.5' long. There are three window openings and two door openings within the space all which appear to retain their original wood trim/casings. The walls are finished with Masonite paneling sheets secured with battens above an original molded chair rail and beaded board wainscot and tall wood baseboard. The floor is covered with 9"x9" vinyl composition tile. The ceiling is finished with interlocking acoustical tiles in a staggered pattern and likely adhered to furring strips applied over the original plaster ceiling. There are three fin-tube radiator cabinets attached to the exterior walls under each of the three window openings, while there is also evidence of a former stove pipe hole in the south wall adjacent to the larger window opening. All three window openings have been altered with Anderson crank-out casement windows on the

south wall and modern double hung window with vinyl jamb liners on the rear wall. In all openings the transom area has been infilled with plywood (and a permanent a/c unit) and new higher sills inserted reducing the overall size of the opening dramatically. A modern metal exterior door on the rear wall fills an original doorway with transom infilled. Similar to the Day Room, the electric wiring is run through surface-mounted conduit to exposed outlet/switch boxes.

Kitchen/Lounge: The kitchen is located in the rear northeast corner of the second floor and measures approximately 18' wide by 25.5' long. The front northwest corner of the room is filled on two walls with modern cherry veneer kitchen cabinetry with laminate counters, double bowl stainless steel sink and Whirlpool appliances. There is no vent hood or recirculating fan over the stove. The upper cabinets stop about 10-12inches shy of the ceiling height. The rest of the room has finishes that date to the late 1960s-1970s. The floor is covered with 9"x9" vinyl composition tile with several areas of loose or worn tiles. Vinyl composition tile dating to before the late 1970s typically contains asbestos so where the surface is damaged or deteriorating, there is the potential for haz-mat contamination. The ceiling has a suspended acoustical tile grid (2'x4') with integrated fluorescent light panels. This suspended ceiling is only 8'10" off the finished floor. There is a 2.5' x 8.5' pantry/broom closet built into the southeast corner of the room with sliding flush hollow core doors. The walls are finished with Masonite panel sheets with plastic strip battens with two different patterns of wallpaper separated by a flat pine board chair rail at 4-ft off the floor Electric wiring is run through a combination of surface mounted conduit and exposed outlet/switch boxes and concealed behind furring out wall surfaces as is seen where the kitchen cabinetry has been installed. The northeast corner of the room has been built-out as a diagonal corner, against finished with unpainted pine trim boards. All the windows in the kitchen are modern/20th century replacement units. Most are out-swinging (crank-out) casements with former transom areas fully infilled and concealed by modern wall finishes. There are two low but long fin-tube radiator cabinets attached to the north and east walls under the windows.

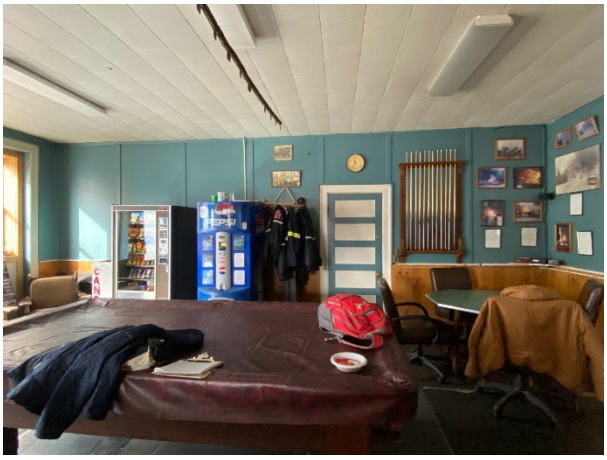
Bathroom/Laundry Room: The bathroom space has also been significantly altered over the last 50+ years. The floor is covered with the same faux wood vinyl planking flooring that was installed in the Dispatch Room. There are unfinish/unpainted knotty pine base boards around the perimeter of the room. The walls are finished with Masonite/laminate sheets with plastic batten strips with the east, north and south walls having the lower 4-ft section of wall covered with patterned wallcovering and separated by a stained pine chair rail. Along the west wall there is a 3-ft square shower insert with hinged tempered glass door, a wall-hung urinal with exposed plumbing and an oak vanity with solid surface integrated sink. There is a toilet room partitioned in the northwest corner with tankless toilet, tiled walls to a 4-ft height and vinyl/linoleum sheet floor covering. This stall has a louvered wood door. The ceiling is finished with suspended acoustical tile grid with 2'x4' tiles and integrated florescent light panel. There are laundry machines along with east wall with exposed piping and a vent hose that goes up through the ceiling. A single fin-tube radiator on the north wall is enclosed within a wood radiator cover.

Hallway: The short hallway at the center of the second floor connects most of the spaces. It has four doorways and appears to retain most of its original trim including a high wood baseboard, molded chair rail and banded door casings. The door surrounds to the kitchen and bathroom indicate that at one point these doorways included transom windows, which are now infilled with

plywood. There is an attic or roof hatch located in the center of the plastered ceiling with trim and painted beaded board surrounding the opening. The floor in this small space is covered with vinyl/linoleum sheet covering, similar to what was used in in the toilet stall.

REPRESENTATIVE SECOND FLOOR PHOTOS

2nd floor Day Room with modern (mid 20th c) wall, ceiling & floor finishes.



