

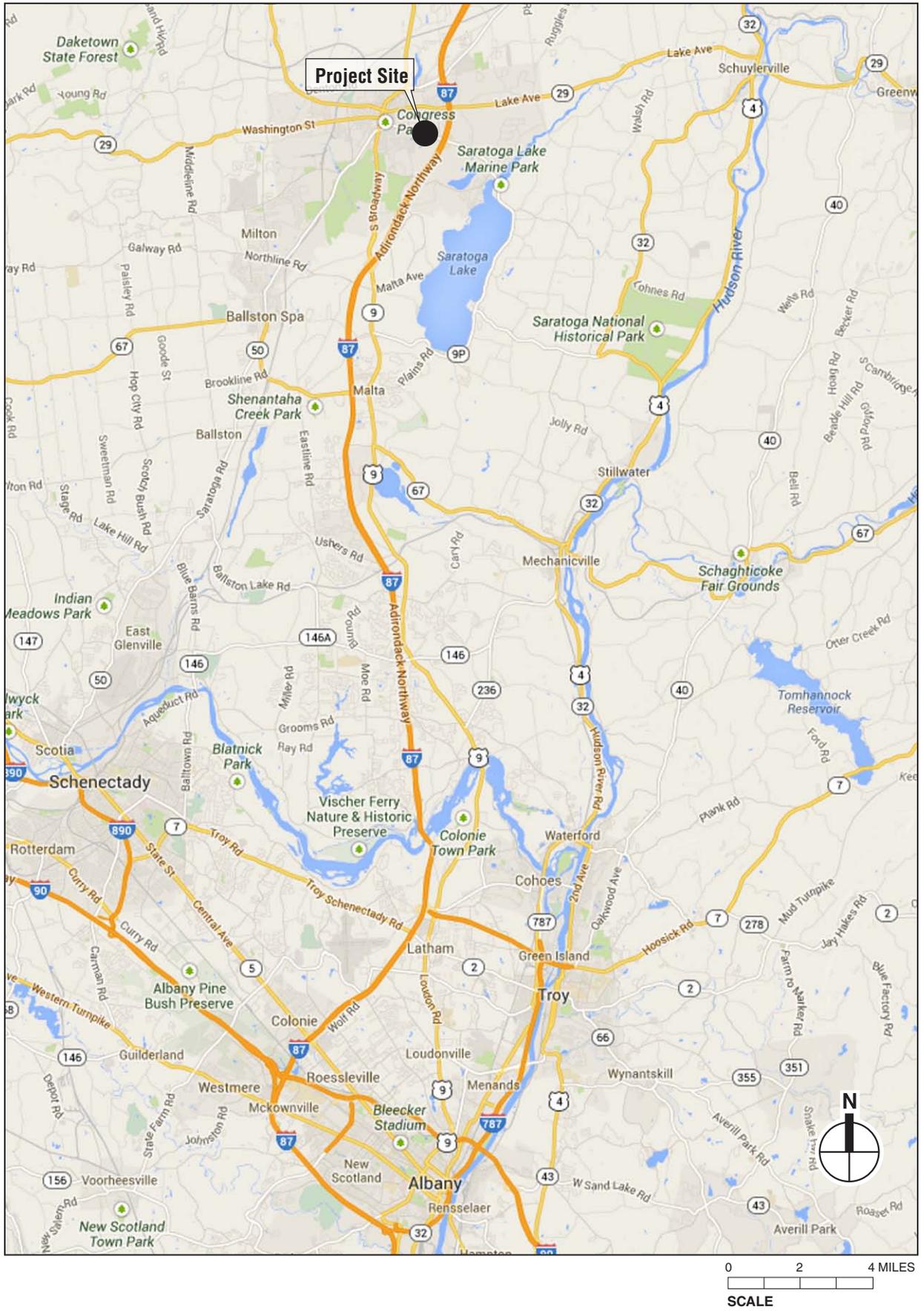
**A. INTRODUCTION**

The New York Racing Association (NYRA) (the Applicant) has prepared a Redevelopment Plan (hereafter referred to as the “Proposed Project”) for the historic Saratoga Race Course (the Project Site) in Saratoga Springs, New York (see **Figure 1-1**). The Proposed Project includes both specific planned elements that have established design criteria and several conceptual or more generic improvements that will be further refined or scheduled for implementation into the future. This Draft Generic Environmental Impact Statement (DGEIS) has been prepared to provide a comprehensive analysis of the potential environmental impacts associated with the implementation of the Proposed Project in all phases of construction and operation.

Pursuant to the rules and regulations of the State Environmental Quality Review Act (SEQRA, Article 8 of the Environmental Conservation Law and its implementing regulations at 6 NYCRR 617), the Franchise Oversight Board (FOB), acting as Lead Agency under SEQRA, has determined that a DGEIS will be prepared. A Draft “Generic” Environmental Impact Statement is prepared when a project embodies a comprehensive development program that has wide application or geography, defines a likely range of future projects, and is implemented over a longer time frame. Based on the FOB’s review of the Environmental Assessment Form (Parts 1, 2, and 3), a positive declaration was issued on June 13, 2013. A Draft Scoping Document was prepared to guide in the preparation of the DGEIS and described the Proposed Project, the approvals required for implementation of the Proposed Project, and the proposed scope of work for the DGEIS. The Draft Scoping Document was circulated to provide the public, as well as involved and interested agencies, with an opportunity to comment on the issues to be evaluated in this DGEIS. To facilitate public and agency input, two public meeting sessions were held on July 11, 2013 in Saratoga Springs, New York with a detailed notice of location and time issued in advance of the meeting. The comment period continued through July 30, 2013. A Final Scoping Document reflecting the substantive comments submitted during the public and agency scoping period was adopted by the FOB on September 16, 2013. A copy of the adopted Final Scoping Document is included in **Appendix A**.

This Chapter describes the Proposed Project and Setting, its Purpose and Need, Project History and required approvals. Subsequent chapters of this DGEIS discuss potential impacts, organized by topic, in accordance with the adopted Scoping Document.

Throughout this DGEIS a number of key defined terms are used to refer to the Proposed Project or its elements. **Table 1-1** summarizes and defines those key terms.



**Table 1-1  
Key Defined Terms**

<b>Term</b>	<b>Definition</b>
Areas	The Frontside is divided into 9 areas and the Backstretch is divided into 10 areas. The actions proposed as part of the Proposed Project are organized by area.
Backstretch	The 228-acre portion of the Race Course where horses are stabled and trained. This area contains the Race Course's support facilities including the track, practice track, barns and dormitories. The Backstretch includes areas on both sides of Union Avenue.
Backstretch Workers	Backstretch workers include trainers, grooms, exercise riders, farriers, veterinarians, muckers, jockey agents, and others in various support positions.
Bunkhouse	A building providing sleeping quarters. The existing Backstretch sleeping quarters are known as bunkhouses.
Dormitory	A building housing a number of persons. The new Backstretch sleeping quarters are known as dormitories.
Frontside	The public face of the Race Course located on the south side of Union Avenue. This 109-acre portion of the Race Course is the area from which spectators view the races. This area contains the Grandstand/Clubhouse Complex, the concession areas, picnic area, saddling shed, paddock and mutuels.
Horsemen	People who own, breed, train, or tend horses.
Mutuels	A location for placing bets either via automated machine or a teller.
NYRA (New York Racing Association)	Project Sponsor
Paddock	An enclosure where racehorses are saddled and paraded before a race.
Pony Barn	A small barn
Primary Development Areas	The Saratoga Race Course is divided into two primary development areas: the Frontside and the Backstretch
Project Site	The 337-acre Saratoga Race Course.
Project Study Area	The area within a ¼ mile radius of the Project Site. A larger study is defined for the traffic study and is described in detail in Chapter 11, "Traffic and Transportation."
Redevelopment Plan	A conceptual Master Plan for the Frontside and Backstretch of the Saratoga Race Course (hereafter referred to as the "Proposed Project").
Shippers	Horses that are shipped in for the day and not stabled at the Saratoga Race Course.
Winners Circle	A small, usually circular area or enclosure at a racetrack where awards are bestowed on winning mounts and their jockeys.

## **B. PROJECT HISTORY AND BACKGROUND**

Gideon Putnam first established the hotel and spa that would become Saratoga Springs in 1802. The mineral springs around which the resort centered quickly became famous for their purported curative properties and within decades were the center of one of the nation's most popular and lively resorts. Organized horse racing began in the 1840s with the establishment of the Saratoga Trotting Course (now the location of Horse Haven within the present Race Course). The early Race Course was famously expanded and re-envisioned by John Morrissey. Morrissey enlarged the course and improved the facilities, adding a mile-long track and a grandstand. These improvements, coupled with well-promoted high-caliber events firmly established the Race Course as the most fashionable and well-regarded racing facility in the country by the time of Morrissey's death in 1878.

As the sport of racing boomed in North America through the late 19th century, the course at Saratoga continued to thrive, led by Gottfried Walbaum. Many of the facility's iconic buildings were constructed during his tenure. The present Grandstand, designed by Herbert Langford Warren, was erected in 1891 and new attention was given to landscape design and course layout. In 1901, William Collins Whitney assumed leadership of the Race Course and invested in the grounds, almost doubling the acreage of the facility, creating the Oklahoma Track, and hiring landscape engineer Charles Leavitt to integrate the design of the landscape and buildings of what are now known as the Frontside and Backstretch. Much of the landscape design as well as many of the buildings that distinguish the facility today originated during this period.

The 1920s and 1930s were also a period of expansion and improvement at the Race Course. Engineer S.J. Mott was retained to improve the parking and circulation pattern at the facility. A large Clubhouse, designed by Samuel Adams Clark, was added to the Grandstand in 1928. During the Great Depression, another transformation occurred, as the anti-gambling lobby gave way to increasing legalization of betting, including pari-mutuel wagering on horses. After a brief closure during World War II, the Race Course received new attention following the 1950s founding of NYRA. The firm of Arthur Froehlich and Associates, a preeminent designer of racetracks, was hired to plan expansions, such as the expansion of the Grandstand, which occurred in 1965. Other changes made in the 1970s and 1980s altered the earlier landscape design and introduced new structures.

In 2008, NYRA prepared the 2008 Capital Projects Strategy which was a state-wide strategic review of NYRA facilities to determine which facilities would ensure a sustainable future for New York Racing. The 2008 Study concluded that NYRA's core racing product was the best in the country despite periods of difficulty in recent history. To maintain NYRA's competitive standing, the study concluded that NYRA's equine racing facilities must maximize the number of horses and the quality of horses raced in New York. It also concluded that many of the existing historic Saratoga Race Course facilities and amenities needed to be rehabilitated and modernized to revitalize patron facilities that would build on the existing Race Course brands.

NYRA began to communicate with the Saratoga community its intention to respect the history of the Race Course in considering redevelopment plans. Historic resource inventories of the Frontside and Backstretch were commissioned from the Saratoga Springs Preservation Foundation, Inc., a local preservation advocacy group. Also during this period, NYRA developed a conceptual plan for the Frontside and Backstretch, which was informed by the historic resources inventory and which sought to increase revenue at the Saratoga Race Course in a sustainable manner. The plan identified a series of potential projects at Saratoga that could be implemented when funding became available. Lastly, NYRA communicated these developments to the public through the release of the Capital Projects Strategy Potential Projects presentation at the Saratoga meet in 2011.

In 2012, NYRA built upon the conceptual studies started in 2011 and undertook more detailed studies regarding potential improvement projects at Saratoga. Baseline surveys of the existing buildings and other infrastructure at the Race Course were developed and master plans for the Frontside and Backstretch were prepared. The master plans included recommendations for potential projects that could be constructed over a period of time based on a programmatic approach. The environmental review process, which will evaluate potential impacts from implementation of the potential projects, was also initiated at this time.

## **C. PURPOSE AND NEED**

Saratoga Race Course is the oldest Race Course still in existence in the United States and is the oldest sports facility in the country. No comprehensive review of the site's historic facilities has occurred on the site in over 100 years. The racetrack has numerous buildings of various ages and is part of an historic district. Many of the buildings on the Project Site are contributing historic resources to the historic district and need to be rehabilitated and modernized. The goal of the Proposed Project is to retain and lengthen the stay of existing patrons, sustain and attract visitors into the future, and provide a broader spectrum of service choices and offerings for guests that can increase overall revenues from Race Course operations while preserving the historic landscape and character of the Saratoga Race Course. In addition, a portion of the proposed improvements is focused on enhancing operational efficiencies that benefit the racing participants such as upgrades to the stables and dormitories. The Proposed Project is not expected to lengthen the racing season and peak attendance and overall attendance volumes are not expected to increase substantially. The Proposed Project would not be expected to result in substantial changes to the existing non-seasonal use of the facility.

### **PURPOSE OF THE GEIS**

The Proposed Project includes both specific planned elements that have established design criteria (primarily for the Frontside area) and several conceptual or more generic improvements (i.e., the addition of new barns or dormitories as well as the conversion of existing barns or dormitories in the Backstretch) that will be further refined or scheduled for implementation into the future. Because the project involves ongoing design and refinement of selected improvements specific to contributing historic resources, a Draft Letter of Resolution (LOR) between NYRA, FOB, OGS, and OPRHP has been prepared to provide guidance and would govern physical alterations to contributing buildings, physical alterations to character-defining landscape features, and new construction and exterior alterations to non-contributing buildings (See Chapter 15: Cultural Resources).

This GEIS is intended to assess the environmental impacts of the Proposed Project and will evaluate both the specific planned elements as well as the conceptual or generic future improvements. Specifically, the GEIS will define the elements of the Proposed Project for which there is a detailed program. It will identify and describe any adverse impacts related to the implementation of these elements as well as provide a generic analysis of the potential environmental impacts associated with the range of the conceptual or generic future improvements for the Frontside and Backstretch. The GEIS will also set the analysis parameters from which impact thresholds (see **Table 1-2**) for future actions carried out under the Proposed Project can be measured against. In addition, the GEIS will identify and disclose typical and ongoing reinvestment in the Race Course that would not be subject to environmental review. In this manner, the GEIS will allow for an environmental assessment of the cumulative effects of the overall Proposed Project. The GEIS will describe and organize elements of capital improvement in three basic categories:

- **Specific Planned Elements:** These improvements, such as the new Nelson Avenue Service Building, have been developed with concept plans and specific design criteria established (see "Description of the Proposed Project," below);

**Table 1-2  
DGEIS Impact Thresholds**

Chapter	Impact Threshold – if exceeded could require additional environmental assessment
Chapter 1: Project Description	Integration of additional project elements not identified in this DGEIS.
Chapter 2: Land Use, Community Character, Zoning and Public Policy	Redevelopment of the site not in accordance with the bulk, massing, and location of project elements as described in this DGEIS.
Chapter 3: Community Services	No threshold impact sensitivity. Independent of the Proposed Project, coordination between NYRA and service providers (i.e., police, fire, EMS, schools, solid waste management, recreation) are ongoing and needs are evaluated regularly.
Chapter 4: Geology, Soils and Topography	Excavation that exceeds the depth to bedrock or results in disturbance to artesian springs. Footprint of disturbance that exceeds that estimated in the GEIS.
Chapter 5: Natural Resources	Redevelopment of the site cannot result in Tree removal during summer-roosting of Northern Long-Eared Bats unless allowed by USFWS and NYSDEC.
Chapter 6: Surface Waters and Wetlands	A change to the Proposed Project that would result in direct or indirect impacts to onsite wetlands or waters.
Chapter 7: Stormwater Management	An increase in post-construction runoff rates after implementation of stormwater management practices for all areas of new development and redevelopment.
Chapter 8: Water Supply	A change to the Proposed Project that increases water demand beyond the 53,240 gpd project-generated increase cited in the DGEIS (unless allowed by City of Saratoga Springs) or requires installation of new infrastructure in addition to improvement identified in the DGEIS.
Chapter 9: Sanitary Sewer Service	A change to the Proposed Project that increases sewer demand or treatment capacity beyond the 53,240 gpd project-generated increase cited in projections of the DGEIS (unless allowed by City of Saratoga Springs and/or Saratoga County) or requires installation of new infrastructure in addition to improvements identified in the DGEIS.
Chapter 10: Energy and Telecommunications	A change to the Proposed Project that would increase energy or telecommunication demands and result in the need for new infrastructure requiring construction or ground disturbance.
Chapter 11: Traffic	A change to the Proposed Project that would increase traffic generation above what was analyzed in the DGEIS by 20 percent as this could result in additional impacts at the study intersections (based on traffic impact study sensitivity analysis).
Chapter 12: Air Quality	If additional traffic assessment is required, an air quality screening assessment may also be required.
Chapter 13: Noise	If additional traffic assessment is required, a noise screening assessment may also be required.
Chapter 14: Economic Conditions	No threshold impact sensitivity.
Chapter 15: Cultural Resources	A change to the Proposed Project that would require modification to the Letter of Resolution (LOR).
Chapter 16: Visual Resources	A change to the Proposed Project that would require modification to the Letter of Resolution (LOR).
Chapter 17: Hazardous Materials	No threshold impact sensitivity.
Chapter 18: Construction	More than the threshold set by the Applicant in Chapter 18 of the DGEIS of two large construction elements (requiring more than 18 months for construction) would be occurring at the same stage of the construction process.

- **Conceptual/Generic Improvements:** These improvements and changes, such as the relocation of barns and dorms, are within the range of future projects identified as part of the Proposed Project and are expected to be implemented over the next ten years. Conceptual renderings of these projects have been developed but no final plans or design criteria have been

prepared. It is anticipated that the GEIS analysis will inform the design of these conceptual or generic improvements, which are expected to enhance facility operations but not alter the public use of the Race Course (see “Description of the Proposed Project,” below); and,

- **Background Projects**—These projects include on-going capital investment in the current facilities (Frontside and Backstretch) and are expected to occur with or without implementation of the Proposed Project such as the refurbishment of existing barns and dorms, which are not considered historic resources as well as routine fence maintenance, and the installation and removal of temporary structures (i.e., sponsorship tents) during the racing season. The GEIS will identify any background projects known at this time, although it is noted that these maintenance, replacement, rehabilitation or reconstruction projects would not be considered discretionary actions or would be considered Type II actions<sup>1</sup> under SEQRA and would not be subject to SEQRA review and are not specifically analyzed as part of this GEIS or subsequent environmental assessment when they are implemented in the future (see “Background Projects” beginning on page 1-19, below). Background projects would be expected to have no potential for adverse effects on architectural resources that contribute to the character of the historic Race Course.

## **D. PROJECT DESCRIPTION OVERVIEW AND SETTING**

### **SITE LOCATION AND SETTING**

The Project Site is located in Saratoga County, New York, within the City of Saratoga Springs. It is located in the southeast portion of the City of Saratoga Springs approximately midway between downtown Saratoga and I-87. The Project Site is bisected by Union Avenue and bordered on the north by Fifth Avenue, on the south by Nelson Avenue, on the west by Nelson and East Avenue, and on the east by Henning Road (see **Figure 1-2**).

