

Appendix F
Cultural Resources

Appendix F-1
Draft LOR

DRAFT
LETTER OF RESOLUTION
AMONG
THE FRANCHISE OVERSIGHT BOARD,
THE NEW YORK STATE OFFICE OF GENERAL SERVICES,
THE NEW YORK STATE OFFICE OF PARKS, RECREATION AND HISTORIC
PRESERVATION (NYSOPRHP),
AND
THE NEW YORK RACING ASSOCIATION
REGARDING
THE SARATOGA RACE COURSE REDEVELOPMENT PROJECT
SARATOGA SPRINGS, SARATOGA COUNTY

WHEREAS, the Saratoga Race Course Redevelopment Project (“the Project”) consists of proposed improvements to the Saratoga Race Course in Saratoga Springs, Saratoga County, New York. The Project includes both specific planned elements and conceptual improvements that will be implemented in the future. The goal of this Letter of Resolution (“LOR”) is to formally integrate NYSOPRHP into the planning process for the Project and to maintain and emphasize the historic character of the Race Course while responding to changes in the global racing landscape to ensure a sustainable future for racing at Saratoga;

WHEREAS, the Project is being undertaken by the New York Racing Association (NYRA) with the Franchise Oversight Board (FOB) serving as the lead agency under SEQRA. FOB is also representing the People of NY as owner of the Racecourse. FOB is responsible to oversee, monitor and review the operations of NYRA. The New York State Office of General Services (OGS) is acting as a construction permitting agency, and acts as FOB's agent to ensure technical and regulatory reviews are conducted on projects requested by NYRA;

WHEREAS, The Project is also subject to review under the New York State Historic Preservation Act (SHPA) (Section 14.09), which applies when State agencies are planning projects that “may cause any change, beneficial or adverse, in the quality of any historic, architectural, archaeological or cultural property” that is listed on or eligible for listing on the State and/or National Registers of Historic Places (S/NR). The project is also subject to the Racing, Pari-Mutuel Wagering and Breeding Law (§212.8[b]), which contains provisions for considering impacts to cultural resources;

WHEREAS, a Draft Generic Environmental Impact Statement (DGEIS) has been prepared and consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) has been undertaken to evaluate the potential for the Project to adversely impact historic properties,

WHEREAS, the “Project Site” includes the entirety of the Saratoga Race Course property. The Race Course is commonly divided into two geographical areas known as the Frontside and the Backstretch (see Attachment A);

WHEREAS, pursuant to SHPA (Section 14.09), a “Project Impact Area (PIA)” was delineated for the historic resources analysis in coordination with OPRHP to take into account the potential for direct and indirect effects on cultural resources as a result of the Project. The PIA extends variably from 800 to 1,000 feet from the Project Site (see Attachment A);

WHEREAS, the Saratoga Race Course is a contributing element within the State/National Register of Historic Places (S/NR)-listed Union Avenue Historic District;

WHEREAS, 176 buildings and the historic landscape of the Race Course on the Project Site have been identified as “contributing features,” i.e. features that contribute to the historic nature of the Race Course (see Attachment B);

WHEREAS, multiple historic properties were identified within the Project Impact Area but outside the Project Site;

WHEREAS, the Project has an overall beneficial impact on historic resources by preserving, restoring and bringing structures and facilities up to modern Code requirements while maintaining the historic character of the Race Course as a whole;

WHEREAS, the DGEIS has identified no potential for adverse impacts to historic properties outside of the Project Site but within the Project Impact Area;

WHEREAS, up to 52 contributing buildings may be physically altered through Project actions such as rehabilitation, renovation, and restoration. However, these alterations will be designed and undertaken in consultation with OPRHP so as not to adversely impact contributing features;

WHEREAS, multiple new buildings, structures, and landscape components would be introduced on the Project Site. These new features would not adversely impact contributing features or the overall historic Race Course landscape through the sensitivity of their design and implementation, which will be undertaken in consultation with OPRHP;