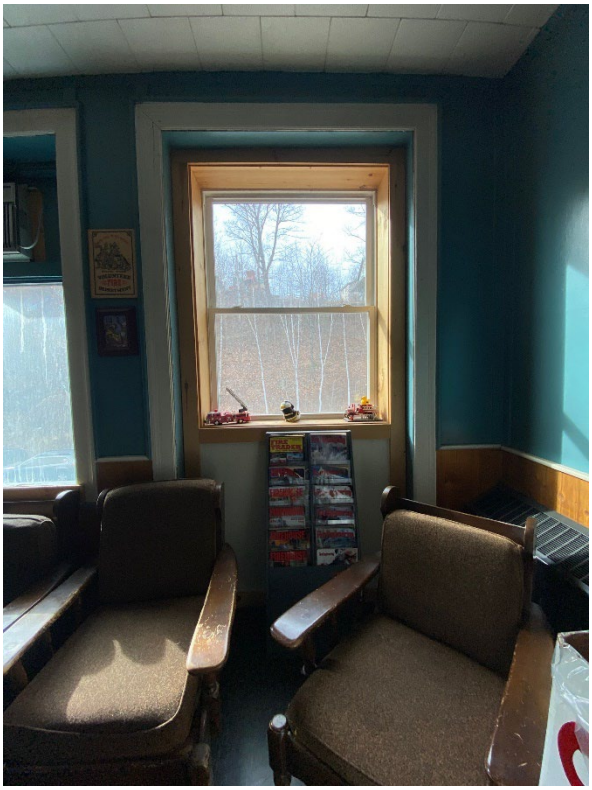
North wall of 2nd floor Day Room showing paneled wall sheets with battens & original 5-paneled door to closet.

Modern south partition wall of Day Room constructed of knotty pine boards & fixed windows – out of character of orig. finishes.

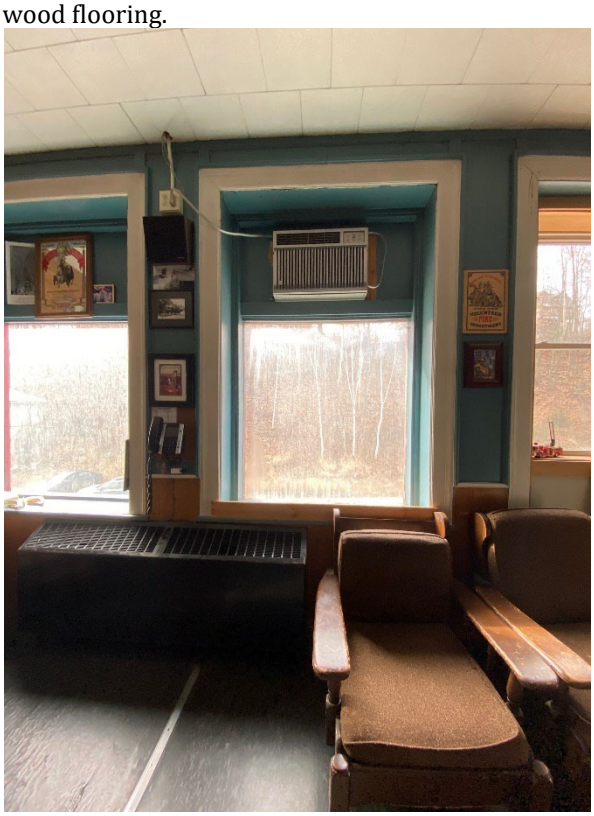
View to west (front) wall in Day Room where orig. windows and doors to former balcony have been infilled & replaced.

Interlocking acoustical ceiling tiles within Day Room with surface mounted fluorescent lighting.

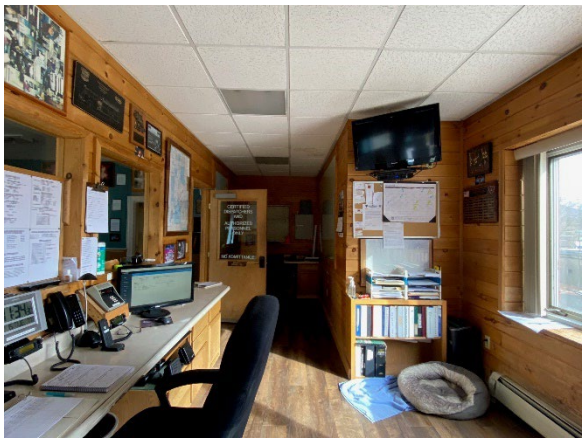
Linoleum sheet flooring pieced together with stainless steel threshold strips. Likely over orig. wood flooring.



Detail view of orig. doorway opening to front balcony, now infilled with a small window unit.



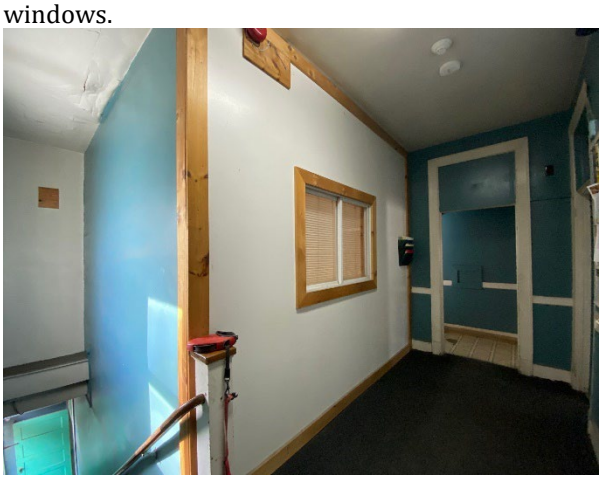
View of centered windows on front wall of Day Room with plywood infills and fixed window units replacing orig. double hung sash.