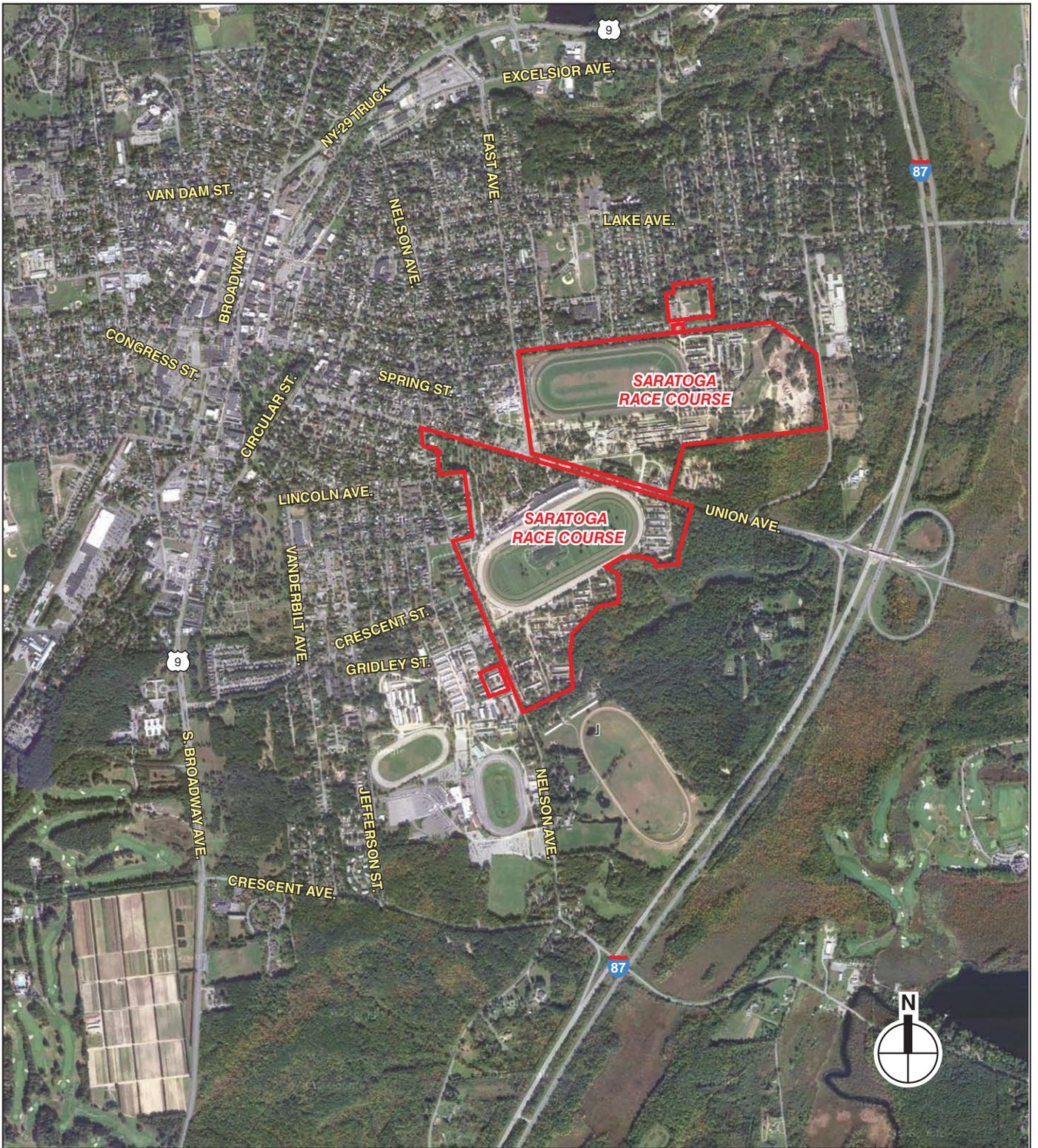
The Project Site is located approximately 1 mile from downtown Saratoga Springs. It is bordered by residential neighborhoods to the north and west, a 400-acre artist’s community known as “Yaddo” to the east and the Saratoga Casino and Raceway to the south. The Project Site can be accessed by two major roadways: Route 9 (South Broadway) and I-87 via exit 14 to Union Avenue (NYS Route 9P), as well as exits 13 to the south and exit 15 to the north. Union Avenue and Lake Avenue are the primary east-west connections between the City of Saratoga Springs and the Race Course. (See Chapter 11, “Traffic,” for a more comprehensive description of the area roadways serving the Project Site.)

### **PROJECT SITE**

The Project Site is commonly known as the Saratoga Race Course. It contains approximately 337 acres of previously disturbed areas, (including the grass race course, lawn and other vegetated and unvegetated open space and dirt paths, 74 acres of unvegetated race course surfaces, 47 acres of roads, buildings, and other paved surfaces, 17 acres of forested area, 4 acres of regulated wetland, and 3 acres of water surface). The Project Site is divided into two primary redevelopment areas: the Frontside and Backstretch (see **Figure 1-3**).

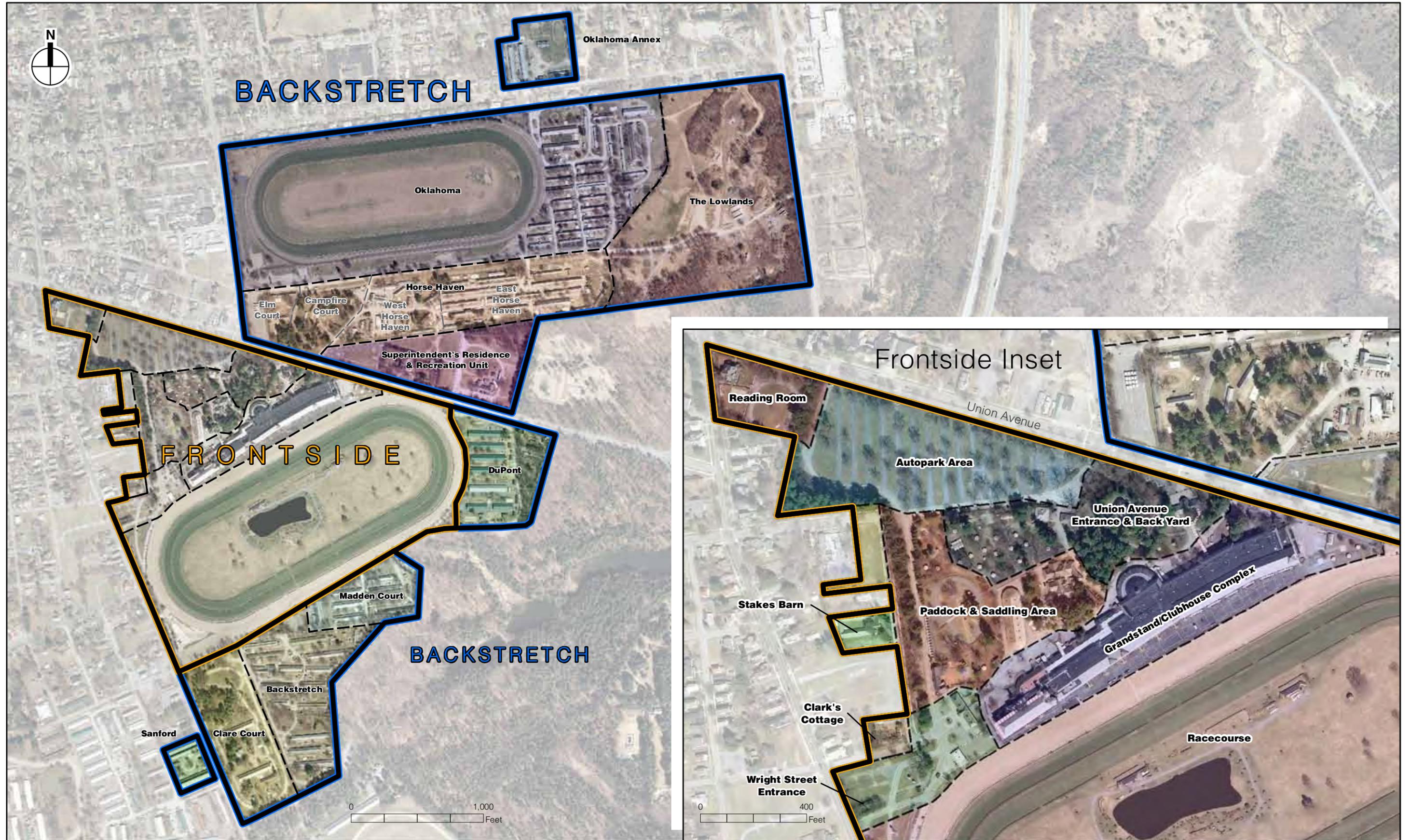
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<sup>1</sup> Type II actions are those actions, or classes of actions, which have been found categorically to not have significant adverse impacts on the environment, or actions that have been statutorily exempted from SEQRA review. They do not require preparation of an EAF, a negative or positive declaration, or an EIS.



— Project Site Boundary





*FRONTSIDE*

The Frontside portion of the Saratoga Race Course is 109 acres and is located entirely south of Union Avenue. The Frontside includes the following buildings and elements: Grandstand/Clubhouse Complex, the Main Race Course, the Paddock, the Saddling Shed, Clark's Cottage, the Stakes Barn, the Backyard, as well as restrooms, picnic areas, concession areas, and mutuels. For organizational purposes, the Frontside is divided into 9 Areas (see list below and **Figure 1-3**):

- Wright Street Entrance
- Grandstand/Clubhouse Complex
- Paddock and Saddling Area
- Union Avenue Entrance and Backyard
- Clark's Cottage
- Main Race Course
- Reading Room
- Autopark Area
- Stakes Barn

*BACKSTRETCH*

The Backstretch is 228 acres and is located on both sides of Union Avenue. The Backstretch contains the Race Course's support facilities such as a garage and carpenter's shop as well as stables for the horses and dormitories for the grooms. The Backstretch also contains the Oklahoma Practice Track, a recreation area for the grooms, and the track maintenance area. For organizational purposes, the Backstretch is divided into the following 10 Areas (see **Figure 1-3**).

- Oklahoma
- Oklahoma Annex
- The Lowlands
- Horse Haven
  - East Horse Haven
  - West Horse Haven
  - Elm Court
  - Campfire Court
- Dupont
- Madden Court
- Clare Court
- Sanford
- Backstretch (a specifically named subarea of the overall Backstretch)
- Superintendent's Residence and Recreation Unit

## **PHASING AND COST**

The Proposed Project involves the redevelopment of both the Frontside and Backstretch of the Saratoga Race Course. Within each redevelopment area, the Proposed Project components will be phased over an approximately 9-year horizon depending on need, schedule, and funding with an anticipated final build year of 2024. Nineteen specific planned elements have been identified for the Frontside by NYRA in its master planning initiative and these elements are described in detail below. A number of conceptual/generic improvements have also been identified and are also described below. Construction phasing plans for the proposed project elements are described in **Chapter 18**, “Construction Impacts.”

The estimated overall cost of the proposed improvements to the Frontside and Backstretch is between \$110 and \$170 million.

## **E. FRONTSIDE**

The Frontside is the public face of the Saratoga Race Course. It is where spectators watch and bet on the races and all guest services including the concessions, picnic areas, and the Grandstand/Clubhouse are located. The Frontside is open to the public 40 days of the year from opening day in late July to Labor Day in September with races held six days a week. The Proposed Project for the Frontside includes construction of new buildings, new grandstand seating and luxury boxes, parking areas, pedestrian facilities including walkways and pavilions, horse paths, and planted areas as well as the renovation of existing buildings and facilities, including upgrades to utilities, and the removal of certain structures (see **Figure 1-4**). The goal of the Proposed Project is to retain and lengthen the stay of existing patrons, sustain and attract visitors into the future, and provide a broader spectrum of service choices and offerings for guests that can increase overall revenues from Race Course operations while preserving the historic landscape and character of the Saratoga Race Course (see **Figure 1-5**).

Implementation of the Frontside projects is expected to create approximately 96,000 square feet of new building area, 457,000 square feet of renovations, 12,100 square feet of reprogrammed facilities (i.e., food service and retail) within existing building footprints, and approximately 200 new seats for patrons in specific areas of the grandstand.

## **WRIGHT STREET ENTRANCE**

### *NELSON AVENUE SERVICE BUILDING*

The Nelson Avenue Service Building is a proposed new building, which will house the site’s central receiving, administrative offices, and a new production kitchen (see **Figure 1-6**). The new building will provide more space and upgraded facilities. It will also centralize many operational functions and improve efficiency by removing these uses from the immediate vicinity of the Race Course. This will provide more space for guests and eliminate vehicular and pedestrian conflicts due to service activities. The new building and associated site development would be constructed over an existing storage area located at the corner of Nelson Avenue and Wright Street. The following would also be provided as part of the Nelson Avenue Service Building:

- a central loading dock area;
- a covered connection to the At the Rail Building;



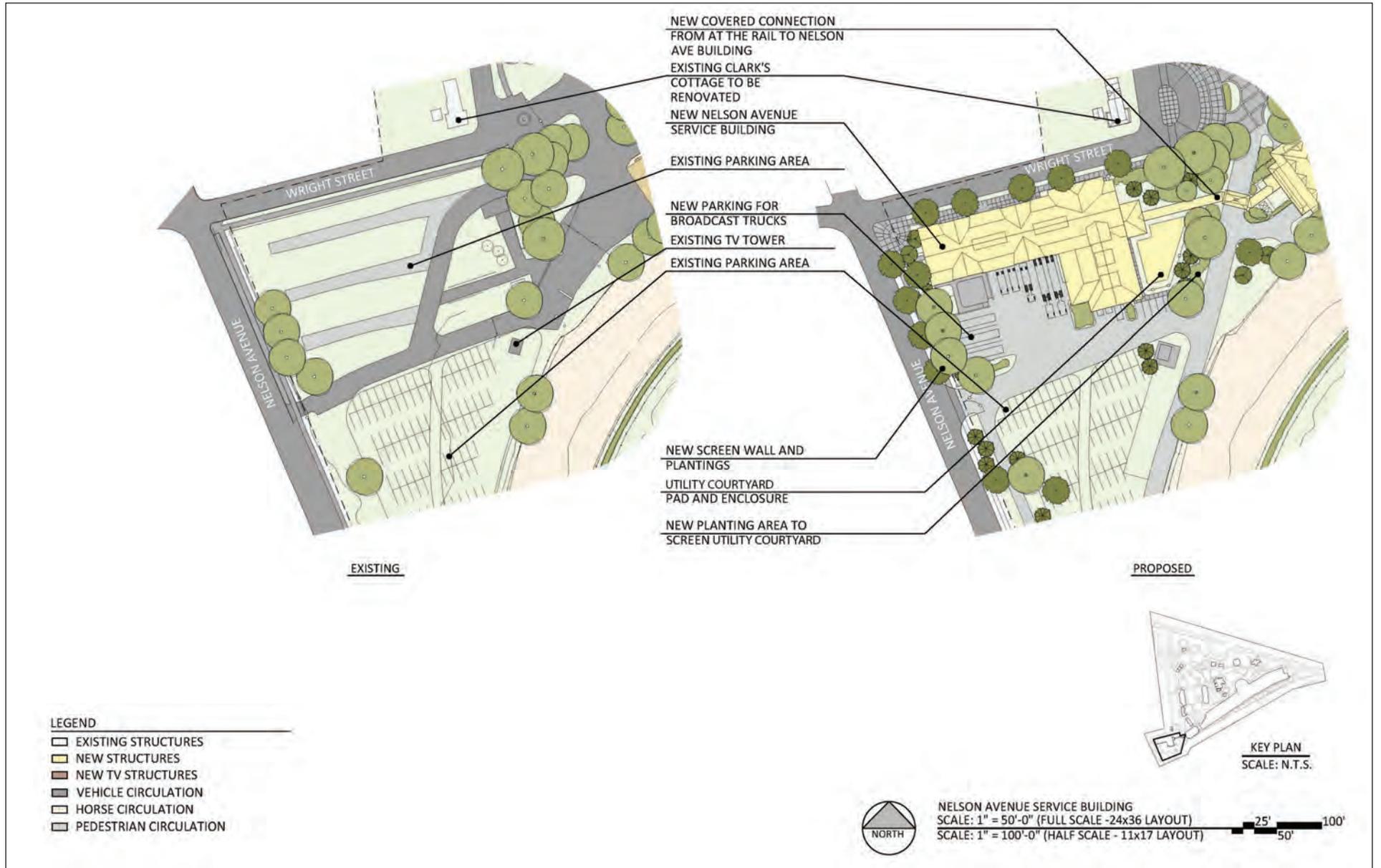
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Nelson Avenue Service Building:  
Schematic Design Existing Versus Proposed

**Figure 1-6**

- a parking area for broadcast trucks;
- a screen wall with plantings along Nelson Avenue:, and
- a utility courtyard and enclosure with a planting area to screen the utility courtyard.

The proposed building would be two stories encompassing a total of 32,655 sf. The first floor of the building would include a central production kitchen, NYRA shipping/receiving, and an entry lobby all serviced by a covered loading dock. The proposed kitchen facility would provide a full service scullery and space for all bulk production and cold food preparation. It would include 2,128 sf of refrigeration, 657 sf of dry storage, and 593 sf of equipment storage. The proposed production kitchen would alleviate kitchen and storage needs at the existing food service venues throughout the Frontside (particularly in the Grandstand Complex) reducing size requirements at specific food service venues. Food prepared at the Nelson Avenue production kitchen would be delivered to the individual food venues throughout the Frontside via enclosed trucks or Cushman vehicles. The Nelson Avenue kitchen would be connected to the At the Rail Building via the new covered walkway for food delivery. All food preparations and deliveries will be completed before the Race Course is open to the public on a daily basis so as to limit any interference with Race Course activity (see **Figures 1-7 and 1-8**).

The second floor of the Nelson Avenue Service Building would house the relocated administrative offices including Human Resources/Community Relations, Marketing, Outside Marketing, Admissions and Parking. Human Resources would be relocated from the existing Clark's Cottage, allowing Clark's Cottage to be used for Horsemen's functions. Marketing would be moved from its current location in a temporary office trailer and Admissions and Parking would be moved out of the Grandstand freeing additional Grandstand space for patrons.

In addition, the Nelson Avenue Service Building would provide a loading area that would replace some of the existing loading docks currently located on the lower level of the Grandstand. This would free space in the Grandstand for additional guest services. This loading dock would have enough room for three full-sized tractor trailers to safely maneuver and would also provide space for trash, recycling and compost dumpsters within an enclosed area. Service trucks would access the new loading area from the existing gate on Nelson Avenue, avoiding both guest and horse traffic. The new building would accommodate the existing service activities from the Grandstand allowing for improved operational efficiency as well as aesthetic improvements. The current service area at the north end of the Grandstand would be redesigned as a guest venue. See the description of the "Top of the Stretch Club" on Page 12 below for more information on the redesign of this end of the Grandstand.

#### *WRIGHT STREET GATEHOUSE MODIFICATIONS*

The proposed Wright Street Gatehouse Modifications would revitalize the appearance and operational efficiency of the existing Wright Street Gate Entrance by adding a new pedestrian plaza and creating more space between the gate and the horse path (see **Figure 1-9**) This additional space would improve the safety of the horses, as well as the guests viewing the horses, by moving the gate out toward Nelson Avenue away from the horse path. The historic fountain would be reused and new landscaping would be installed to create a more formal and functional gateway to the Race Course that would help to guide guests into the Backyard. In addition, a new VIP entrance into the proposed At the Rail Building would be created to provide guests with direct, exclusive access to the new building without having to go through the Wright Street Entrance.