WHEREAS, a Phase IA Archaeological Documentary Study prepared for the Project identified 17 archaeologically sensitive areas within the Project Site. The Study indicated that eight of these sensitive areas could be impacted by proposed Project elements;

WHEREAS, the purpose of this LOR is to ensure that:

1. Physical changes to the historic Race Course (alteration of contributing buildings and character-defining landscape features; new construction within the historic

Race Course; and alteration of non-contributing buildings) are designed and implemented in consultation with OPRHP so as to avoid adverse impacts to historic properties;

2. If significant archaeological resources are identified that would be impacted by the Project, appropriate measures will be undertaken, in consultation with OPRHP, to avoid, minimize, and/or mitigate such impacts;
3. Develop protocols so that any inadvertent construction-related damage to historic and archaeological resources is avoided and, if not avoided, appropriately addressed;

NOW, THEREFORE, as referenced in the DGEIS and in accordance with Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law, FOB, OGS, NYRA and OPRHP agree that the Project may proceed subject to the Stipulations specified below:

STIPULATIONS

1. **Physical Alterations to Contributing Buildings:** In order to avoid adverse impacts to historic properties, alterations to contributing buildings and structures, as identified in the DGEIS, will be conducted in a manner that is compatible with and respects the architectural and historic significance of the resource and in accordance with the Secretary of the Interior's Standards for Rehabilitation. Unless the alteration is in a category that is exempt from review (as listed in Attachment C), interior and exterior design plans shall be developed in consultation with OPRHP and submitted at the preliminary (35%) and pre-final (75%) completion stages for OPRHP comment. OGS will not issue construction permits until documentation of OPRHP consultation is provided. If OPRHP makes substantive comments during the pre-final design review, OPRHP may request the opportunity to review the final design.
2. **Physical Alterations to Character-Defining Landscape Features:** In order to avoid adverse impacts to the historic landscape of the Race Course, which has been identified as a contributing feature, alterations to the landscape will be designed and implemented with the goal of minimizing harm to character-defining features of the historic Race Course landscape as identified in the DGEIS while achieving the Project goals. The Secretary of the Interior's Standards concerning historic Building Site and Setting should be referenced to guide the design of alterations and rehabilitation of character-defining landscape features. Where existing landscape features would be replaced with new landscape features, new landscapes should be designed in a manner that is compatible with and respects the architectural and historic significance of the historic Race Course landscape. Removal, planting, and other management of trees on the Race Course's Backstretch should be done in keeping with the *Tree Management Plan* for the Backstretch (The LA Group: September 2014) (see Attachment D). Any large-scale plans for tree plantings or removals on the Backstretch that are not in

keeping with the recommendations of the *Tree Management Plan* will be submitted to OPRHP for review. Any tree removal or management on the Frontside that is undertaken as part of this Project should aim to retain mature trees where possible while achieving Project goals. The design of new tree plantings schemes should be informed by historic precedents for each area of the Race Course, as discussed in the DGEIS. Any large-scale plans for tree plantings or removals on the Frontside will be submitted to OPRHP for review. Unless the alterations to the landscape are in a category that is exempt from review (as listed in Attachment C), landscape plans shall be developed in consultation with OPRHP and submitted at the preliminary (35%) and pre-final (75%) completion stages for OPRHP comment. OGS will not issue construction permits until documentation of OPRHP consultation is provided. If OPRHP makes substantive comments during the pre-final design review, OPRHP may request the opportunity to review the final design.