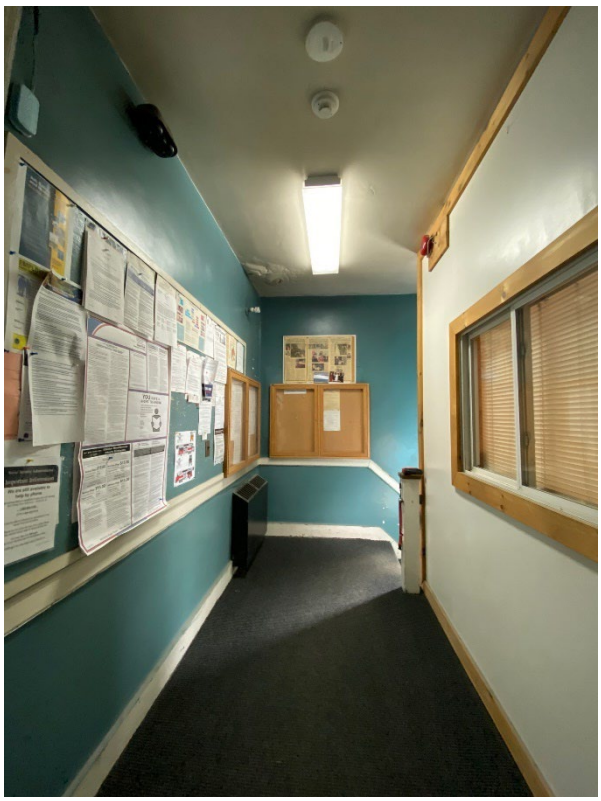
Subdivided Dispatch Room finished all in knotty pine horiz. boards with acoustical tiled ceiling.

Large original window opening infilled & framed down with smaller plate glass and casement windows.

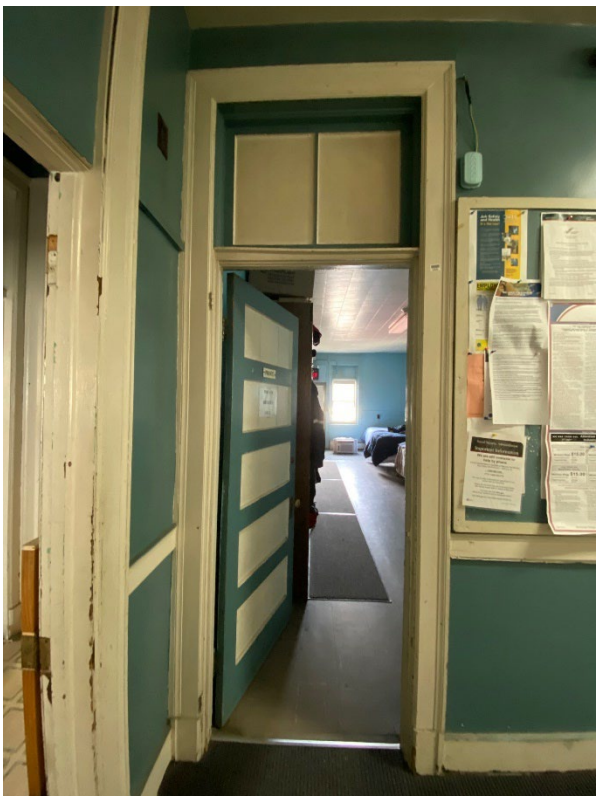
2nd floor stair hall with original trim elements intact on 3 of 4 walls. Note tall doorways with transoms.



Modern finishes on west wall of stair hall – out of character with orig. finishes.

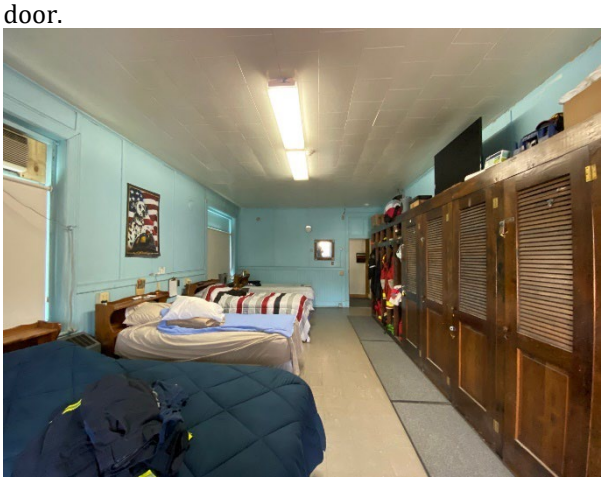


Stair hall has wall-to-wall commercial carpeting but orig. wood baseboard intact on 3 of 4 walls.



Doorway to bunk room retains original trim surround, transom (glass painted) and paneled door.

South and east walls of Bunk Room show how original window openings have been retains but have modern replacement units.



Historic wall, ceiling and floor finishes covered with layers of vinyl tile, acoustical tile and Masonite sheet paneling.

2nd floor Kitchen/Lounge space with mid 20th c. wall, ceiling and floor finishes. Cabinetry is 21st century and in good condition.

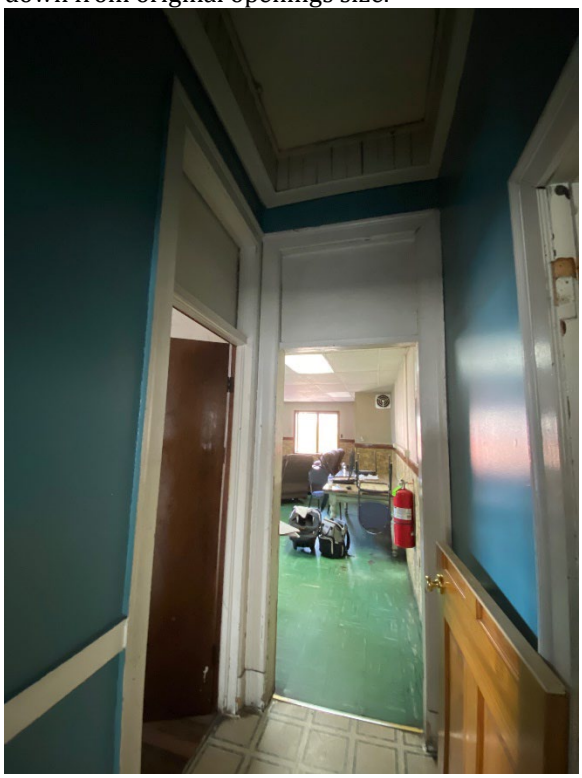
Kitchen finishes, aside of cabinetry dates to the 1960s renovations after neighboring fire.

Closet built into SE corner of Kitchen is modern with hollow core sliding doors. Masonite paneling covered with wallpaper.