View looking south from Wright Street



SOURCE: Phinney Design Group/ NYRA

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View looking southwest from Wright Street Entrance

Nelson Avenue Service Building:  
Elevations  
**Figure 1-7**



SOURCE: Phinney Design Group/ NYRA

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Nelson Avenue Service Building:  
Rendering  
**Figure 1-8**



SOURCE: Phinney Design Group/ NYRA

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At the Rail Building and Wright Street Gate Modifications:  
Schematic Design  
**Figure 1-9**

*AT THE RAIL BUILDING*

The At the Rail Building is a new building proposed to be located immediately south of the Wright Street Entrance and between the proposed new Nelson Avenue Service Building (connected via a covered walkway) and the west side of the historic Clubhouse (see **Figure 1-9**). The proposed 34,000 sf three-story building would provide a variety of high-end hospitality venues including banquet areas, outdoor dining terraces, restaurant and party suites with balconies overlooking the Race Course (see **Figures 1-10 and 1-11**). The building would provide a level of service currently not available at the Race Course and increased sponsorship potential. This building would replace the temporary tents and trailers that are currently erected and dismantled every season.

The building's service areas would be oriented into the rear corners of the building to provide visitors with maximized views of both the Race Course and the Backyard from the majority of locations on each of the three floors of the building. This building will provide the Race Course with an opportunity to also host non-racing related events throughout the year.

**GRANDSTAND/CLUBHOUSE COMPLEX**

*CLUBHOUSE MODIFICATIONS*

The Historic Clubhouse modifications are proposed to improve the overall patron environment and to raise the level of service and entertainment experience. The service and hospitality spaces within the Clubhouse would be reprogrammed and existing dining and box seats service would be improved through renovations to the kitchen spaces on all levels. The additional kitchen spaces proposed in the new Nelson Avenue Service Building will allow the existing kitchen spaces in the Clubhouse to be reduced in size. The newly available space will be repurposed to allow for more guest area. Further, the space would be renovated to create new opportunities for sponsorship venues, air conditioned areas, and concessions. Clubhouse restrooms would also be renovated and expanded (see **Figures 1-12 to 1-14**).

In addition, guest spaces throughout the four floors of the clubhouse would be reoriented to face the Race Course wherever possible. Outdoor patio seating would be increased and the existing administrative offices would be relocated to the new Nelson Avenue Service Building. On the second floor, the historic box seats would be renovated, upgraded and made more attractive to improve the guest experience. The more exclusive enclosed boxes near the finish line would be moved to the proposed At the Rail Building (see description above). The following improvements are also proposed within the Grandstand/Clubhouse Complex.

*PRESSBOX/JUDGE'S TOWER*

The Press Box and Press Standing Area would be relocated from their current setting, which is currently accessible only by a catwalk within the Grandstand roofline (west of the Judges Tower). The new Press Box would be constructed at the center of the clubhouse directly accessible from the main 4th floor level and is proposed to be 2,000 sf. This relocation would provide greater accessibility to the Press Box and would allow the Press to step outside the box to view races from the 4th floor of the Clubhouse.

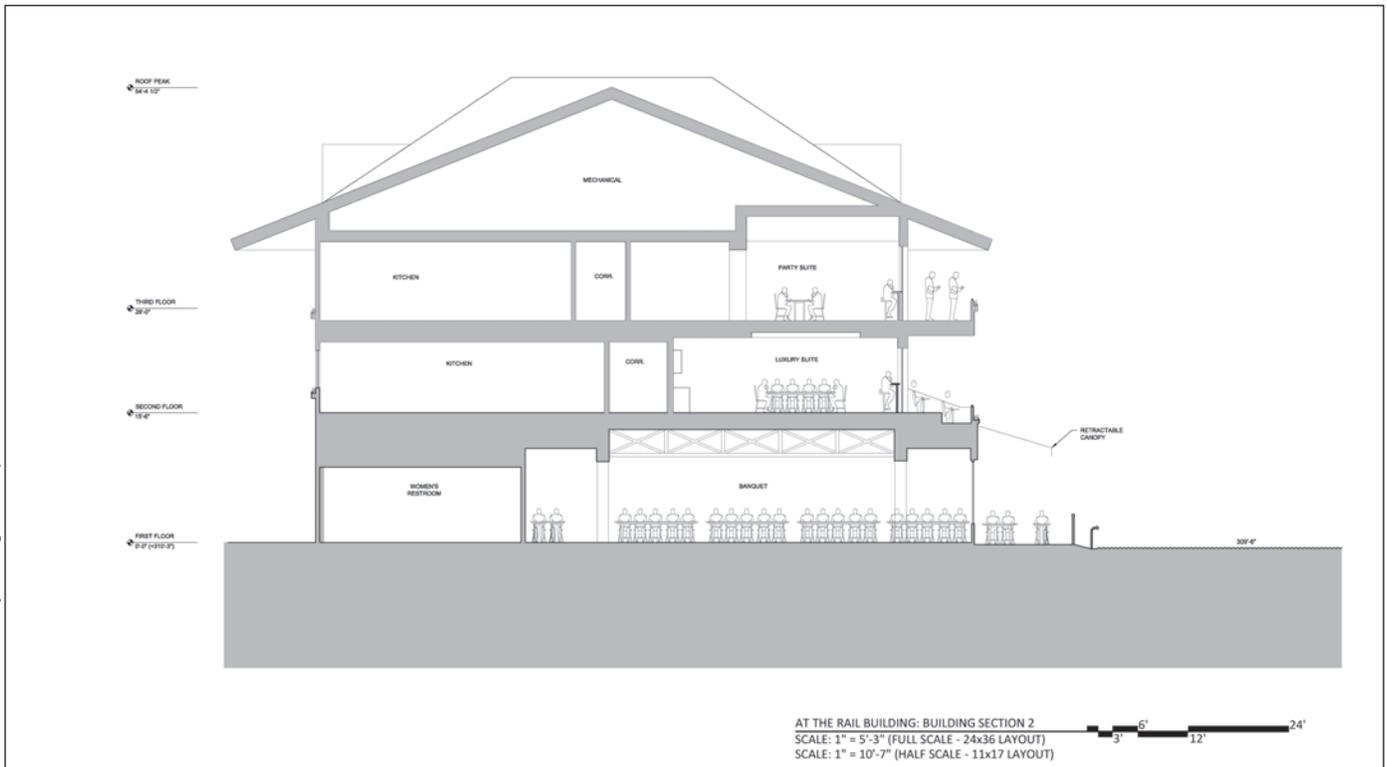
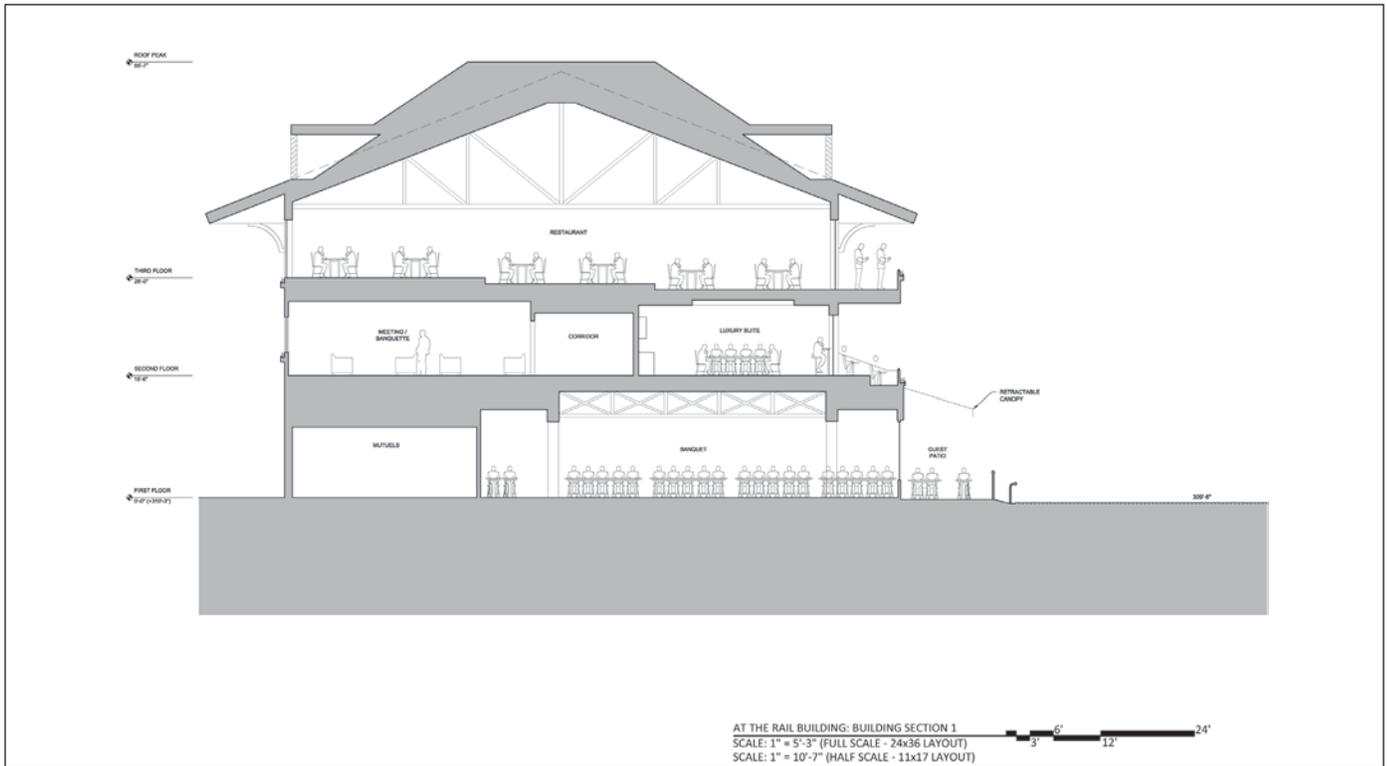
The Judge's Tower is proposed to remain in the same location as the existing tower but would be redesigned to better integrate the rooflines of the tower with the Clubhouse's historic roof profile. New service stairs are also proposed to be added to access the space.



SOURCE: Phinney Design Group/ NYRA

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At the Rail Building:  
Rendering  
**Figure 1-10**

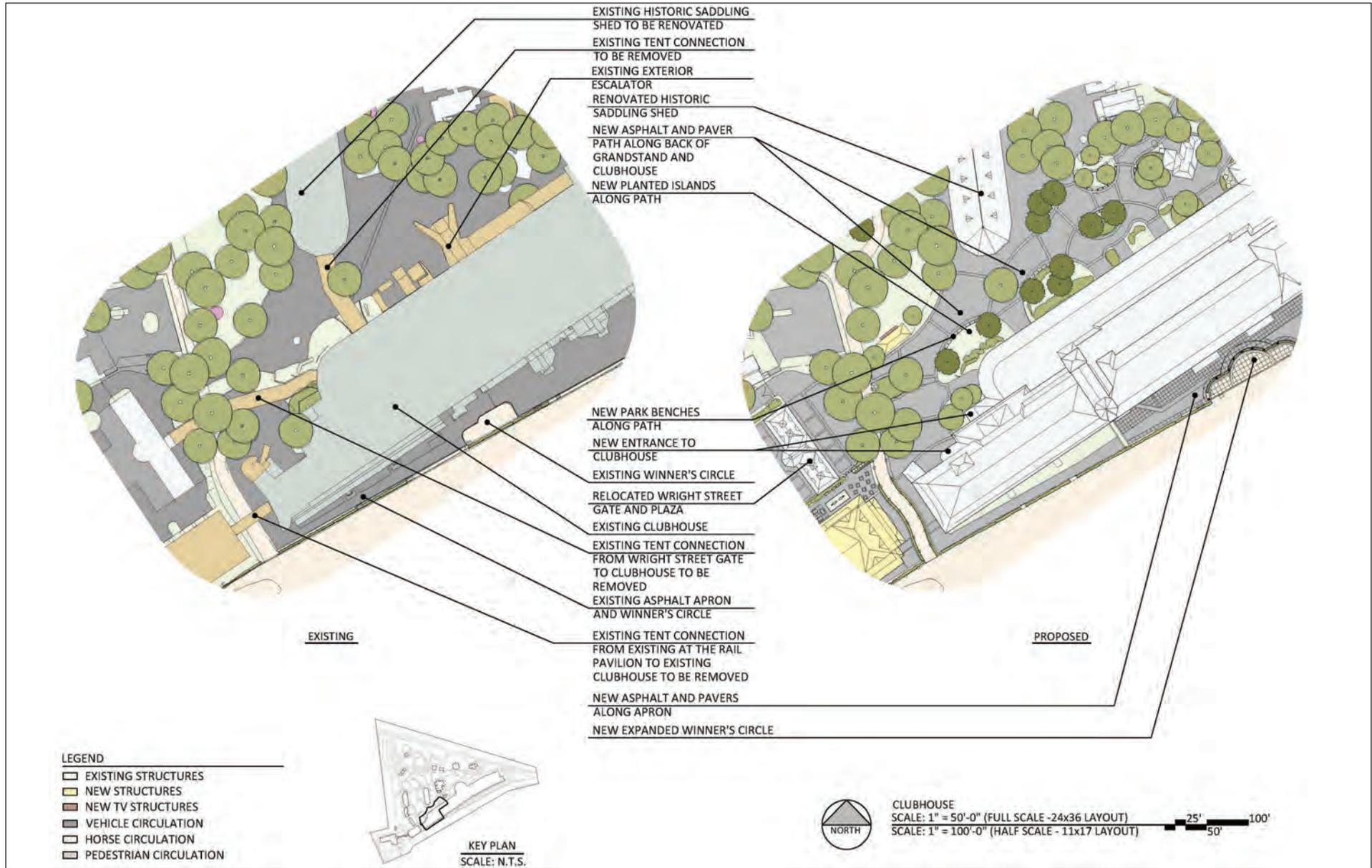


SOURCE: Phinney Design Group/ NYRA

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At the Rail Building:  
 Building Sections

Figure 1-11



SOURCE: Phinney Design Group/ NYRA

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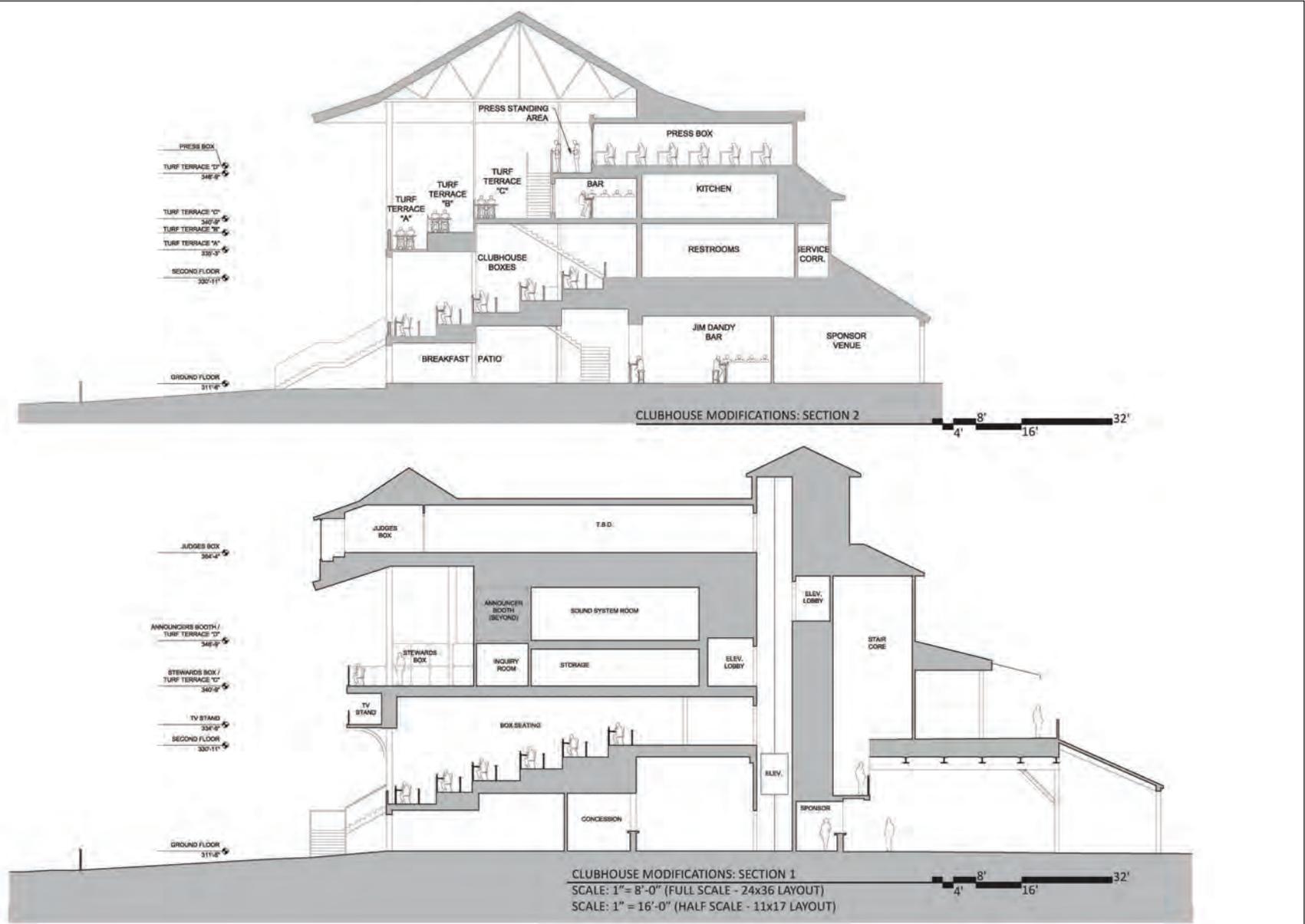
Clubhouse Modifications:  
 Schematic Design  
**Figure 1-12**



SOURCE: Phinney Design Group/ NYRA

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Clubhouse Modifications:  
Rendering  
**Figure 1-13**



SOURCE: Phinney Design Group/ NYRA

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Clubhouse Modifications:  
Building Sections  
**Figure 1-14**

### *GRANDSTAND/CAROUSEL MODIFICATIONS*

The Grandstand/Carousel Modifications would result in improvements to the most visible and recognized element of the Race Course. The historic Grandstand structure provides an element of grandeur to the site and houses the majority of visitors to the Race Course. The modifications proposed to the Grandstand are intended to restore, as well as highlight the historic character of the structure and create a more enjoyable, celebratory guest experience through the reprogramming of both its guest and operational spaces (see **Figures 1-15 to 1-17**). The proposed modifications would result in the reprogramming of space on all three levels of the Grandstand to maximize efficiency and would result in the following:

- A 5,100 square foot increase in the kitchen space for a total of 6,300 square feet
- An 800 square foot increase in restroom space for a total of 12,200 square feet