3. **New construction and alteration of Non-Contributing Buildings within the Historic Race Course Setting:** In order to avoid adverse impacts to historic properties, the design of new buildings or structures and exterior alteration of existing non-contributing buildings or structures will be conducted in manner that is compatible with and respects the historic character of the Race Course. The OPRHP “Guide to Compatible New Construction,” (see Attachment E) will be used as a basis for considering sensitive design in the historic landscape. Unless new construction is in a category that is exempt from review (as listed in Attachment C), design plans for new buildings and structures will be developed in consultation with OPRHP and submitted at the preliminary (35%) and pre-final (75%) completion stages for OPRHP comment. OGS will not issue construction permits until documentation of OPRHP consultation is provided. If OPRHP makes substantive comments during the pre-final design review, OPRHP may request the opportunity to review the final design. Alteration of the interior of non-contributing buildings will not be subject to OPRHP review.
4. **Construction Protection Plan:** A Construction Protection Plan (CPP) will be prepared and implemented in consultation with OPRHP to avoid any construction-related damage to any historic properties within 100 feet of Project construction activities. The CPP shall describe the construction procedures of the Project in the vicinity of historic properties and measures that will be taken to avoid inadvertent construction impacts. The plan shall be submitted to OPRHP for review and approval prior to implementation.
5. As final design for the Project and/or its component projects is advanced, consultation with OPRHP will be conducted to review whether proposed construction may have an adverse impact on potential archaeological resources for those portions of the Project Site that have been identified as potentially archaeologically sensitive. This consultation will evaluate if potential resources can be avoided and attempt to identify ways to accomplish avoidance. In the event that archaeologically sensitive areas cannot be avoided, specific Phase IB

and/or Phase II testing methods, and if necessary, mitigation measures will be developed in consultation with OPRHP and implemented as early as possible in order to avoid undue delays during construction. Unanticipated archaeological discoveries occur when potentially significant archaeological deposits are encountered during construction in locations not anticipated by the Archaeological Documentary Study for the Project. Prior to Project construction FOB and/or NYRA will provide information to excavation and construction personnel to make them aware of Project archaeological issues and protocols. If any unanticipated archaeological discoveries occur during construction, FOB and/or NYRA will engage a qualified archaeologist and will consult with OPRHP if such discoveries are potentially significant. In consultation with OPRHP, FOB and/or NYRA will determine the significance of the discovery and will identify and implement an appropriate method of avoidance, minimization, and/or mitigation in an expeditious manner. OGS will not issue construction permits until documentation of OPRHP consultation is provided.

6. If construction activities or Project plans change substantively such that the Project may newly impact a contributing architectural resource, character-defining landscape feature, and/or area of archaeological sensitivity, FOB and/or NYRA shall notify OPRHP and invite OPRHP to participate in consultation to determine the appropriate course of action.

Any party to this LOR may propose to FOB that the LOR be amended, whereupon FOB shall consult with the other parties to this LOR to consider such amendment. Any amendment must be agreed upon in writing by all parties to this agreement.

This LOR shall take effect on the date it is signed by the last signatory and will remain in effect until the Stipulations have been met.