Vinyl composition tile (VCT) on floor is in poor condition in many locations. 9" square VCT typically contained asbestos & is considered a HAZMAT.

Bathroom/shower/laundry facilities on 2nd floor positioned along north wall. Window is framed down from original openings size.

Mid/late 20th century fixtures and finishes are showing age and wear.



Central 2nd floor short hallway retains original trim elements at doorways.

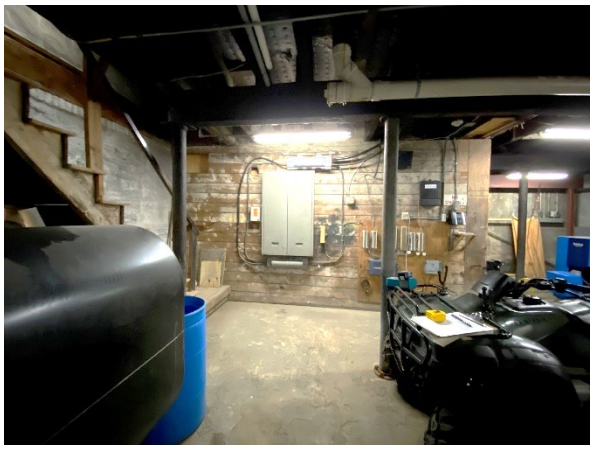
Roof hatch framed with beaded boards walls located in ceiling of short hallway.

Basement

The basement is a large open space used for storage with just two subdivided or partitions spaces. The former coal bin in the southwest corner is partitioned off with wood studs sheathed in horizontal shiplapped wood boards and wire mesh. This space has been claimed as a secured fire equipment storage room with a locked door. Originally it would have been fed by a coal chute from the sidewalk off Broadway and would have stored bulk coal in close proximity to the boiler that would have been located in the northwest corner and vent through the original chimney next to the hose tower. A second subdivided space is a modern hose storage bin in the southeast corner created by the construction of modern wood stud framing between concrete piers sheathed in OSB plywood. Within this storage space there are 2x4 racks on which rolled hoses are shelved. The rest of the basement space is open aside of the many steel posts that support the eleven (11) steel I-beams. These posts are a mix of sizes and shapes indicating that newer ones were added over time. Originally the basement would have had three original steel beams set onto and supported by brick piers integrated into the side walls repeating what exists on the first floor. As larger, heavier vehicle were housed in the garage above, addition beams and support posts were installed. The placement of these beams is not regular and may be based on the location of the truck wheels above. Overall, there are two rows of 4½" diameter support posts running the length of the basement. Some are set on raised footing piers and others are simply bolted to base plates. At the rear most bay, there are four (4) concrete block (CMU) piers under the east-most steel beam. The perimeter walls are generally a mix of parged brick foundation walls and board-formed poured concrete walls. It is likely that the front foundations walls were brick where the grade/elevation was higher, and towards the rear the exposed foundation walls were poured reinforced concrete with a brick veneer. Only within the staircase from the first floor garage level is the outer masonry wall finished with an unpainted plaster surface. Elsewhere the masonry walls are parged and left unpainted. On the north wall what had originally been basement window openings were connections to the crawl space that was developed under the 1960s addition. When issues with the collapsing floor of the addition were addressed by filling the crawlspace with crushed stone and poured concrete, these openings were covered with plywood panels. The staircase at the first floor level is finished with beaded board on the partition walls which appears to have original continued down to the basement floor level. However, the current stair structure consists of new pressure-treated treads and it is possible that this beaded board stringer wall was removed at the time of these alterations to the stairs. The ceiling of the staircase is intact as the original finish of stained beaded boards with a quarter-round trim, however, has been equipped with a modern fluorescent light fixture. Throughout the basement there is exposed pipes, metal encased electric wiring and one gas-fired ceiling heater all hung from the 3"x12" timber floor joists which are spaced 16" on-center. Surface applied metal electric conduit and metal switch boxes are attached to the walls to power the fluorescent lighting. There is a poured concrete "rat slab" floor with a large26" square floor drain grate near the center of the basement. Given the slope of the grade outside to the east of the building, this basement tends to have rainwater and snow melt travel into the building under the overhead garage door on the east wall. As a result, the concrete floor is water stained and covered in areas with silt. Lastly, near the front (west) wall of the basement there is a new boiler which is vented into a new concrete block chimney which rises along the north wall adjacent to the hose tower. The village water service also enters in through the front foundation wall adjacent to the former coal bin. The electric service also enters from the front wall and the electric panel is mounted to the shiplapped board wall of the former coal bin. Adjacent to the staircase, are two large oil tanks with filler pipes that span to the south wall, going through a boarded up basement

window under the stairs. Overall, the basement is in good condition but the numerous support posts and the random placement of them make the use of this level which is accessible from the exterior through the overhead garage door on the east wall challenging.