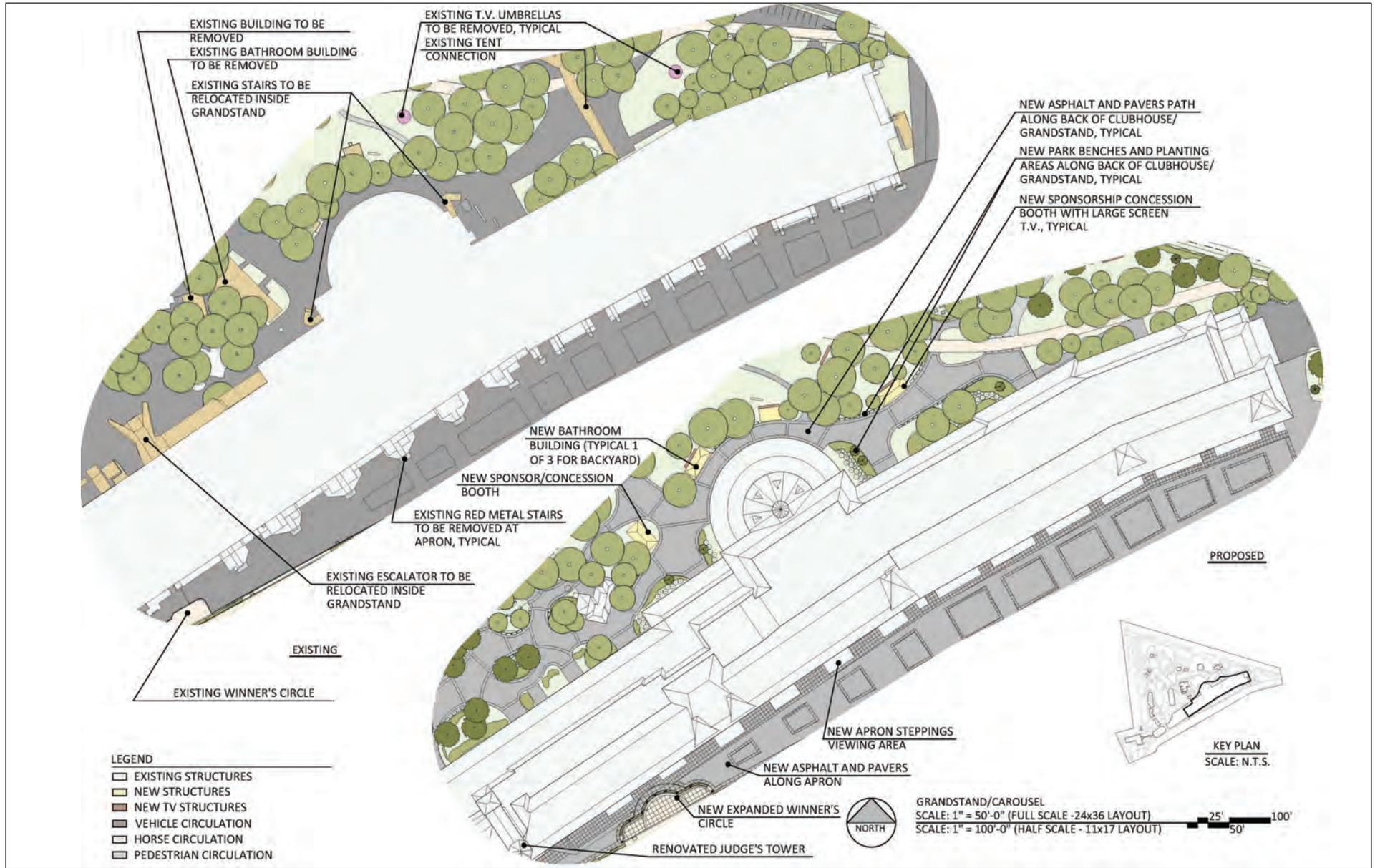
In addition, the lower level of the Grandstand is proposed to be reorganized and renovated to improve appearance and provide visitors with a more open and enjoyable space (see **Figure 1-18**). The proposed improvements would include new escalators to facilitate the flow of people between the levels of the Grandstand. The majority of the Grandstand's non-guest spaces, including the administrative offices, are proposed to be moved to the East End of the building. The kitchen that is currently located in the North End of the building is proposed to be moved to the new Nelson Avenue Service Building to allow this space to be used for the mutuels offices. The proposed mutuels area will be designed to be flexible to accommodate the constantly evolving technology with respect to betting and the shifting trend from teller-assisted mutuels to more digital and mobile-based betting systems. The mutuels area will be designed to allow for the removal of some of the mutuels bays in exchange for increased concession space and sponsor booths as the need for teller-based mutuels decreases as more wagering is done electronically.

The new concession area is proposed to provide guests with a casual and social dining atmosphere with a variety of options to choose from. Other dining improvements include the creation of a new bar/lounge area in the middle of the East End and a sports bar on the second level of the carousel. It is anticipated that the sports bar would offer a la carte service, large TV screens, and mutuel tellers for the race goers who prefer a different atmosphere than that of the grandstands.

To maximize capacity, the Grandstand will be reconfigured to add more seating as well as provide box seating. It is anticipated that this reconfiguration will provide 206 additional seats for a total of 1,176 seats. The additional seating would be constructed at the East End of the Grandstand as part of the proposed Top of the Stretch Club project (see description below).

### *TOP OF THE STRETCH CLUB*

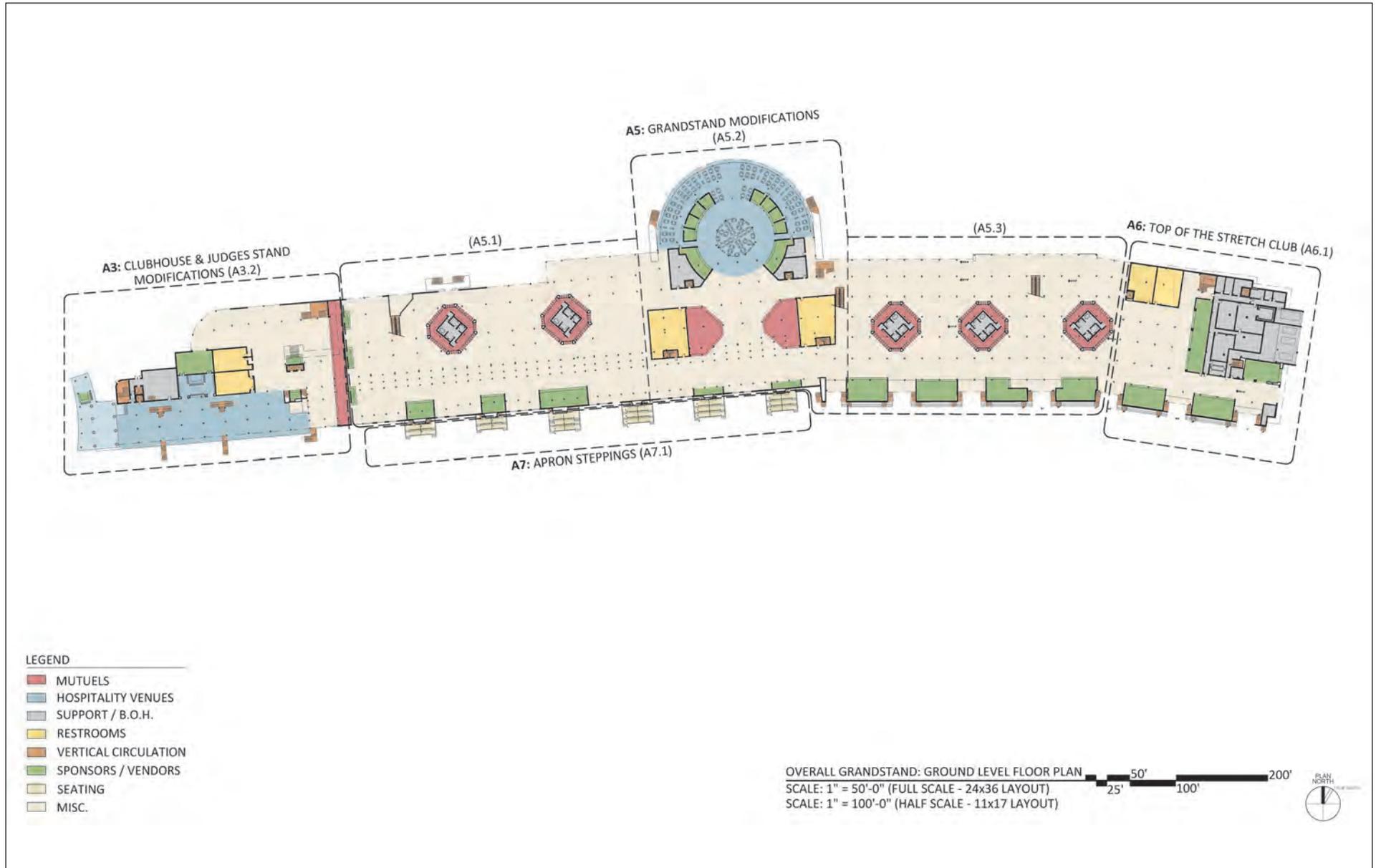
The Top of the Stretch Club would be created from a redesign of the service area at the East End of the Grandstand combined with the construction of a new 3,000 sf addition adjacent to the East End (see **Figures 1-19 to 1-21**). Approximately 3,000 sf of the Grandstand would be reprogrammed to include a new kitchen and restrooms, a 2,500 sf conditioned hospitality venue, a new 3,000 sf open air patio, and a variety of new seating choices. The new addition to the building would be attached to the East End of the Grandstand and would repurpose and cover the existing loading area, which would be relocated to the new Nelson Avenue Service Building (see description above). This would result in the infill of this underutilized area to provide more sustainable and efficient use of space near the Race Course.



SOURCE: Phinney Design Group/ NYRA

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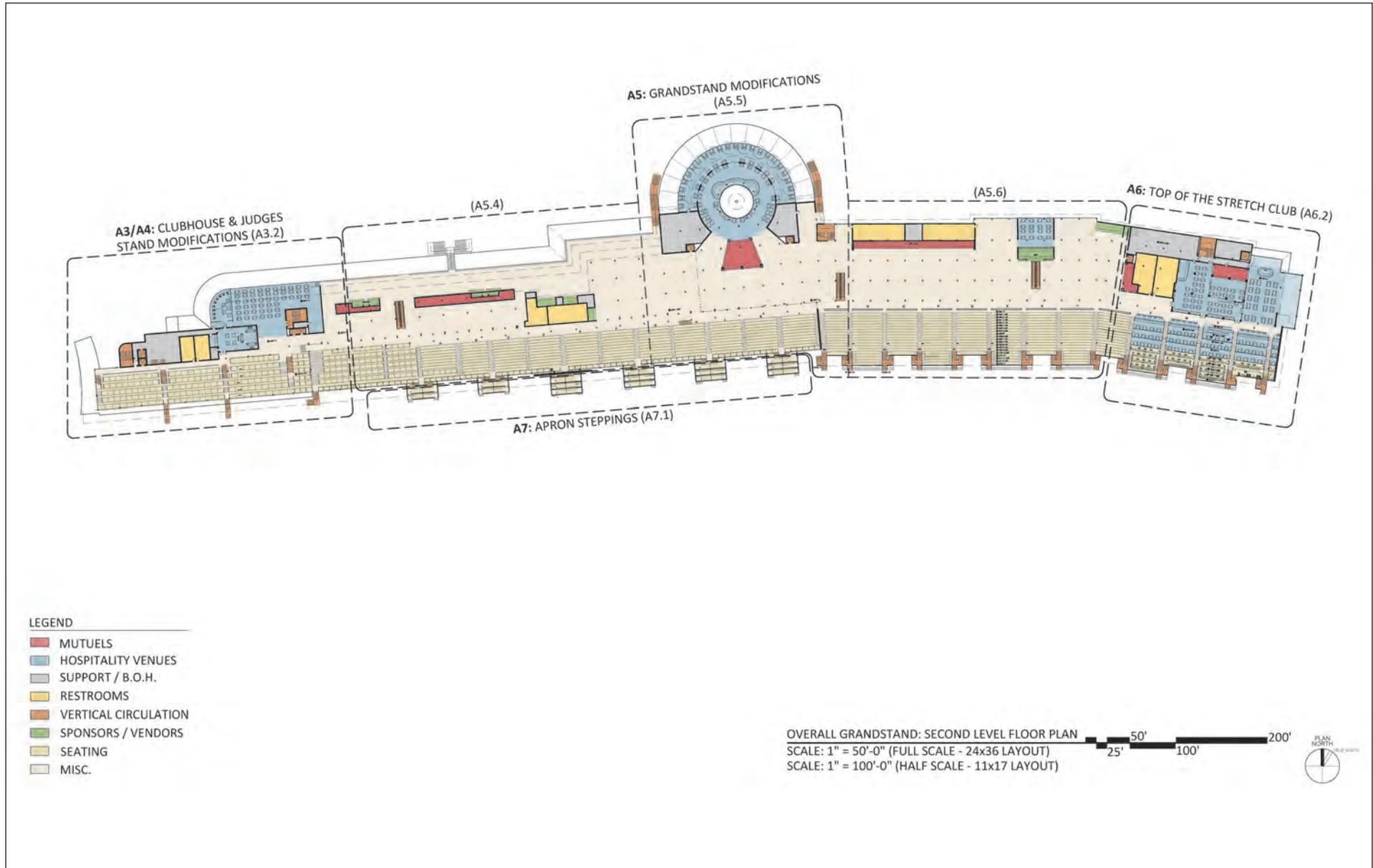
Grandstand Carousel Modifications:  
Schematic Design  
Figure 1-15



SOURCE: Phinney Design Group/ NYRA

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Grandstand Carousel Modifications:  
 Ground Level Floor Plan  
**Figure 1-16**



SOURCE: Phinney Design Group/ NYRA

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Grandstand Carousel Modifications:  
Second Level Floor Plan  
**Figure 1-17**

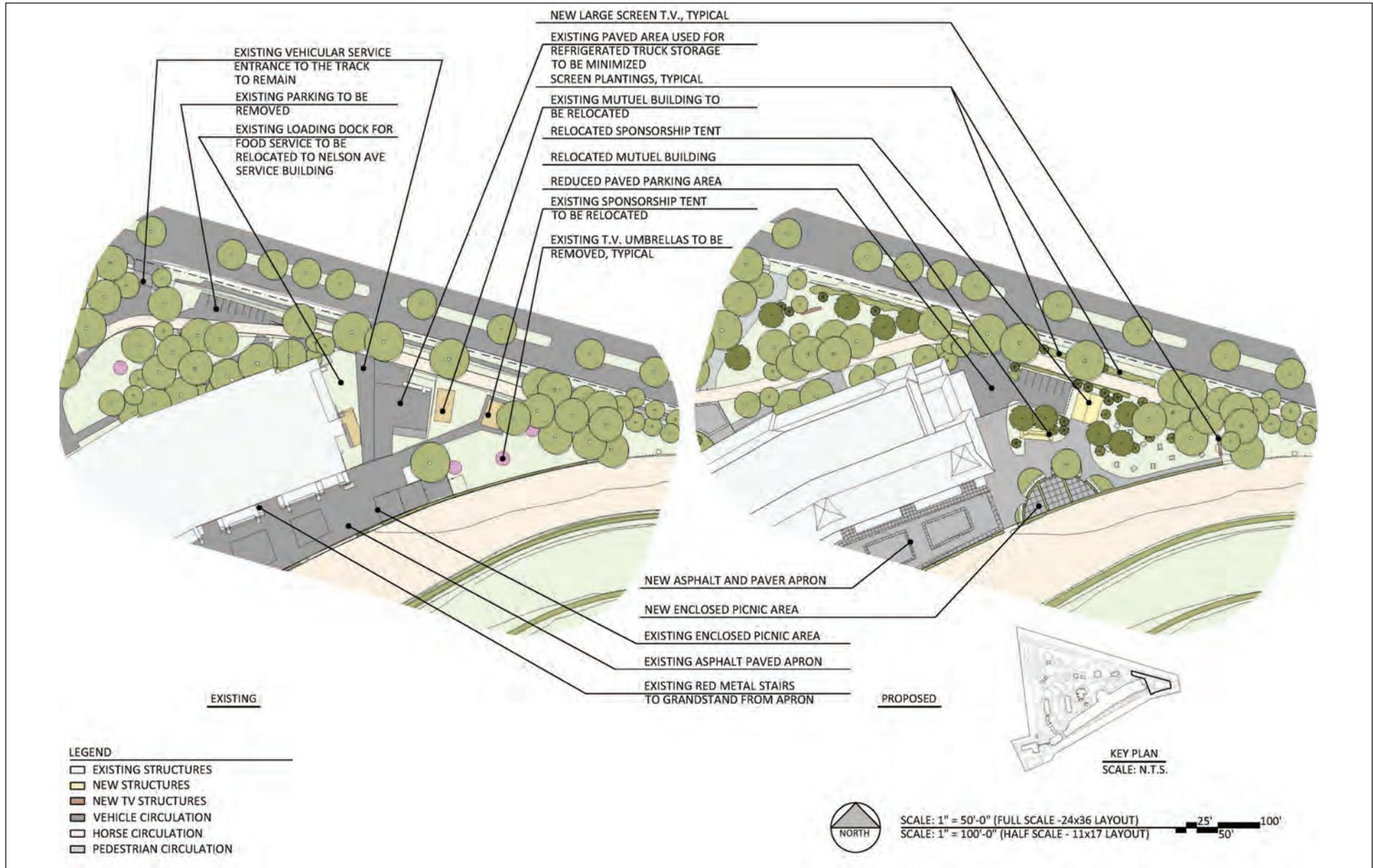


SOURCE: Phinney Design Group/ NYRA

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Grandstand Carousel Modifications:  
Proposed Grandstand Ground Level Improvements Rendering