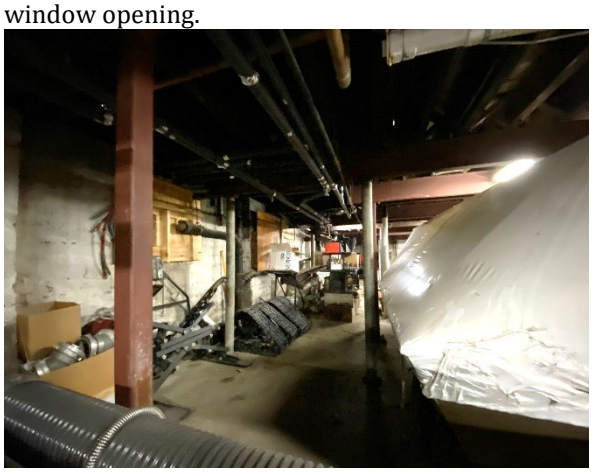
REPRESENTATIVE BASEMENT PHOTOS



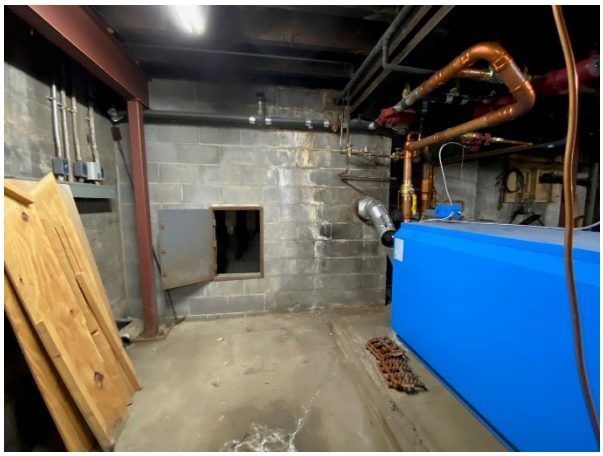
Shiplap board partition wall at bottom of stairs in SW corner – former coal bin. Note new elect. panel.

Looking south at staircase along parged foundation wall. Note oil tanks with filler pipes through former window opening.

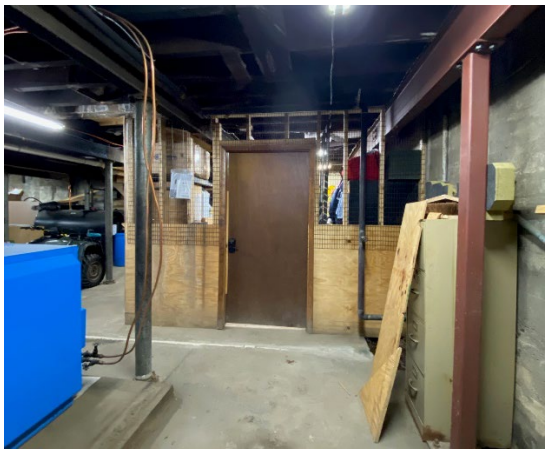
Modern overhead garage door on rear (east) wall.



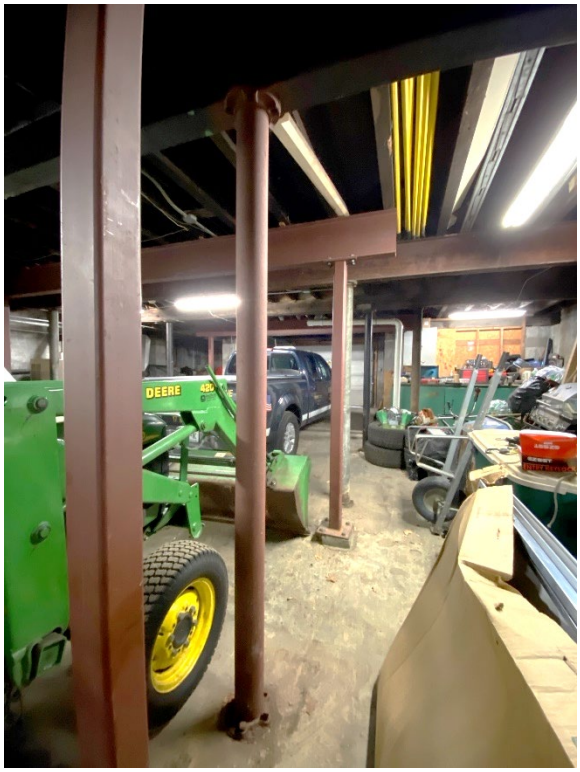
View of parged foundation wall on north side of basement with former window openings to crawl space of 1960s addition infilled with plywood.



View of wall of hose tower with access door. Note new boiler exhausts into new chimney built within hose tower.



View of north wall of former coal bin, now used for secured gear storage.



View of row of metal columns in random positions to support added steel beams for first floor framing.

Large drainage grate positioned in center of basement floor for site water from rear yard.

IV. Reuse Feasibility Assessment

As noted in the history of the property, the need for the original building was first recognized in the first decade of the twentieth century by Village residents and was under construction and completed by 1912. The building, which was constructed by prominent local contractors, Branch & Callanan, and may have been the designed by one of the well-known local architectural firms such as Scopes & Feustmann or William Distin, reflected not only the most current needs of a municipal Fire Department at the time, but also was designed to represent the Village's civic pride as the little City in the middle of the Adirondack State Park. It was constructed during the boom time often referred to as the "Cure Era" when the village was transformed from a little backwoods settlement to a thriving metropolis and destination which saw its population more than quadruple in a 30 year period. Between the 1890s and 1930, the pace of building within the Saranac Lake community accelerated and was sustained at that pace at least through the mid/late 1930s. By 1920, the village population had grown to 6,000 with more than 750 private residences, 85 boarding houses, and 13 hotels. It was during this same time that many of the village's largest public buildings were constructed including Harrietstown Town Hall, Petrova School, Will Rogers Sanatorium, the National Guard Armory, and Paul Smiths Electric, Light and Power and Railroad Company building. Accounts of the rebuilding of the Town Hall, reflects the civic pride of the architectural design that included an "…exterior treatment was colonial. The masonry materials used were a deep shade of cherry red brick, laid up in Flemish bond. The trimmings are of Indiana limestone, the most reasonably priced of all ornamental building stones." When the Town Hall opened in 1928, it also housed the Village Police Dept. which are currently housed in the old powerhouse at 3 Main Street, which has grown to be inadequate. The Hotel Saranac was also constructed during this time, boasting its fire-proof steel and masonry construction, but adhering to and repeating the Village's exterior design aesthetic with the use of red brick, dressed limestone and Colonial Revival detailing.

Aside of the architectural style and community character that was imbued in the original building, the investment of $18,000 in 1912 for the design and construction would equal more than $560,000 today. However, the quality of materials and craftsmanship that was available in the 1910s and 1920s, was superior but at a more reasonable cost, given the availability of skilled labor (masonry, metalwork, fine carpentry, glazing, plaster finishing, etc.) and the local sourcing of materials. Therefore, the in-kind replacement value of a 6,300 sq. foot masonry, structure with the level of architectural detailing found and originally included in this civic building would likely exceed $1million.

Between 2009 and 2012, the Village of Saranac Lake engaged AES Northeast to conduct a needs assessment of the emergency services facilities. This assessment was completed with a report in September 2012 which found that the existing fire station was suitable for renovation and its life expectancy could be extended another 25 to 50 years (Note: Report incorrectly dated the fire station's original construction to 1891, instead of 1912). The report state that while the building would require substantial renovation, the basic structure was sound with some exceptions. This assessment study predates the current feasibility study, but ultimately concluded that the since the Fire, Rescue, and Police Departments work together on a routine basis and there would be several

benefits to sharing a combined facility, resulting in the efficient coordination of services to the community and facilities cost savings. It was also stated that the fire and rescue administration believed the 100 Broadway site was the best location from which to provide fire and rescue emergency services to the community since it was directly located in the 'heart' of the Village, close to the greatest populous of homes and structures, and was highly visible as a public facility.

Overall, the deficiencies found in the assessment of this building, both in 2012 and currently relate not to the structural integrity of the systems (walls, floor, roof, etc.) or the inability to repair damaged, deteriorating or worn finishes or features, but rather to the functionality of or inadequate size of the spaces for the current and future use as a *garage* for firefighting and emergency response vehicles and equipment. The most notable condition is the inadequate floor system of the main garage. While this floor system has been upgraded over the last half century with additional steel beams and support posts, the fact remains that the unpitched and non-waterproof concrete surface over a wood 3"x12" joist framing system is inadequate for a garage where multiple large vehicles are to be parked and washed regularly. The floor system has been band-aided to make it work, but as the vehicles get larger and heavier, the width, length and framing of this historic garage will become increasingly insufficient to successfully accommodate these garage functions. Additionally, the garage door opening on the west wall is at its maximum width and height without effectively rebuilding the front masonry wall. There is inadequate ventilation to exhaust truck fumes when idling, posing a hazard to occupants and functions elsewhere in the building. It has also been noted that the original setback of the building off of Broadway is quite narrow leaving a very shallow apron for pulling vehicles in and out of the garage door opening. The basement could be more adequately used for the storage of less regularly used vehicles and equipment if the space were not impeded by the extra support columns added to brace the upper garage floor. Alleviating the loading needs of the first floor could effectively allow for rethinking the framing and support needs in the basement to reconfigure and rearrange how this space is better used.

On the second floor, the most remarkable condition is the numerous layers of outdated and low quality finishes. The relatively new cherry veneer kitchen cabinetry in the Kitchen/Lounge stands out in stark contrast with the c. 1960s paneled and wallpapered walls, varnished pine trim, dropped acoustical ceilings, fluorescent lighting and worn vinyl floor tile. Interior finishes in a public/civic space generally should attempt to avoid current trends (wallpaper patterns, trendy paint colors, the latest fashionable flooring or lighting styles) as they quickly grow out of date and out of fashion. Instead, it is strongly recommended that classic, timeless finishes be chosen for public spaces that reflect the building's original construction date rather that a remodeling/ renovation date and with the focus on long-lasting, maintainable materials and an overall comfortable atmosphere. Given that most of the finish layers were applied over the original surfaces/finishes and date from the 1960s-1980s, some or many of these materials may require careful abatement, such as the 9"x9" vinyl composition floor tile which likely contains some extent of asbestos. Acoustical ceiling tiles are also suspected to contain some extent of hazardous material. Often times, these materials were simply installed over original surfaces and finishes as a method to avoid making repairs such as cracked plaster, peeling paint, worn wood floors or addressing settlement cracks in the walls or ceilings. On the exterior perimeter walls, these wall

finishes also concealed dramatic alterations made at the original larger window openings where transom windows were infilled or the large opening was substantially framed down.

Despite the current conditions on the second floor and the growing functional concerns within the main garage space, this 6,300 square foot building is fully adaptable to new functions within a larger redeveloped emergency services facility. With 2,100 square feet on each of the three floors and the potential to access each level either from grade (first and basement level) or from an adjacent 2-3 story building to the north or east, this historic civic building could serve as the anchor and entry point for the combined services of Fire Department, Police Department and Emergency Response Services. Given that its structural system was built for basic loading, rather than for extremely heavy vehicles and equipment, it might make the most sense to rebuild the needed garage spaces (approximately 10,000-12,600 sq. ft) in adjacent new construction at the Broadway grade level and accessed off the lower rear level (basement level), off the side alley adjacent to the Rescue Squad addition, and in a separate garage structure where the metal pole shed has been erected. This would allow at least the first and second floor spaces of the historic fire station (approx. 4,200 sq ft) to accommodate less load-intensive use needs such as offices (Fire Chief, Police Chief/Sergeant, officers), public reception, multi-purpose or conference room, radio/dispatch room, records or supplies room, Day room, Kitchen/Lounge, Bunk Room(s) and Showers/Bathrooms and laundry facilities. Office floor loading generally requires just 100 pound per sq.ft. (psf) compared to 250 psf minimum for the concentrated load of fire trucks.

Given that there is precedent of additions built off the rear (east) and currently off the north it would be reasonable to design new additions in either direction that may include a second staircase and an elevator to make all levels ADA accessible and to provide connection between all buildings and levels. Any new construction to the north replacing the 1964 SLFD addition, 110 Broadway and possibly 114 Broadway would allow for two levels of garage parking (from Broadway street grade, north alley and rear basement level grade), should allow for a second floor level to house a variety of functions like offices, meeting rooms, bunk rooms/showers/kitchen and the various storage of equipment. New construction at these parcels could connect to the various floor levels of the historic fire station.