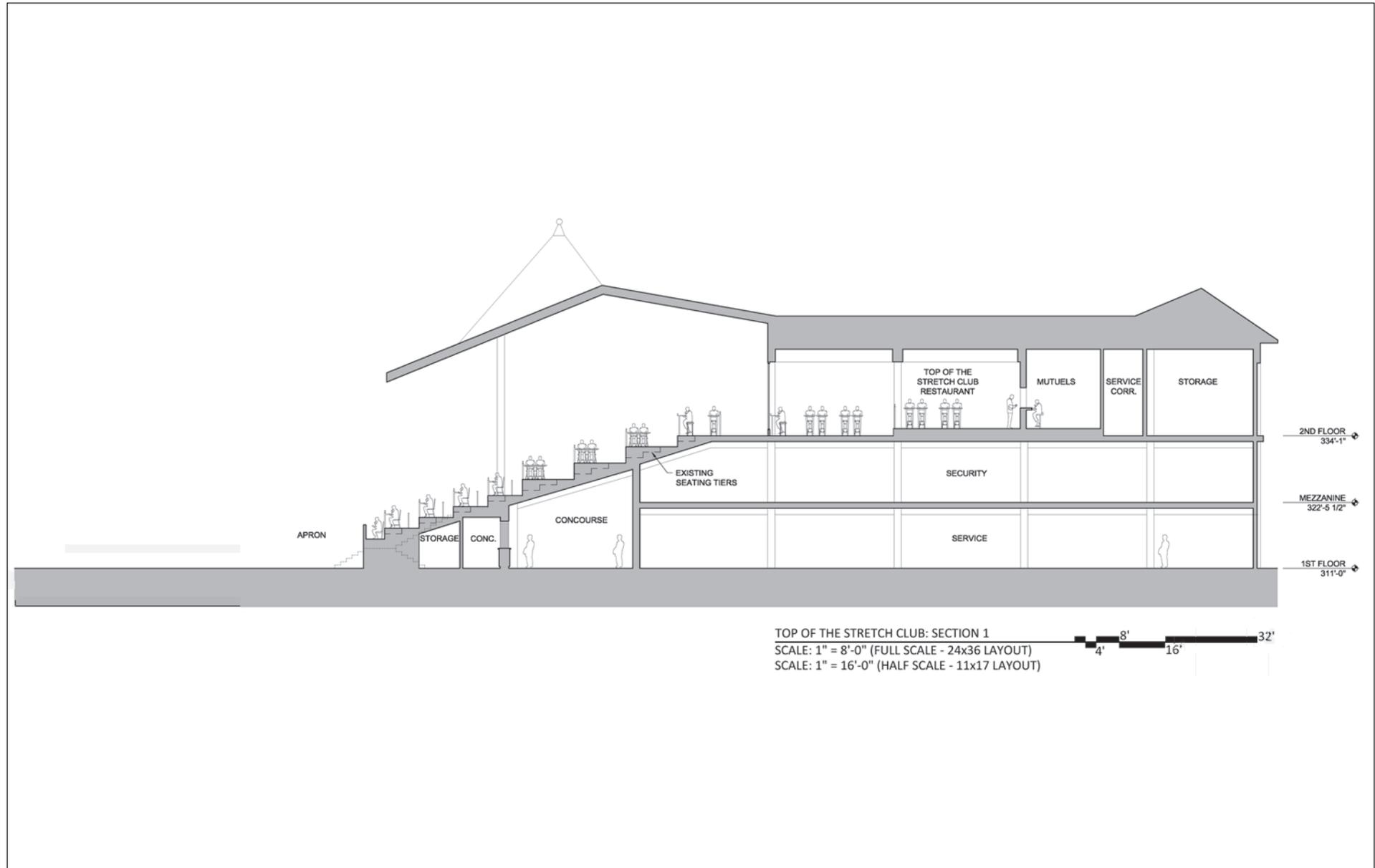
Figure 1-18



SOURCE: Phinney Design Group/ NYRA

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Top of the Stretch Club:  
Schematic Design  
**Figure 1-19**



SOURCE: Phinney Design Group/ NYRA

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Top of the Stretch Club:  
Rendering from Union Avenue

**Figure 1-21**

The new open air addition would also include new seating and a hospitality suite. A total of 206 additional seats would be created through the repurposing of the existing space and the new addition. The Top of the Stretch Club would be designed to attract a younger crowd to the race course by providing a more casual atmosphere than the traditional Grandstand. The seating associated with the Top of the Stretch Club would be roped off from the Grandstand seating to separate the casual atmosphere of the Top of the Stretch club from the more traditional Grandstand environment. The Top of the Stretch Club would also have its own food services separate from the Grandstand. As part of this project element, some of the existing loading docks currently located on the lower level of the Grandstand will be relocated to the Nelson Avenue Service Building

#### *APRON MODIFICATIONS*

The Race Course apron is the paved area outside the Grandstand adjacent to the Main Track where guests can view each race. The current apron layout does not provide enough space for guests to stand on the apron and watch the races without being visually obstructed. The proposed apron modifications would improve views of the Race Course by increasing the slope of the apron to improve visibility for both standing and seated guests (see **Figure 1-22**). As part of the improvements, the pitch of the apron would be designed to allow the apron's impermeable surfaces to drain. New stone pavers would be installed to improve the aesthetics of the apron and the stairs leading from the stadium seating to the apron would also be redesigned. The new stairs would include wide landings to accommodate spectators and allow for better trackside viewing. In addition, the winner's circle would be relocated and enlarged allowing guests greater visibility of and access to the horses, jockeys and owners and an overall enhanced racing experience. All improvements would meet American Disabilities Act (ADA) requirements.

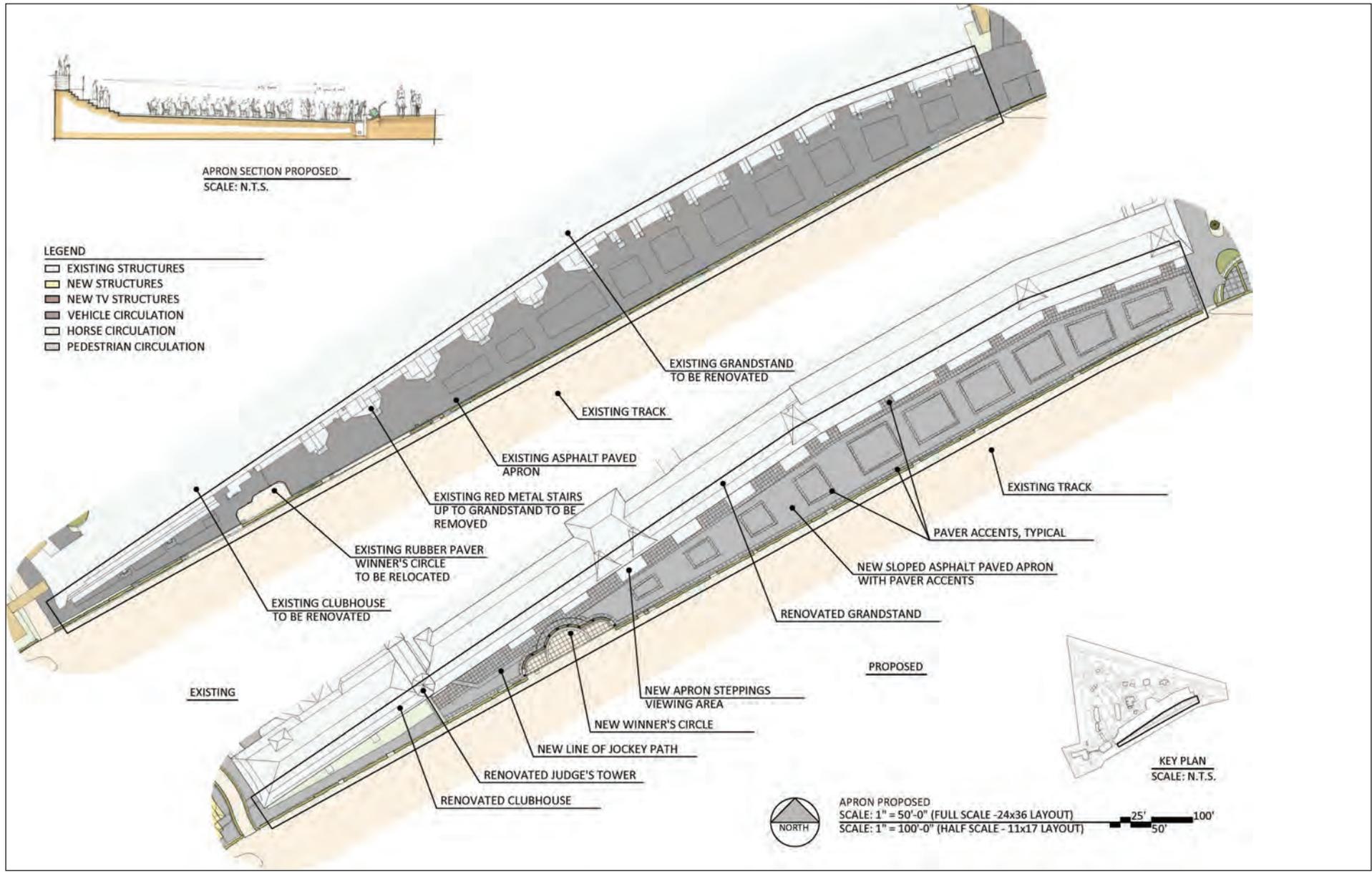
#### **PADDOCK AND SADDLING AREA**

##### *PADDOCK MODIFICATIONS*

Modifications to the Paddock are proposed to increase guest viewing of the jockeys and horses before the races. The goal of this project element is to build upon the unique tradition and heritage of Saratoga by heightening the Paddock grounds and creating an amphitheater-like spectator area so more guests will be able to view the walking circle. As part of the Paddock Modifications, a slightly raised berm is planned to surround and create elevated views into the Paddock. Incorporated within the overall Paddock Modifications would be the new Jockey House and the Saddling Shed Modifications. The redesign of the Historic Saddling Shed and the design of the New Jockey House (see below) will also be integrated into the Paddock design and will determine the necessary changes to the Paddock circulation paths and seating as well as the appropriate scale and orientation of the Paddock Ring (see **Figures 1-23 and 1-24**). Additionally, modifications to the picnic areas surrounding the Paddock are also proposed as part of the Backyard Expansion (see description of the proposed improvements to the picnic areas under, "Union Avenue Entrance and Backyard/Auto Park Area").

##### *SADDLING SHED MODIFICATIONS*

The Saddling Shed is one of the most historically significant structures at the Race Course. The proposed Saddling Shed Modifications would remove non-historic elements and spaces that were added over the years and uncover the historic characteristics of the original structure, restoring the Saddling Shed into an open-air pavilion and allowing for clear views across the



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Apron Modifications:  
Schematic Design  
**Figure 1-22**





SOURCE: Phinney Design Group/ NYRA

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Paddock Modifications:  
Rendering  
**Figure 1-24**

Paddock. The timber framing and trusses of the Saddling Shed are remnant structures that once created open stall areas for the horses before the races. The Saddling Shed is proposed to function as an outdoor venue with mutuels. Restoring the building to have a similar look and feel with a different purpose will give race-goers the historic presentation of this asset (see **Figures 1-25 to 1-27**).

The new outdoor venue and mutuels proposed at the Saddling Shed require the removal/redesign of the structure's current programming. The existing racing offices would be moved to the New Jockey House and a walk-up champagne bar with 100-120 seats centered under the Saddling Shed structure would be constructed. The bar would contain center seating with high-top tables and standing rail areas and would offer a unique venue currently not available at the track. The proposed modifications would remove the existing mutuels and replace them with two low-profile bays on either side of the champagne bar to recreate an open-air venue. The two mutuels bays would each contain 40 teller booths. The Saddling Shed mutuels are the highest yield mutuels at the track due to the proximity of the highly desired setting around the Paddock and the proximity to the horsemen.

#### *NEW JOCKEY HOUSE*

The New Jockey House would be constructed within the Paddock and Saddling Area adjacent to the paddock. The New Jockey House is part of the proposed enhancements, which would provide upgraded amenities, space for racing offices and a streamlined procession for horsemen, trainers, and jockeys to the Race Course (see **Figures 1-28 to 1-32**). The new facility would bring the horses and jockeys closer to the viewers, enhancing the experience of the pre-race events, and would provide a more adequate and efficient space for overall business operations of the Race Course.

The total square footage of the new Jockey House is proposed to be 14,356 sf, which includes 16 horse stalls, male and female jockey facilities, common areas, support and NYRA racing offices.

#### *EXISTING JOCKEY HOUSE/ADMINISTRATION BUILDING*

The existing Jockey House and Administration buildings are a cluster of three historic buildings located within the Paddock and Saddling Area (see **Figure 1-33**). As part of this project element, the existing jockey facilities would be moved to a the new Jockey House (see above) and the existing historic building would be reprogrammed to house administrative offices, reserved guest seating, guest services offices and a new NYRA retail store and café (see **Figure 1-34**).

It is expected that the new NYRA guest services and retail space created from these buildings would enhance the overall guest experience since these buildings are easily accessible from locations throughout the Frontside and would provide high-end retail services not currently available at the Race Course.

#### *LINCOLN AVENUE ENTRANCE*

The proposed new Lincoln Avenue Entrance would create a major access point along Lincoln Avenue. The Lincoln Avenue Entrance would be located within the Paddock and Saddling Area and its central location would make the entry an easy access point from all areas of the Frontside (see **Figure 1-35**) creating a safer and more accessible entrance to the Race Course. The Lincoln Avenue Entrance design incorporates a paved space in front of the proposed new gatehouse to allow guests to gather while waiting in line to buy tickets. A roundabout is proposed to slow

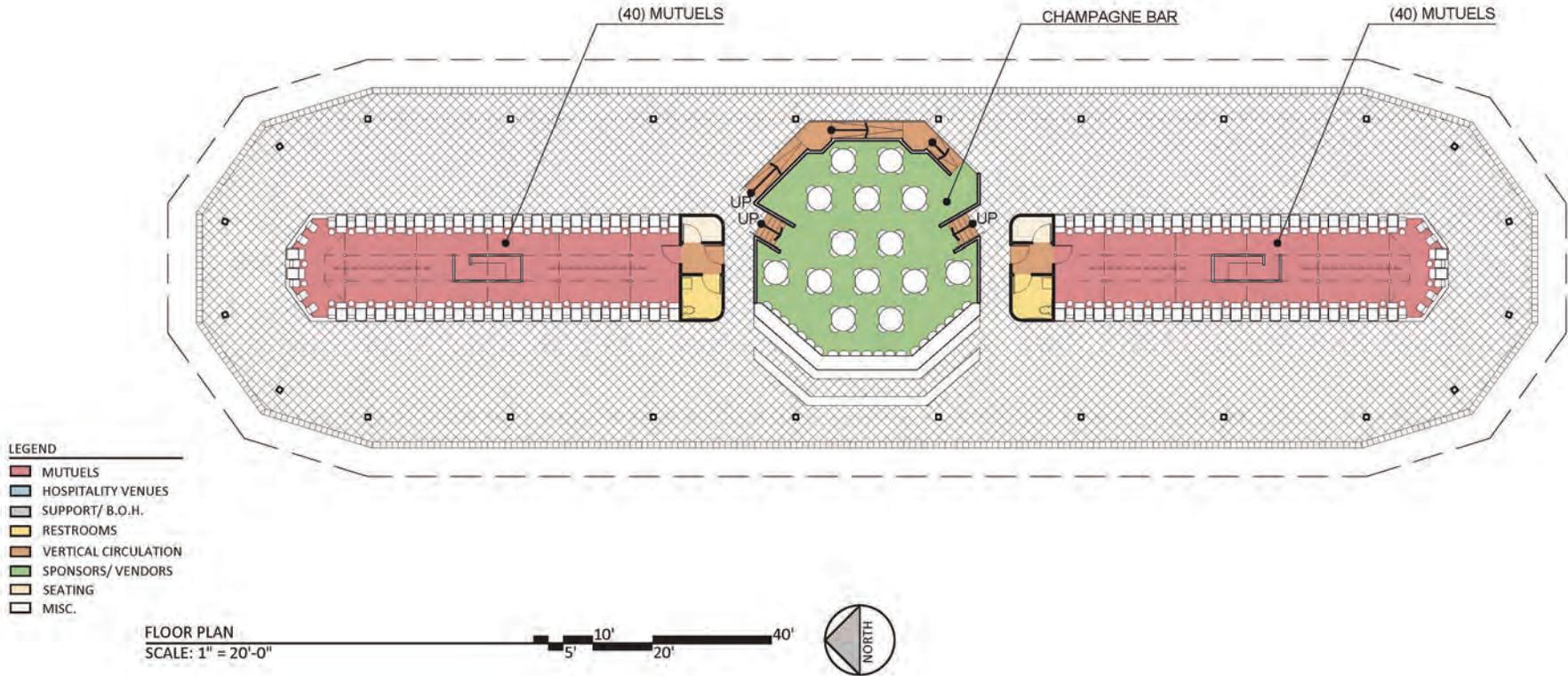


SOURCE: Phinney Design Group/ NYRA

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**SADDLING SHED RENOVATIONS:**

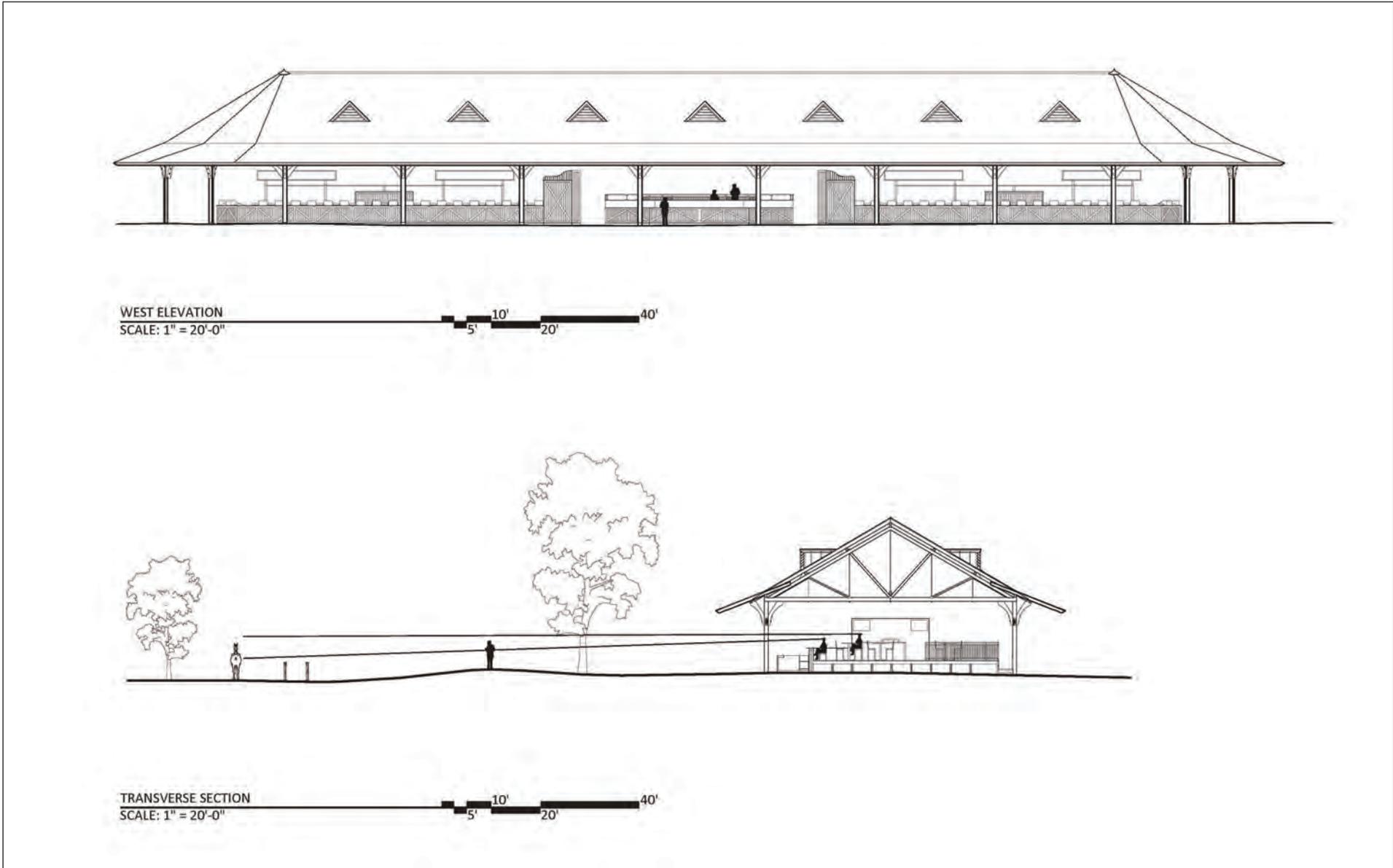
RENOVATION OF HISTORIC SADDLING SHED TO CREATE:  
NEW CHAMPAGNE BAR  
NEW LAYOUT OF MUTUELS