The adaptive reuse or rehabilitation of historic buildings to serve new or modern uses is regularly done in dense urban settings where historic streetscapes and architectural character are important to the identity of a community. This is especially true for publicly owned properties where public tax dollars were used to first construct a building and have been used to maintain the property for many decades (if not a century). Protection of this long-term public investment through the thoughtful rehabilitation and modernization of a civic building is often the most fiscally responsible and environmentally responsible approach. National Register-listed properties are often eligible for historic preservation and economic development grants, such as NY State's Environmental Protection Fund (EPF), NY Main Street, Downtown Revitalization Initiative or Empire State Development (ESD) grants. While this particular property is not currently listed on the National Register, as it is just outside the Berkeley Square Historic District, it is possible for it to be found eligible and to be listed. A generally rule of thumb for expanding or constructing new additions to

historic buildings, is to provide a setback or jog at the adjoining walls between new and old construction such that the historic building is viewed more prominently and is not overshadowed or overwhelmed by the new construction. Massing and scale of the two buildings should be compatible or matched, with a clear distinction in materials or design elements between the old and new structures. Given the need to set the front wall plane back from that of the front wall of the historic fire station, the necessary apron depth could be achieved in front of the new garage bays. An elevator or stair tower in a clearly modern material (metal, glass, etc.) could be used as the connection between the old and new buildings and could serve as the new main entry into the combined facility. New construction that abuts or adjoins the historic building would also provide the opportunity to upgrade systems such as roof drainage, fire sprinklers, water/sewer service and communication systems while adding air-conditioning. Spaces such as kitchens, public and private bathrooms, decontamination rooms, truck wash bays, laundry facilities which require new plumbing and electrical, are often best located in the new construction, such that all current building codes can be made compliant without extensive replacement and retrofits of existing systems in the historic building.

V. Proposed Recommendations

Exterior

With the approach that the historic fire station is to be saved and rehabilitated to serve less load-intensive functions such as public reception, offices, a communications center (radio/dispatch rooms), and meeting/training rooms, the exterior should be restored or repaired to reflect its historic appearance to instill civic pride of the history of these community service departments and to improve the architectural character and streetscape of this section of the Village. The potential to apply for grants to support this work on the exterior exists especially if an official "Determination of Eligibility for National Register listing" is obtained from the State Historic Preservation Office.*

Recommended Exterior Treatment:

1. Replace overhead garage door with wood and glass storefront assembly replicating the original hinged door appearance. One leaf of this assembly can actually be a configured to serve as a new ADA compliant entry door on closer and with automatic opener if side entry is found to be non-compliant or not ideal programmatically.
2. Reinstall iron balcony at second floor level on front façade, replacing the painted plywood signboard. A new sign can be attached to this balcony reading "Saranac Lake Emergency Services Facility." The historic sign that reads "Saranac Lake Fire Department" should be left in place as reference to this building as the original c.1912 station.
3. New wood or aluminum-clad windows and doors replicating the original multi-paned windows, doors and transoms should be installed on the front (west) and side (south) elevation replacing the inappropriate plywood, a/c units and smaller replacement windows. The full original framed openings should be reinstated. While the sash can be painted red, the trim should all be repainted a cream color to match the limestone trim of the building. This would include the metal cornice, the pilaster capitals, the narrow 3-lite windows between the brick pilasters and the new storefront assembly in the garage door opening.
4. Replace the metal entry door on the side elevation with a solid wood paneled door replicating the original appearance of the side door. Retention of the transom and gabled canopy above is important.
5. Reinstate the original full sized side and rear window openings where possible with wood or aluminum-clad, 2-over-2 double hung sash. Where possible, reopen basement level south elevation window openings in order to admit natural light into this floor area for reuse.
6. Possible expansion on the rear (east) elevation would be practical and has precedent, especially with additions at the basement and first floor levels leaving second floor window openings unobscured or with possible rooftop access from these second floor spaces.

**This is work that Landmark Consulting LLC regularly conducts in order to help a property owner secure eligibility to pursue preservation grants or historic rehabilitation Tax Credits.*

Interior

The original second floor plan layout is quite similar to what exists today, aside of the subdivided Dispatch Room. Stripping modern layers back to the original historic fabric would be the recommended approach, prior to reassigning functions/uses to these spaces. On the first and basement floor levels, there is great potential to carefully and sensitively subdivide the open floor plan using the original steel beams arrangement to guide the layout of new partitions. Reducing the first floor loading may allow for the removal of some of the support columns in the basement to allow for more usable layout of partition walls and spaces.

First Floor:

Recommended Treatment:

1. Remove and replace existing damaged areas of poured concrete flooring. This would be an opportunity to consider the use of radiant floor heating in a new poured concrete floor system (on metal decking). A polished concrete floor, or epoxy coating is possibly the most durable for public function spaces. Modern vinyl flooring (LVT, tile, sheet) should be avoided in this historic space, as it is dates to the current era only, is not a sustainable materials and is not a timeless material choice.
2. The painted brick exterior walls should ideally be kept exposed, as obscuring this original finish and the installation of a furred out wall system and insulation beyond a 3" depth has been found to change the thermal performance and moves the freeze/thaw point to within the masonry wall mass. New interior walls can be wood/metal studs with drywall finish, however, it would be advisable to match the dimensions and profiles of the door surrounds, baseboards, chair rails to that which was originally used in finished spaces. This creates a cohesive aesthetic, maintains architectural proportions/scale and reflects the construction era of the historic building.
3. Given the extremely high ceiling heights of the first floor (garage space) the volume of the space should be carefully retained, especially near tall exterior windows, however careful planning of runs of electrical wiring, plumbing, HVAC ducting, etc. should be able to be achieved without dramatically lowering the ceiling heights, and where possible can be run alongside beams that already project down from the ceiling plane. Exposed spiral/oval ducting is often an acceptable addition within industrial/utilitarian spaces, as long as they are held tight to the ceiling and don't run in front of window or door openings. New ceilings should try to match the flat plaster finish (using drywall) that was original, rather than a gridded, boarded or coffered ceiling aesthetic.
4. Overall, the nearly 2,000sf of space could be subdivided into a public entry/reception at the frontmost bay, with a central corridor down the length of the building with rooms that provide functions such as Police interview room, gear room, supplies/equipment storage, laundry facility, decon room, medical supplies storage, and dispatch/radio room. Offices located closer to the front and side (south) entrances could accommodate Patrol area, Police officers, Civilian staff, etc.
5. The existing masonry openings on the north wall could lead to an elevator lobby and additional new offices and of course the garage bays in the new structure.

Second Floor:

Recommended Treatment:

1. Careful and selective removals of layers of wall finishes, flooring surfaces and dropped or applied ceiling tiles with fluorescent light should be conducted to reveal the original finishes assumed to be plaster at walls and ceilings and wood flooring. This will allow for a more accurate assessment of the repair/refinishing needs. It is probable that an asbestos abatement effort will be needed during this removal phase and it is recommended that samples be taken and tested early on to determine the full scope of removals work necessary.
2. After careful removals of modern finish layers, wood floors should be refinished with painted wood baseboards reinstalled where missing. Plaster walls should be repaired or patched with drywall for a smooth painted finish. Where chair rails existed, it was likely that vertical tongue & grooved beaded board wainscot was originally installed. For public spaces, the use of wainscot helps to protect the lower sections of the walls from furniture damage and can easily be refinished/painted when scuffed or marred. Picture rails, which exist in a few spaces were also originally used to protect the plaster wall surfaces while allowing for the hanging of frames on the walls. If plaster ceilings are found to be in poor condition, it is reasonable to remove and replace with sheets of drywall finished to replicate a flat plaster finish. This provides an opportunity to run new wiring for period appropriate light fixtures (ie. School house pendants, etc.) and even small ducts for air conditioning.
3. Removal of the modern knotty pine partition wall that separates the Day Room and Dispatch Room, would allow for the reclaiming of a 25' x 28' assembly space (roughly 700 sf) to serve as a meeting/training room for all the departments as well as for public functions. Closets on the north wall could be used to store folding chairs and tables when not in use.
4. The existing bathroom is seriously outdated and in poor condition with exposed plumbing, surface mounted electrical wiring and dryer exhaust pipe, dropped ceilings and with low quality plumbing fixtures. If a new building with second floor spaces is constructed, this space which is located along the north wall and is central at the second floor level opposite the stair hall, would be ideal to use as a connection vestibule, or elevator lobby to provide ADA accessibility to these second floor spaces from a new elevator in the new building. Typically, it is advised when linking a new building with a historic one that an existing masonry opening such as a window be used to make the connection, rather than penetrating through a solid wall where no opening exists. It is also recommended that a space that has been the most compromised or having lost the greatest architectural integrity already be targeted for a new use or extensive alterations. Alternatively, this space could be fully renovated to create ADA compliant toilet rooms for public use, given the presence of plumbing/waste utilities to this location already. In either case, the many layers of mid/late 20th /early 21st century finishes should be stripped away to reveal the first/original wall, ceiling and floor surfaces.
5. The bunk room, similar to the Day Room has many layers of modern finishes over the original wood floor and plaster walls and ceilings. The door, window, chair rail and baseboard trim elements however appear to be intact, along with some extent of beaded

board wainscotting. Overall, this space should be stripped of the finish layers back to the original, so that conditions and repair needs can be assessed. If a new structure is built that will provide a more centralized combined bunk room space of the Fire Dept. and the Rescue Squad and which will provide both men and women's quarters, then this space, measuring approx. 14' x 27' could be reassigned as the Fire Chief's office accessed directly off the stair hall. New windows will need to be installed that fill the full framed masonry openings, and the egress door could either be replaced and returned to a window opening or provide access/egress to a roof top space.

6. The kitchen space has been the most dramatically altered interior space, likely as a result of the 1960s fire of the Branch & Callanan property. However, what remains today, aside of the recently installed kitchen cabinetry and appliances, is at least fifty years old, potentially containing haz-mats, and of inferior quality and character. This room would be considered as having the least amount of architectural integrity and thus would be another potential location to open up the north wall (through an original/existing window opening) for a connection to the new structure. The kitchen cabinetry and appliances should be carefully removed so that it can be fully reinstalled in a new kitchen space. The resulting 18' x 25' space could be reprogrammed as officer's or secretary offices, records storage, etc. The windows that have been altered and are concealed behind the cabinetry in the NW corner could be opened to create a hallway to the new building, but also with a doorway through the west wall into one of two new ADA toilet rooms in the existing bath/laundry room. New finishes in this hallway and/or offices should be simple, with trim elements matching the dimensions and profiles of that used in the original finished spaces.
7. The stair hall is one of the most intact spaces with little alteration. The plaster finishes need some level of repair/refinishing and the flooring is covered with wall-to-wall high-traffic commercial carpeting. It would be recommended that the plaster finishes be retained and repaired, and that perhaps beaded board wainscot be added to protect the lower sections of the walls given the level of public wear and tear in this space. This wainscot could be continued down the stringer walls of the staircase and into the side entry vestibule.

Basement:

Recommended Treatment:

1. With the basement level cleaned out and the structural system to support the first floor reconfigured or simplified, this space could be renovated to accommodate a number of storage space and secured program needs. Window openings or new door openings if needed could be accommodated on the south wall in the location where original openings were infilled with concrete block. Additionally, extra square footage or adjacent vehicle/equipment storage could be located in an addition off the rear (east) wall.
2. The floor should be minimally excavated such that a new insulated concrete slab could be poured. Ideally, this floor could include radiant heating pipes. With a new floor and a simplified column arrangement, new partition walls, either of wood/metal studs or of CMU could be constructed to make use of the nearly 1900 sf of space to house programs and needs such as four to five jail cells, secure SLPD weapons storage, a booking room, evidence vault and processing room, and functions that do not require a lot of window openings and direct light.