SOURCE: Phinney Design Group/ NYRA

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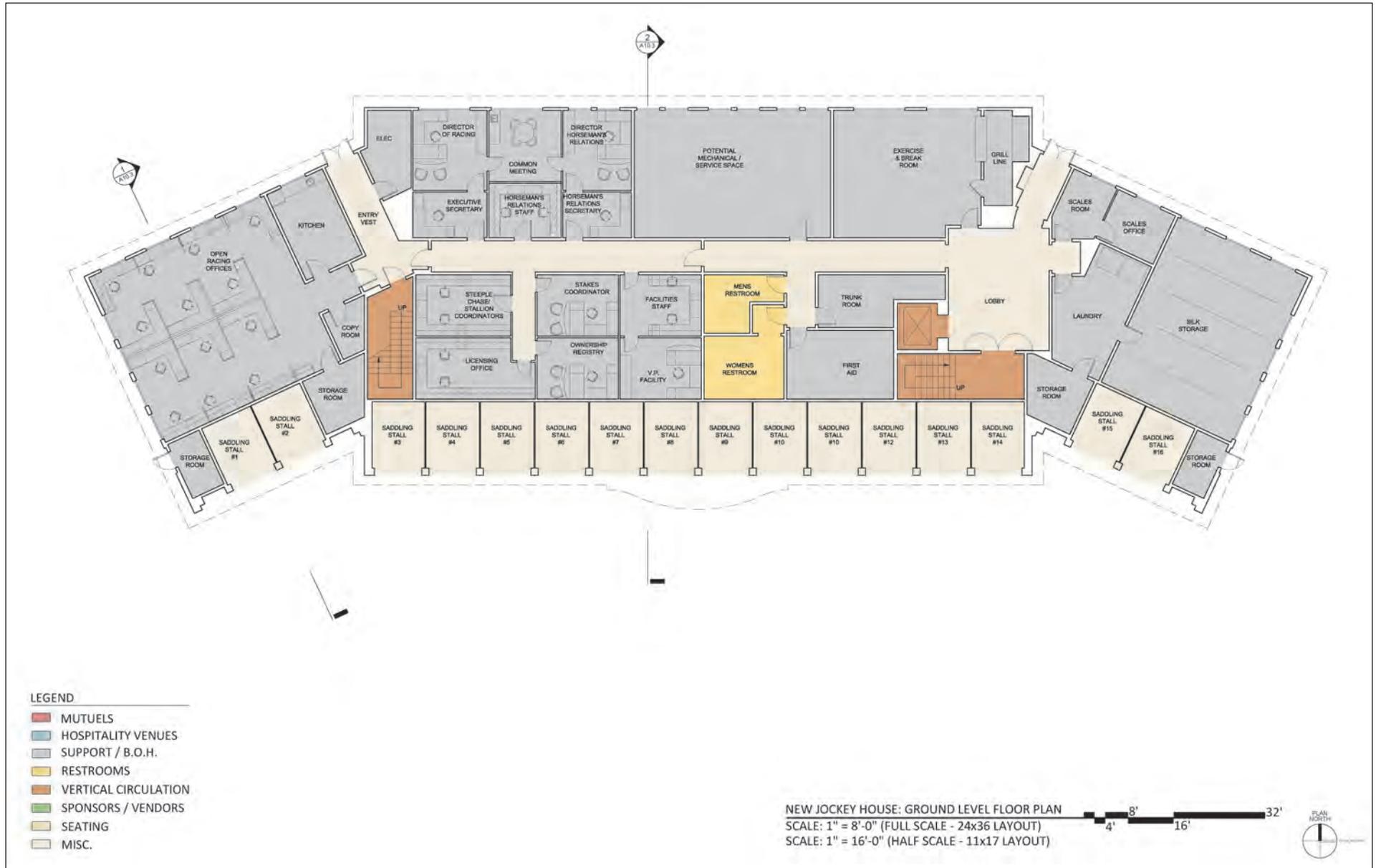
Saddling Shed Modifications:  
Floor Plan  
**Figure 1-26**



SOURCE: Phinney Design Group/ NYRA

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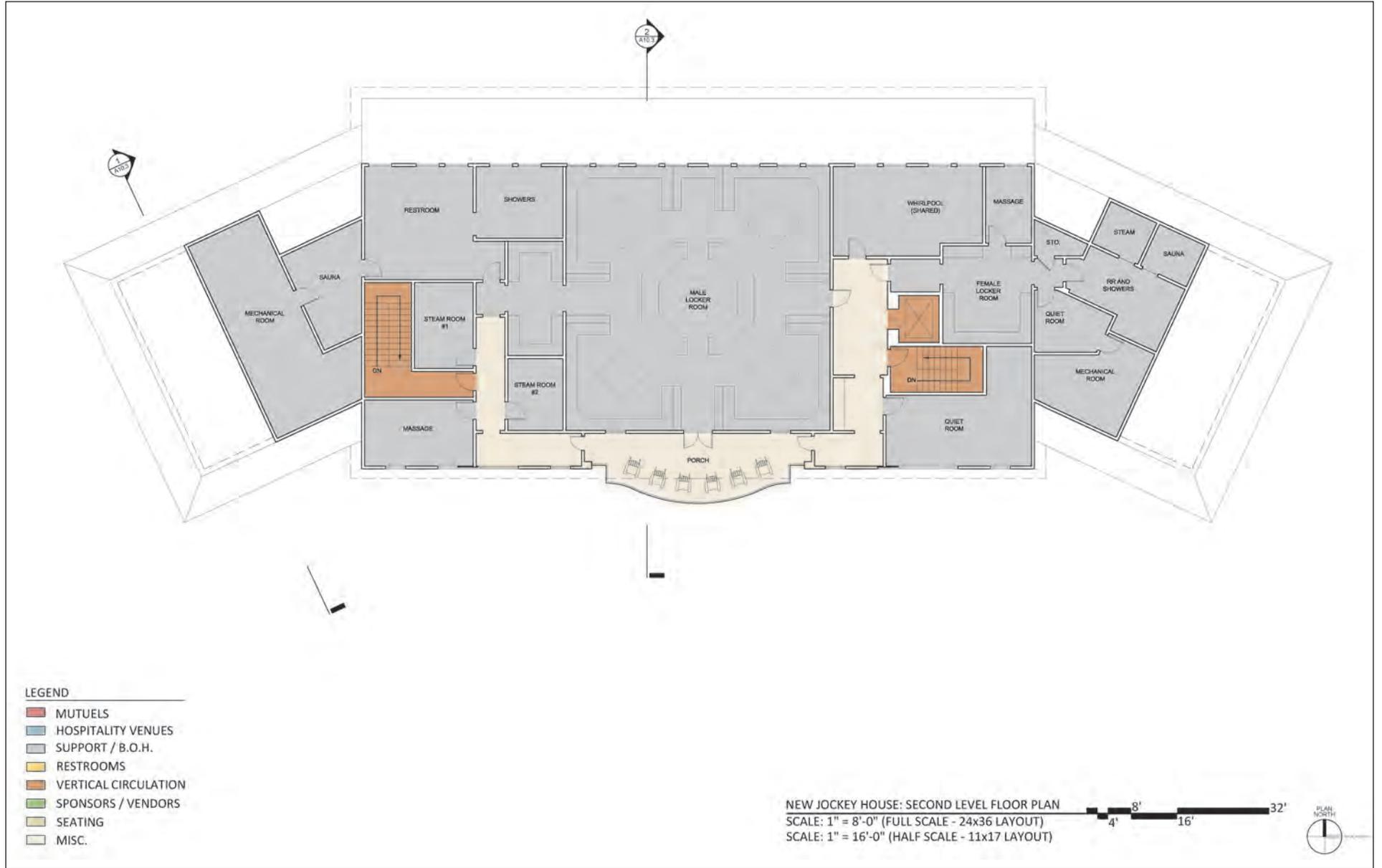




SOURCE: Phinney Design Group/ NYRA

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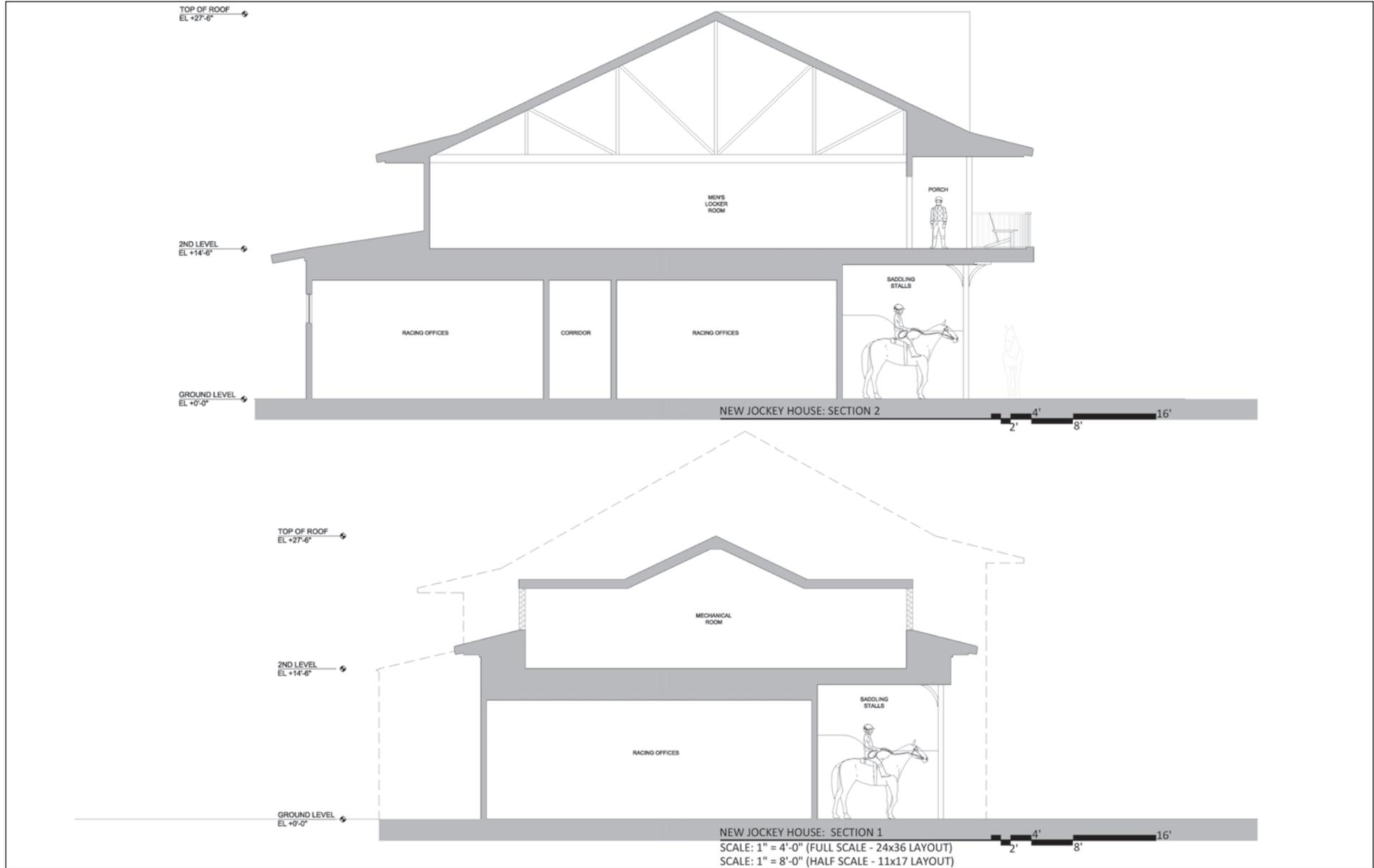
Proposed New Jockey House:  
 Floor plan  
**Figure 1-29**



SOURCE: Phinney Design Group/ NYRA

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Proposed New Jockey House:  
 Second Floor Plan  
**Figure 1-30**



SOURCE: Phinney Design Group/ NYRA

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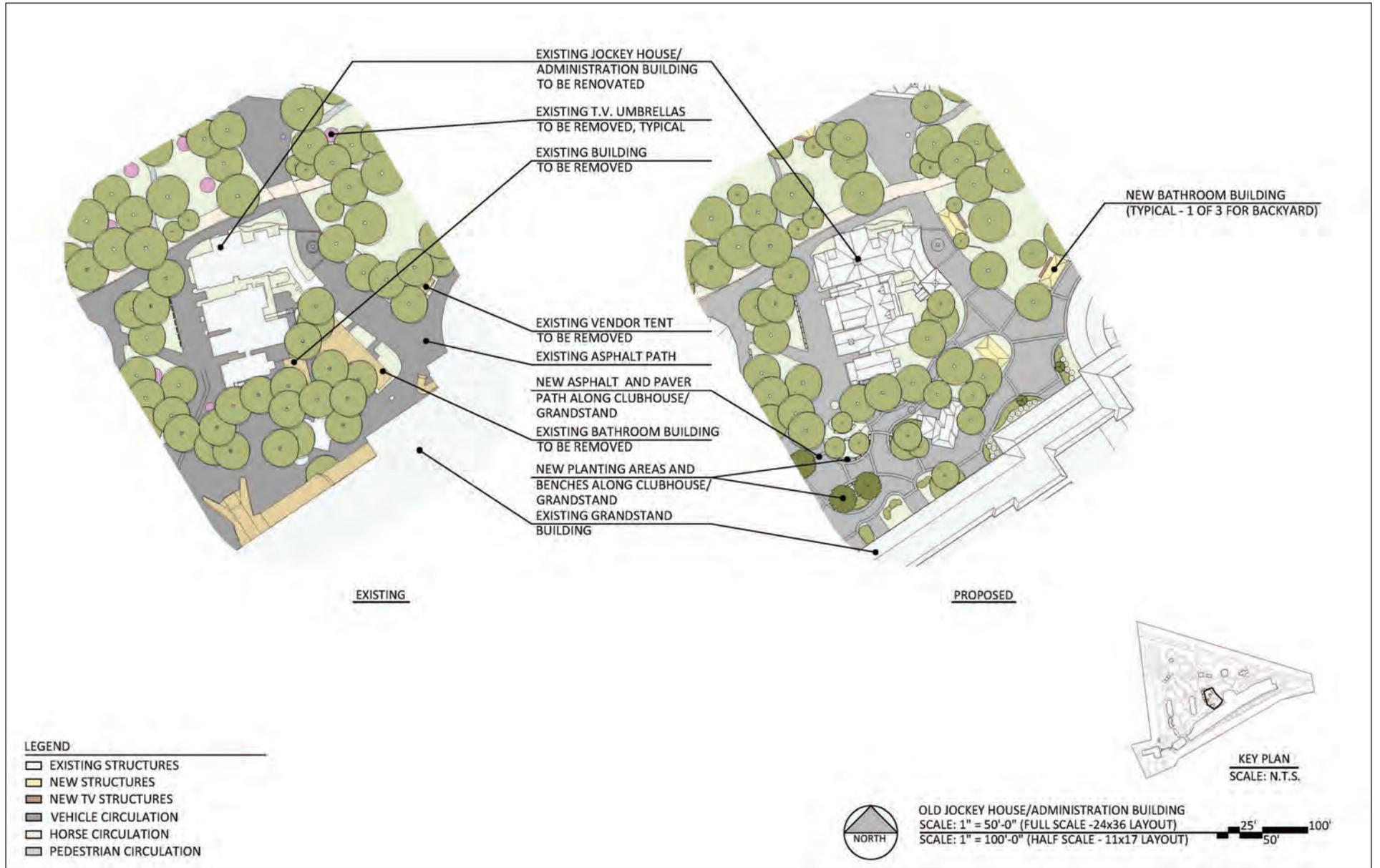
Proposed New Jockey House:  
Cross Section  
**Figure 1-31**



SOURCE: Phinney Design Group/ NYRA

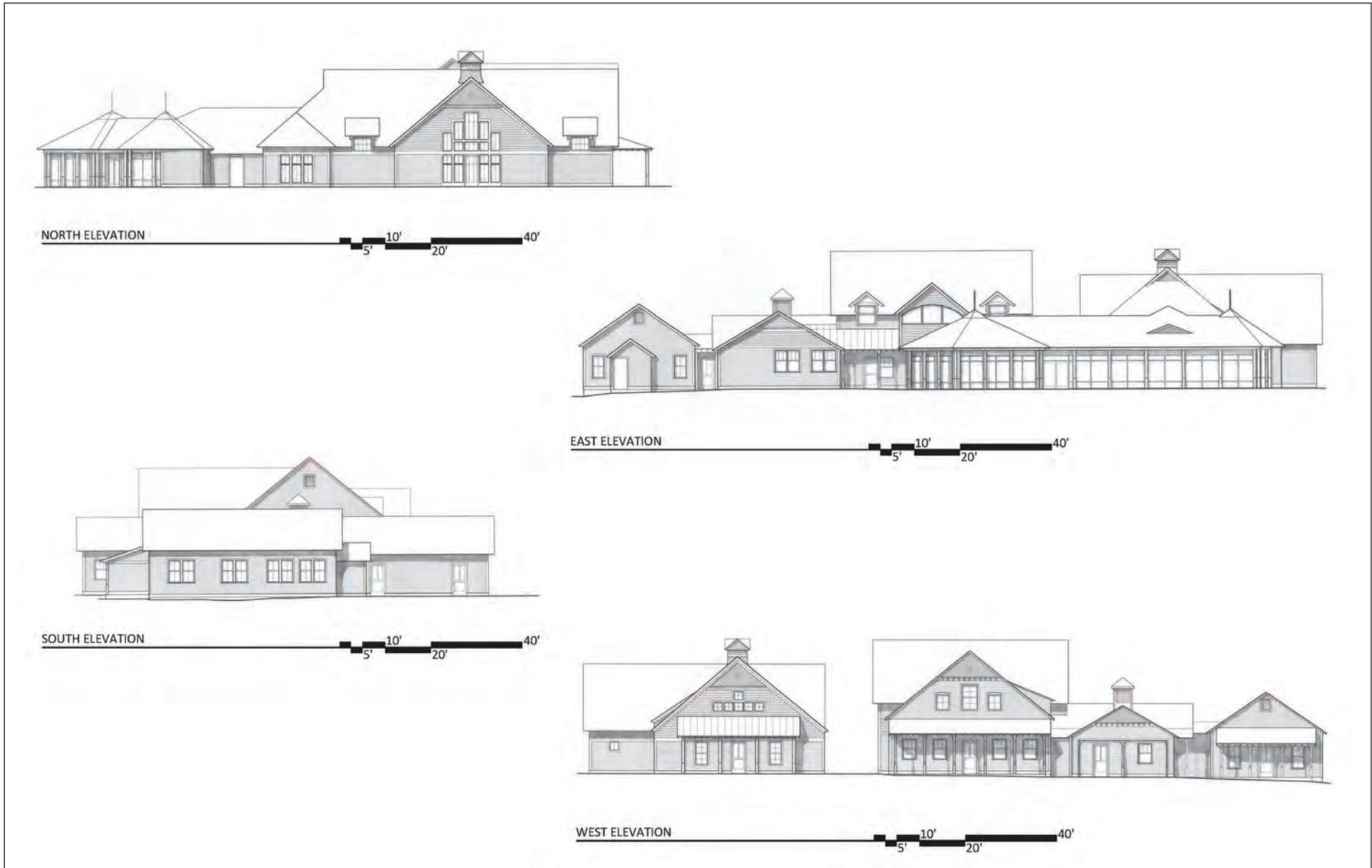
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Proposed New Jockey House:  
Rendering  
**Figure 1-32**



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traffic down and function as a guest drop-off area. The center of the proposed median would be landscaped creating an additional gateway for the Race Course. The Lincoln Avenue Entrance would replace the existing Union Avenue Entrance, which is proposed to be converted to the Grandstand Garden.

## **UNION AVENUE ENTRANCE AND BACKYARD/AUTO PARK AREA**

### *BACKYARD EXPANSION*

The Backyard of the Saratoga Race Course includes the entire Union Avenue Entrance and Backyard Area, as well as portions of the Auto Park Area and the Paddock and Saddling Area. The Backyard is located between Union Avenue and Lincoln Avenue encompassing the Lincoln Avenue Gate entrance, the East Avenue Entrance and portions of the Auto Park as well as the existing Picnic Area (see **Figure 1-36**). The proposed Backyard Expansion would allow existing Backyard activities and venues to expand north into the Autopark Area, an early 20th century parking area that is currently still used for parking (see Chapter 15, “Cultural Resources”, for a detailed description of the Autopark Area).

The modifications to the Backyard would include a number of renovation and landscape projects. These improvements would result in a reorganization of the Backyard facilities, improved seating areas, enhanced food offerings, and better organized retail spaces as well as more organized mutuels and video/TV areas. Overall, it is expected that these improvements would enhance the appearance of the site and establish a more cohesive entertainment experience for guests. The following specific projects elements are also proposed as part of the Backyard Expansion (see **Figure 1-37**).

### *EAST AVENUE ENTRANCE*

The East Avenue Entrance is centrally located along Union Avenue, the main roadway accessing the site. Improvements to the existing entrance would provide new landscaping, pedestrian pathways and a new semi-circular drive in front of the gate with the objective of creating an easier and safer guest drop-off and pick-up area by providing a buffer between the gatehouse and Union Avenue. The redesigned entrance would also include improved handicapped drop-off (see **Figure 1-38**).

A large part of the improvements to the new entrance would be landscaping to create an appealing atmosphere with appropriate signage clearly directing guests to the Race Course. New landscaped paths from the central location of the entrance along Union Avenue would create easy connections to interior functions in the Backyard and allow for a clear and straight path to the Grandstand and Clubhouse. Modifications to the existing gate house are also needed to incorporate changes in technology and ticketing (see **Figure 1-39**).

### *GRANDSTAND GARDEN*

The Grandstand Garden would be located within the Union Avenue Entrance and Backyard Area and would repurpose a part of the Race Course that is currently under-utilized. Under the Proposed Project, a portion of the lawn where guests currently picnic will be developed into a beer garden with large tables and improved food service. By establishing a beer garden within the lawn area, guests will have the option to purchase beverages on site rather than carrying in their own coolers and beverages. It is anticipated that the Grandstand Garden would be a total of 5,105 square feet and would seat approximately 300 people (see **Figures 1-40 to 1-41**).



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Backyard Expansion:  
Schematic Design  
**Figure 1-36**



SOURCE: Phinney Design Group/ NYRA

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Backyard Expansion:  
Rendering  
Figure 1-37



SOURCE: Phinney Design Group/ NYRA

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East Avenue Entrance:  
Schematic Design  
**Figure 1-38**



SOURCE: Phinney Design Group/ NYRA

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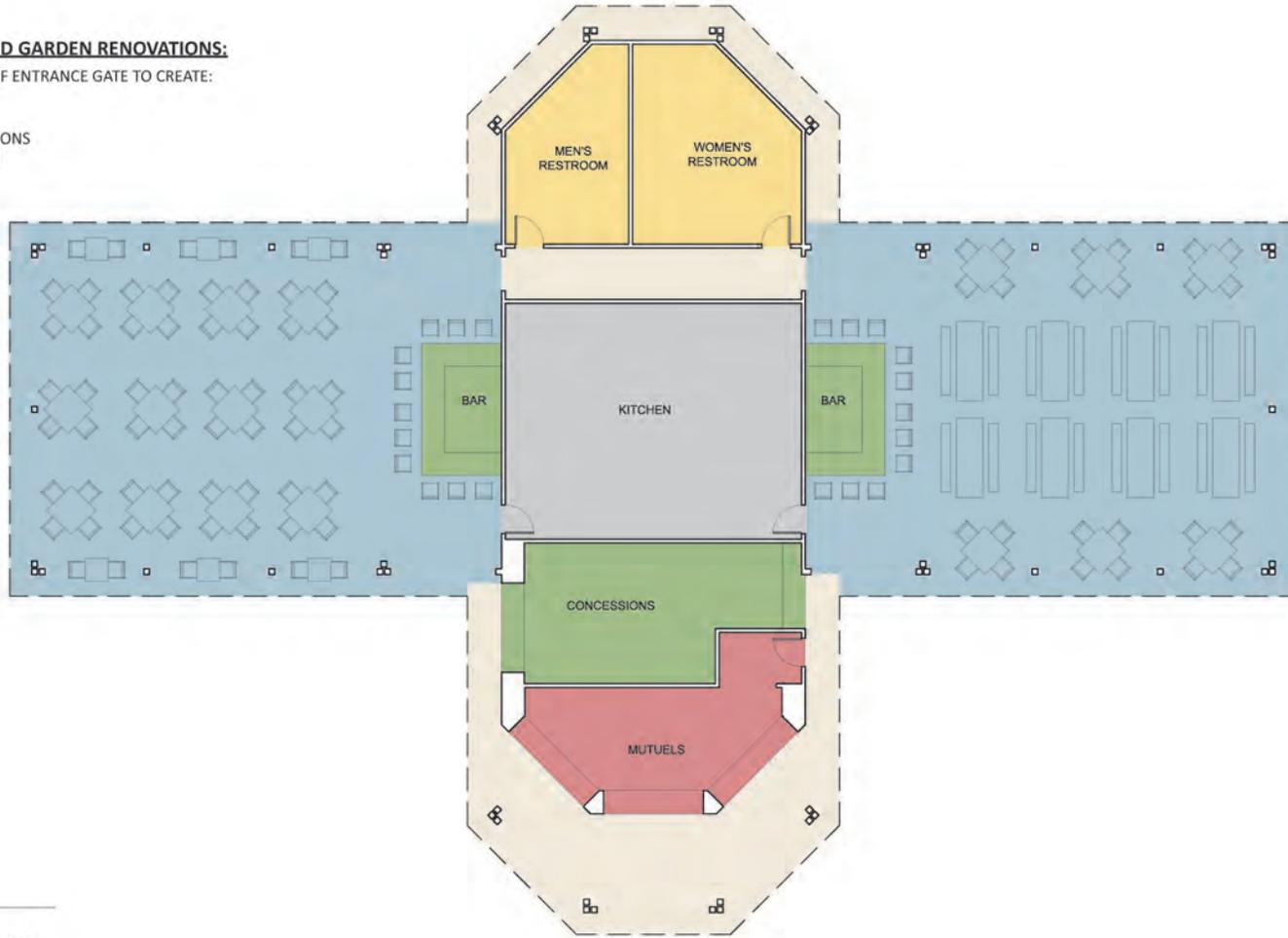
SOURCE: Phinney Design Group/ NYRA

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Grandstand Garden:  
Schematic Design  
**Figure 1-40**

**GRANDSTAND GARDEN RENOVATIONS:**

- RENOVATION OF ENTRANCE GATE TO CREATE:
- NEW KITCHEN
- NEW BARS
- NEW CONCESSIONS
- NEW MUTUELS



**LEGEND**

- MUTUELS
- HOSPITALITY VENUES
- SUPPORT / B.O.H.
- RESTROOMS
- VERTICAL CIRCULATION
- SPONSORS / VENDORS
- SEATING
- MISC.

GRANDSTAND GARDEN: GROUND LEVEL FLOOR PLAN  
 SCALE: 1/8" = 1'-0" (FULL SCALE - 24x36 LAYOUT)  
 SCALE: 1/16" = 1'-0" (HALF SCALE - 11x17 LAYOUT)



SOURCE: Phinney Design Group/ NYRA

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Grandstand Garden:  
 Floor Plan  
**Figure 1-41**

### *PICNIC AREA*

The Picnic Area encompasses portions of the Union Avenue Entrance and Backyard Area as well as the Paddock and Saddling Area. It encompasses the area from the new Lincoln Avenue Entrance at its northern end to the Grandstand Garden at its southern end. Improvements to the Picnic Area include landscaping, the addition of picnic areas, redefinition of pathways, replacement of TV umbrellas with larger flat screen TVs, and the addition of sponsorship kiosks throughout the Backyard. The proposed Picnic Area improvements would create a more visually cohesive area with improved seating, additional food offerings, well organized retail spaces, and better organized betting and video/TV areas for an enhanced Backyard experience (see **Figure 1-42**).

### **CLARK'S COTTAGE**

Clark's Cottage is an existing historic building located within the Clark's Cottage Area. The building is used for Community Relations/Human Resources as well as Outside Marketing offices. It is located at the corner of Wright Street and Nelson Avenue. As part of the Proposed Project, the existing uses would be moved to the new Nelson Avenue Service Building. Clark's Cottage would be restored and renovated to be used for Horsemen's activities. The first floor of the house would be converted into a Horsemen's Lounge including mutuels, concession and restrooms. The second floor would include Veterinary and Horsemen's staff as well as restrooms and storage (see **Figure 1-43**).

### **SUPERINTENDENT'S RESIDENCE**

The Superintendent's Residence is located within the Backstretch along the north side of Union Avenue, immediately south of the Horse Haven area and immediately west of the Recreation Unit. The Superintendent's Residence is a Colonial Revival-style residence and has two associated garage buildings. The Proposed Project also identifies a new public use facility to be developed by renovating the Superintendent's Residence. This project element is an existing colonial farmhouse and garage located on Union Avenue. The location of the house provides views of the Race Course across Union Avenue. As part of the Proposed Project, the house is proposed to be renovated to accommodate small corporate parties visiting the Race Course. The renovation project would create a private hospitality venue unique to the Saratoga Race Course and not currently available. The interior rooms of the house would be renovated and modified to accommodate large gatherings and an exterior patio and porch would be added to the backside of the house. Space for a 50' x 70' tent that could potentially hold up to 150 people is proposed south of the house (see **Figures 1-44**).

## **F. BACKSTRETCH**

The Backstretch is where horses are stabled and trained and where Backstretch workers (such as trainers, grooms, exercise riders, farriers, muckers, etc.) live and/or work during the racing season. The Backstretch currently contains the Oklahoma Training Track, 90 barns with 1,820 stalls, and 90 bunkhouses, as well as buildings for recreation, restroom facilities, kitchens and administration services.

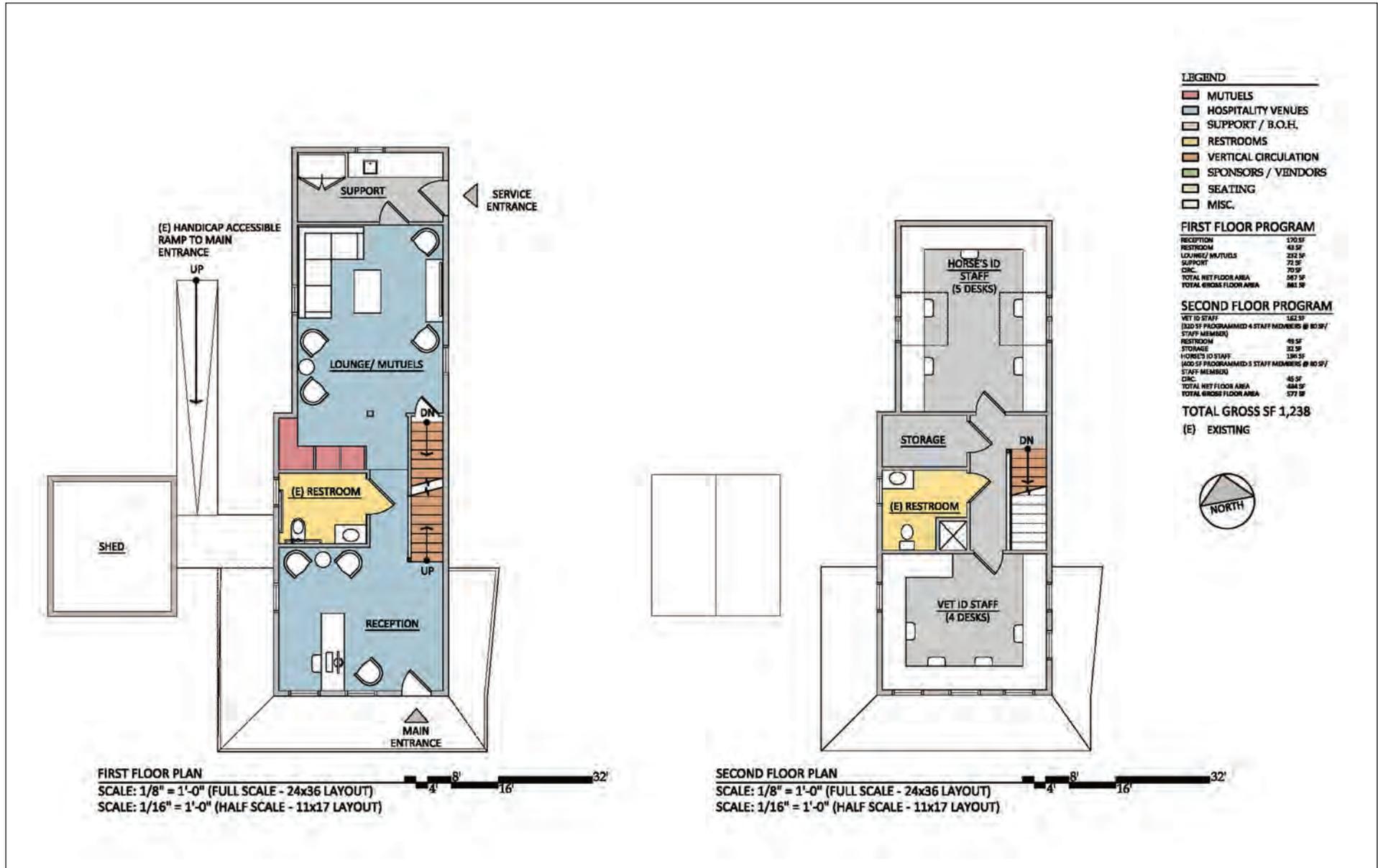
The Backstretch workers and horses begin arriving at the Oklahoma Training Track in early April and stay generally through mid-November. There are approximately 350 Backstretch workers during the non-racing periods. During the 40 days of racing at Saratoga Race Course,



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Picnic Area:  
 Schematic Design  
**Figure 1-42**



SOURCE: Phinney Design Group/ NYRA

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Facility Manager's House:  
 Concept Plan  
**Figure 1-44**

the number of on-site workers increases to approximately 900, with an additional several hundred living outside the Race Course gates. The number of horses stabled at the Race Course between April and the start of the racing season is approximately 500. The bulk of the horses and trainers start to arrive in Saratoga after the Belmont Stakes Race, which takes place on the third Saturday of June. During the height of the racing season until Labor Day, approximately 1,800 horses are stabled at the Race Course. After November 15th, the stables are closed for the season.

The Proposed Project provides for a long term initiative to upgrade, restore, and replace the critical facilities necessary to provide for workers and horses, which underpin the Race Course operations. The Plan represents a full complement of potential changes for the Backstretch although it is noted that based on need and funding availability, program elements may be eliminated or reduced in scale and scope.

The Backstretch encompasses all of the non-public areas of the Race Course on either side of Union Avenue. As shown in **Figures 1-45 and 1-46**, the Proposed Project divides the Backstretch into the Backstretch North and Backstretch South. The Proposed Project includes the removal and replacement of a number of barns and dormitories, as well as the refurbishment and reuse of existing barns and dormitories and other buildings. In total, four new barns including one holding barn (used to house the horses that come to race for the day and are not stabled overnight on the site) and 6 new dormitories are proposed. The barns would provide 40 new stalls and the dormitories would provide 32 new rooms (two residents per room) for a total of 384 new residents.

Generic designs for the new barns are shown in **Figure 1-47** and provide for either a single or double row of stalls, depending on location. In addition, a generic design for the proposed dormitories is shown in **Figure 1-48**. The new dormitories would modernize the current facilities to improve living conditions. The projects proposed for the Backstretch are described by area below.

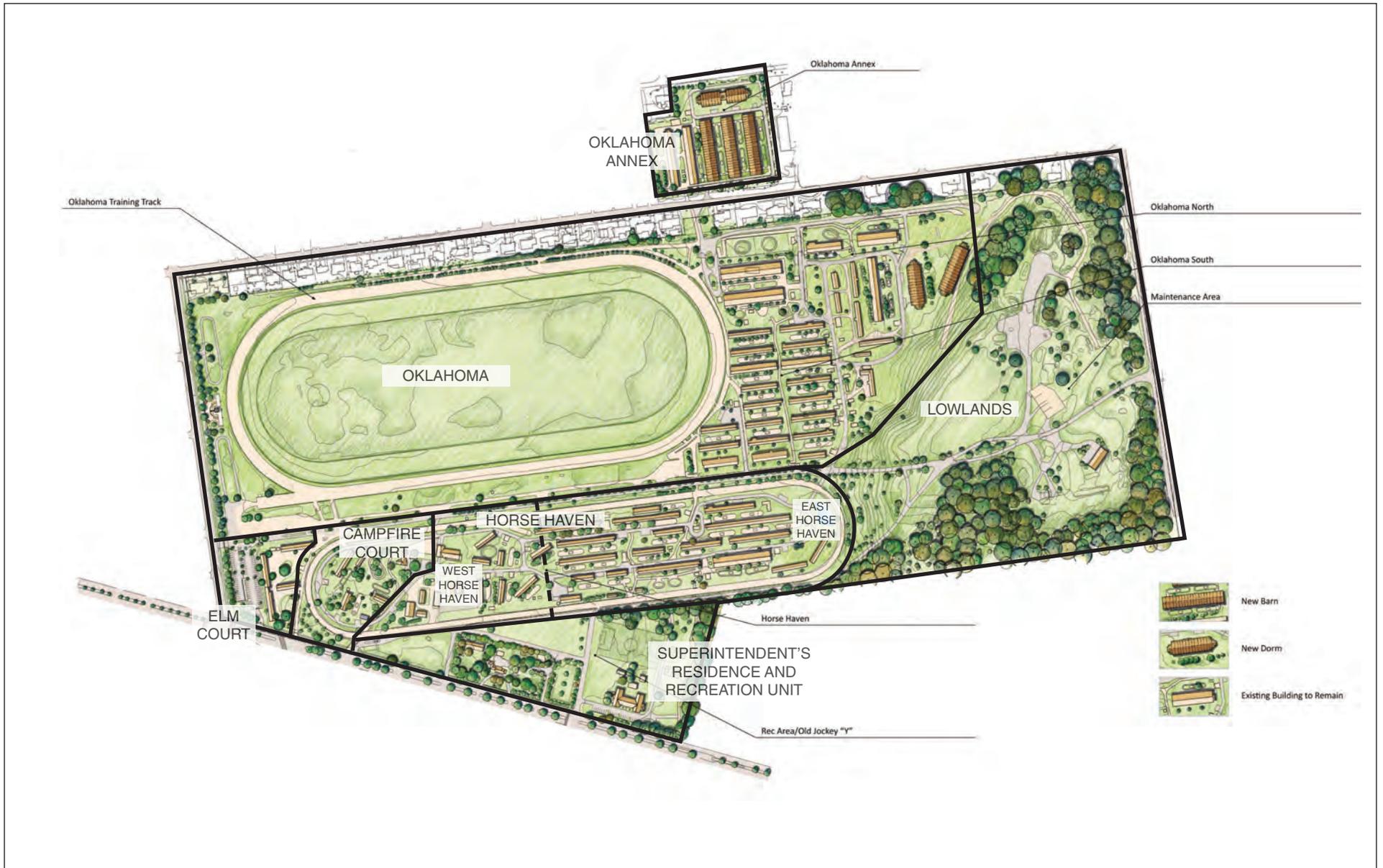
## **BACKSTRETCH NORTH**

### *OKLAHOMA*

Oklahoma encompasses the Oklahoma Training Track and the area immediately east of it. There are 47 buildings within Oklahoma including, 21 barns, 19 bunkhouses, and seven that serve other functions such as restrooms and offices.

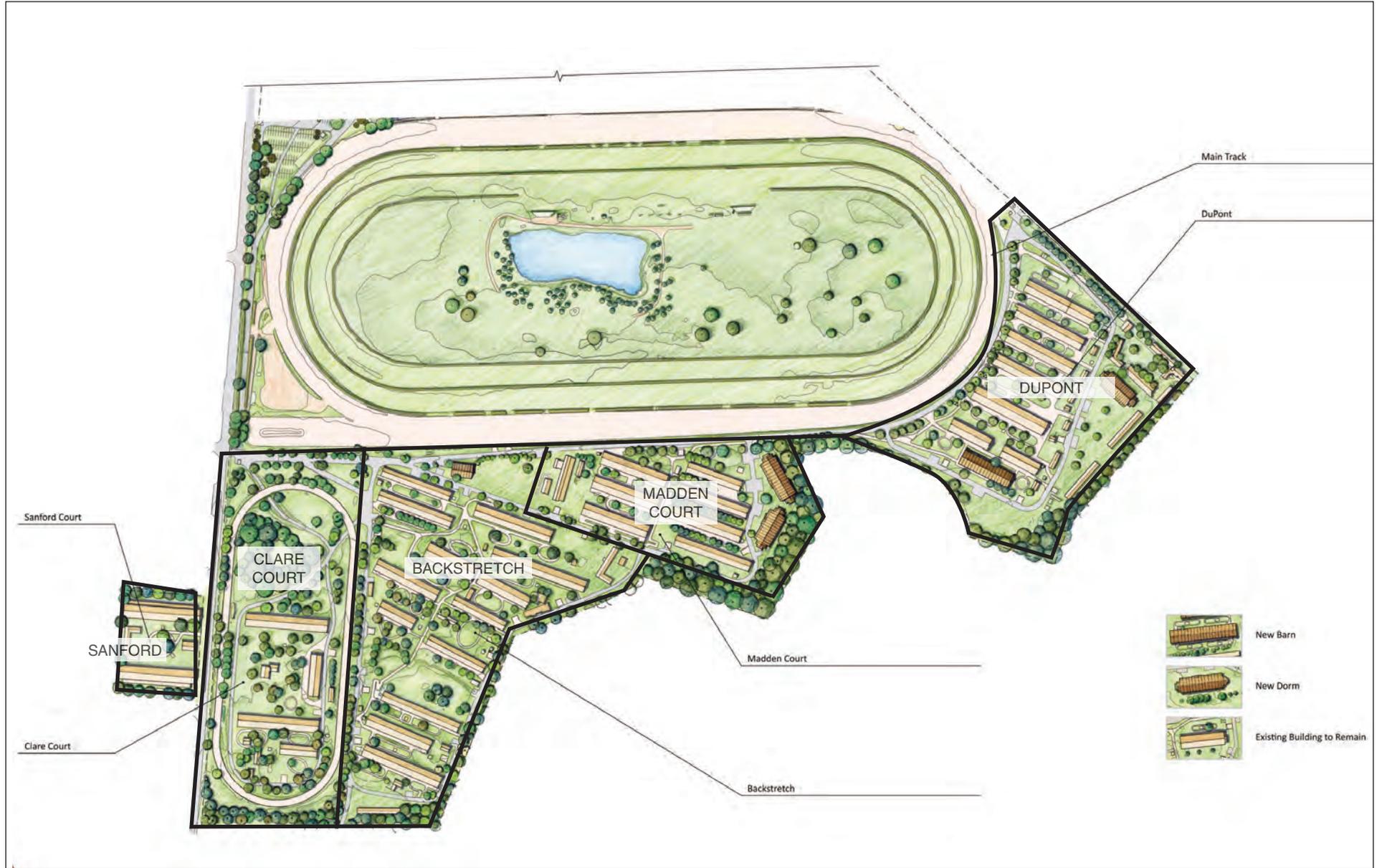
As part of the Proposed Project, two new dormitories are proposed within the Oklahoma Area (see **Figure 1-45**). No existing buildings would be demolished or relocated. Eight bunkhouses would be refurbished as would two office buildings and one shed. The following additional improvements are also proposed:

- Remove/reroute portions of the existing vehicular circulation to provide consistent perimeter vehicular circulation;
- Restore central portions to turf and reserve for horse circulation only;
- Provide walking rings and central turf area at each barn;
- Provide central wash pads at new barns.



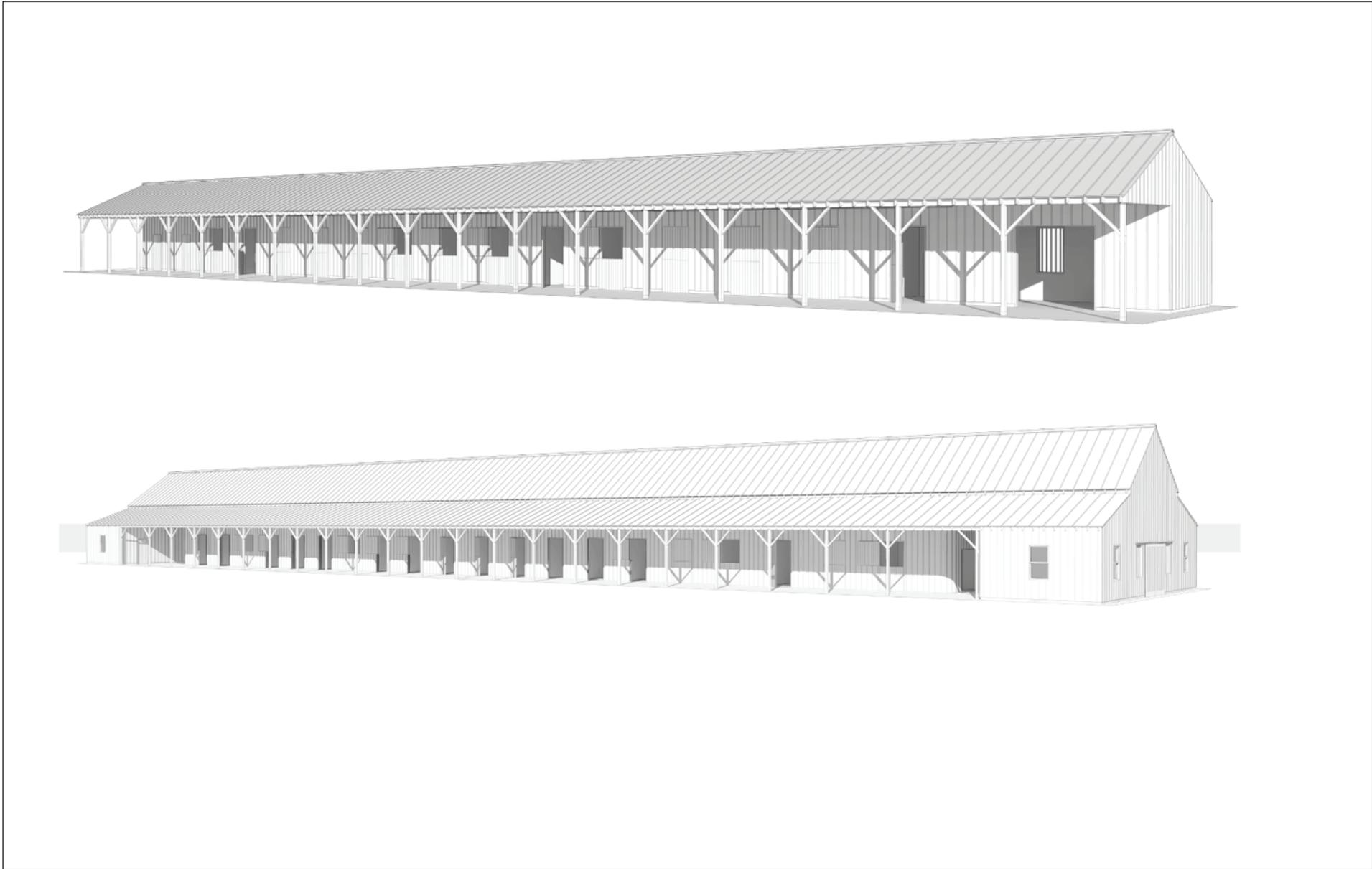
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### *OKLAHOMA ANNEX*

The Oklahoma Annex is the northernmost area of the Race Course and is located across Fifth Avenue from the Oklahoma Training Track. The Oklahoma Annex currently contains two barns with 93 stalls, a Pony Barn/walking shed, a 12-room dormitory, a 2-room bunkhouse, a trainer's office, and a toilet building. As presented in **Figure 1-45**, the following improvements are proposed as part of the project:

- Demolish existing 12-room dormitory, toilet building, and Pony Barn/walking shed;
- Refurbish one bunkhouse and the trainer's office as a trainer/tack room;
- Construct three new barns and two new dormitories.

### *THE LOWLANDS*

The Lowlands Area is the easternmost portion of the Backstretch. It is currently used as a maintenance area for the Race Course and contains soil and sand stockpiles for track maintenance, dumpsters, and stormwater infrastructure. No structures are proposed to be constructed within the Lowlands Area as part of the Proposed Project. The Lowlands area would continue to be used for soil and sand stockpiles for track maintenance, dumpsters, and stormwater infrastructure. In the future with the Proposed Project, an area in the central/western portion of the Lowlands would continue to be used for seasonal overflow parking and may have expanded use to accommodate displaced parking associated with the "Backyard Expansion" as part of the proposed Redevelopment Plan. Like the current parking, no improvements or grading would be required to accommodate the expanded parking utilization.

### *HORSE HAVEN*

The Horse Haven Area is located across Union Avenue from the Main Track immediately south of the Oklahoma Training Track. It is the oldest and most historic area of the Race Course and houses the Race Course maintenance buildings including a garage, green house, carpentry shop, paint shop, blacksmith shop, plumbing shop, and a security office as well as numerous barns and dormitories. As shown in **Figure 1-45**, Horse Haven is comprised of four smaller Areas: East Horse Haven; West Horse Haven; Elm Court; and Campfire Court.

#### *East Horse Haven*

The East Horse Haven Area currently contains 30 buildings, including 14 barns, 12 bunkhouses, and four other buildings (three restrooms and a kitchen). As part of the Proposed Project, no new buildings would be constructed and no existing buildings would be demolished within East Horse Haven. As part of the ongoing and future background projects undertaken by NYRA, seven bunkhouses and the one freestanding restroom would be refurbished as trainer/tack rooms.

#### *West Horse Haven*

West Horse Haven currently contains 19 buildings, including eight barns, two bunkhouses, seven maintenance buildings, one restroom building, and a garage. As part of the Proposed Project, no new buildings would be constructed and no existing buildings would be demolished within West Horse Haven. One bunkhouse would be refurbished as a trainer/tack room and two maintenance buildings would be refurbished as part of the ongoing and future background projects undertaken by NYRA.

*Elm Court*

Within Elm Court there are four barns and one bunkhouse. No structures are proposed to be constructed, demolished, or altered within Elm Court as part of the Proposed Project.

*Campfire Court*

The Campfire Court Area contains four barns, one bunkhouse, one restroom building, one security office, one facilities management office, two maintenance buildings and a former icehouse currently used as storage. As part of the Proposed Project, no new buildings are proposed to be constructed and no existing buildings would be demolished. The Security Office and Facilities Management Office would be refurbished as part of the ongoing and future background projects undertaken by NYRA.

**BACKSTRETCH SOUTH**

South of Union Avenue, the Backstretch is composed of five distinct areas: Dupont, Madden Court, the Backyard, Clare Court, and Sanford (see **Figure 1-46**).

*DUPONT*

The Dupont Area is located immediately east of the Main Track, south of Union Avenue and is the northernmost section of Millionaires Row. It contains 11 barns, 16 bunkhouses, two storage sheds, two free standing restroom facilities, and a tack room. As part of the Proposed Project, one new barn and one new dormitory would be constructed. No existing buildings would be demolished or relocated.. Eight bunkhouses, the two storage sheds, the two restroom buildings and the tack room would be renovated as part of the ongoing and future background projects undertaken by NYRA.

*MADDEN COURT*

The Madden Court Area is located to the south of Dupont and directly south of the Race Course. It contains seven barns, ten bunkhouses, and three free-standing restroom facilities. As part of the Proposed Project, two new dormitories would be constructed within the Madden Court Area, two bunkhouses would be demolished, and one bunkhouse and one free-standing restroom would be refurbished as part of ongoing and future background projects.

*CLARE COURT*

The Clare Court Area is located south of Union Avenue and just east of Nelson. It currently contains four barns, four bunkhouses, the former historic Belmont Summer House and the Clare Court Tunnel. The tunnel allows access to the interior of Clare Court beneath the oval exercise track that runs along the perimeter of the Area. The path that passes through the tunnel leads from Gate 10 at the northwest corner of Clare Court near Nelson Avenue to the interior of the Clare Court Area. As part of ongoing and future background projects, the historic former Belmont Summer House would be refurbished and used as a female dormitory or married couple housing, and the four bunkhouses would be refurbished and used as trainer/tack rooms.

*SANFORD*

Sanford is located south of Union Avenue and on the west side of Nelson Avenue. Sanford Court currently contains two barns and three bunkhouses. As part of the Proposed Project, no

existing buildings would be demolished and no new buildings would be constructed. One bunkhouse would be refurbished as part of ongoing and future background projects.

### *BACKSTRETCH*

The Backstretch area, situated within the Race Course's larger Backstretch, is located south of the Main Race Course and west of Madden Court. It contains 13 barns, 20 bunkhouses, two free-standing restroom buildings, a trainer's office, and two kitchens. As part of the Proposed Project, one new barn would be constructed, and no existing buildings would be demolished. Thirteen bunkhouses and two restroom buildings would be refurbished as part of ongoing and future background projects.

## **G. BACKGROUND PROJECTS**

Background Projects include on-going capital investment in the current facilities and identified projects expected to occur with or without implementation of the Proposed Project for the Frontside and Backstretch. It is anticipated that some Background Projects will be under construction and completed during construction of the Proposed Project elements. The following Background Projects have been identified within the Frontside and Backstretch, including several dorm refurbishments and barn repairs that have been recently completed. As noted on page 5, under "Purpose of the GEIS," these maintenance, replacement, rehabilitation or reconstruction projects would be considered Type II actions under SEQRA and would not be subject to review in the future and are not specifically analyzed as part of this GEIS.

### **FRONTSIDE**

#### *BUILDINGS*

- Temporary Facilities (Opening & Closing)
- Code Compliance Modifications & Upgrades
- Repair & Maintenance
- Refurbishment/Renovations
- Replacement In-Kind
- Systems Upgrades (AV, Broadcasting, Internet, PA, Telecom, TV)
- Mechanical, Electrical, Food/Beverage, Fire Protection, Plumbing and Security Systems Upgrades

#### *GROUND (Above Ground & Underground Utilities, Fencing, Gates, Landscaping & Trees, Parking Lots, Roads, Loading/Receiving & Waste Handling)*

- Temporary Facilities (Opening & Closing)
- Code Compliance Modifications & Upgrades
- Repair & Maintenance
- Refurbishment/Renovations
- Replacement In-Kind
- Systems Upgrades (Admissions, AV, Broadcasting, Internet, PA, Security, Telecom and TV)

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- Above Ground/Underground Utility Upgrades

### **BACKSTRETCH**

#### *BUILDINGS*

- Temporary Facilities (Opening & Closing)
- Code Compliance Modifications & Upgrades
- Repair & Maintenance
- Refurbishment/Renovations (Bunkhouses 90 and 97)
- Replacement In-Kind
- Systems Upgrades (AV, Broadcasting, Internet, PA, Telecom, TV)
- Mechanical, Electrical, Food/Beverage, Fire Protection, Plumbing and Security Systems Upgrades

#### *GROUNDS (Above Ground & Underground Utilities, Fencing, Gates, Landscaping & Trees, Parking Lots, Roads, Loading/Receiving & Waste Handling)*

- Temporary Facilities (Opening & Closing)
- Code Compliance Modifications & Upgrades
- Repair & Maintenance
- Refurbishment/Renovations
- Replacement In-Kind
- Systems Upgrades (AV, Broadcasting, Internet, PA, Security, Telecom and TV)
- Above Ground/Underground Utility Upgrades Permits and Approvals

To implement the Proposed Project, it is anticipated that NYRA would be required to obtain permits and approvals from a variety of state and local agencies. A summary of currently anticipated actions is presented below and additional actions may be defined through the DGEIS process.

### **NEW YORK STATE**

- Franchise Oversight Board: Overall project approval and approval of NYRA's capital plan
- Office of Parks Recreation and Historic Preservation: Consultation pursuant to SEQRA and Historic Preservation Act
- New York State Department of Environmental Conservation (NYSDEC): SPDES General Permit for Stormwater Discharges from Construction Activity (includes preparation and implementation of a stormwater pollution prevention plan during construction)
- New York State Department of Transportation: Possible Highway Work Permit(s)
- New York State Museum: Possible Section 233 Permit approval for any archeological excavation on New York State land

**SARATOGA COUNTY**

- Departments of Planning and Public Works: Project review referral, possible highway work permits and coordination
- Saratoga County Water Authority: Possible water supply approvals
- Saratoga County Sewer District: Possible sewer approvals

**CITY OF SARATOGA**

- Department of Planning: Referral for Project Review
- Department of Public Works: Referral for Project Review
- Police Department: Coordination and review of traffic management plan
- Fire Department: Coordination of Emergency Response \*