FRANCHISE OVERSIGHT BOARD

BY: _____ DATE: _____

TITLE: _____

NEW YORK STATE OFFICE OF GENERAL SERVICES

BY: _____ DATE: _____

TITLE: _____

NEW YORK STATE HISTORIC PRESERVATION OFFICER

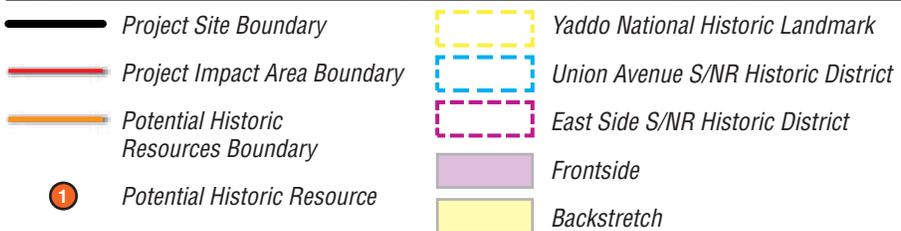
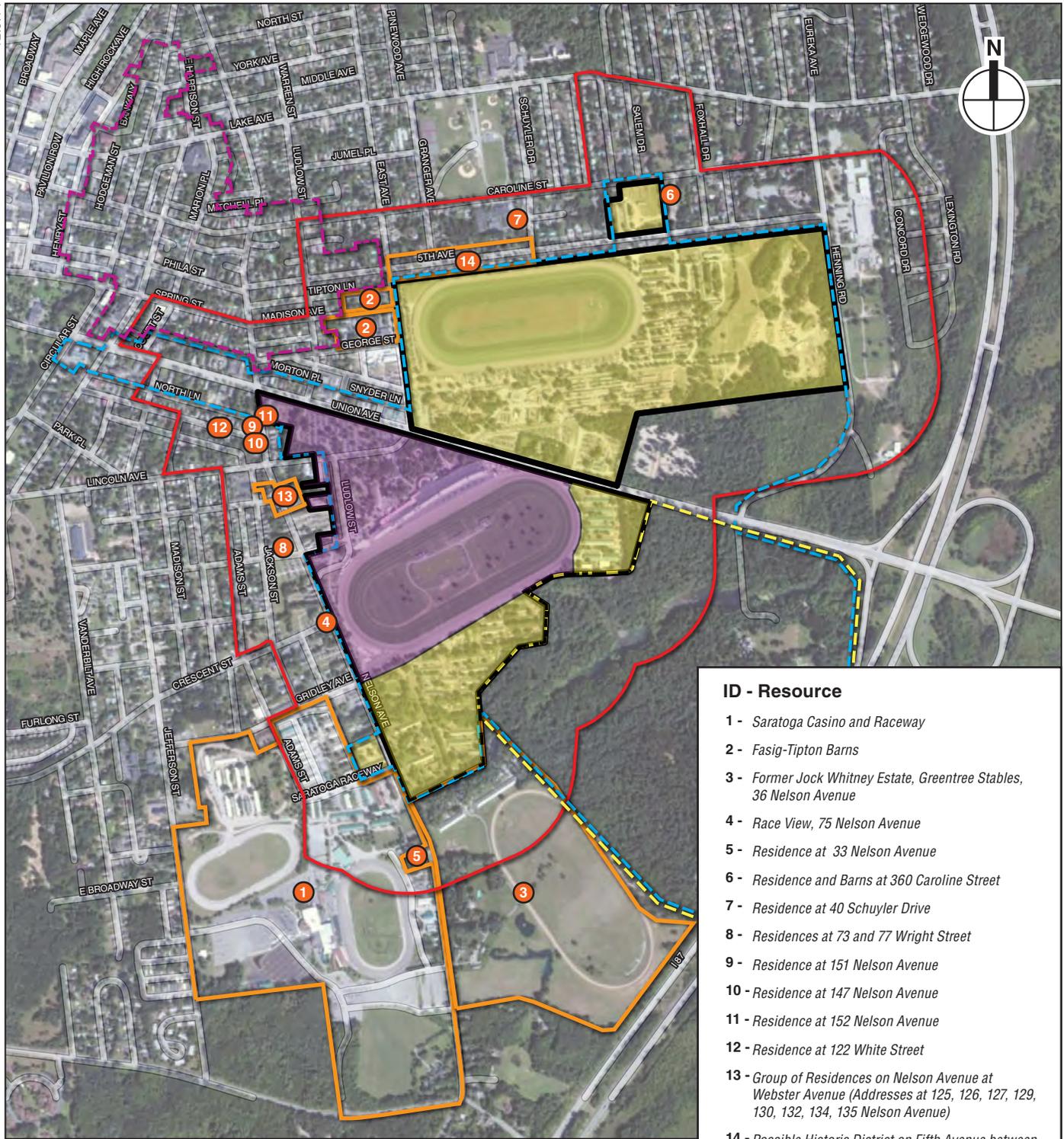
BY: _____ DATE: _____

TITLE: _____

NEW YORK RACING ASSOCIATION

BY: _____ DATE: _____

TITLE: _____



- ID - Resource**
- 1 - Saratoga Casino and Raceway
 - 2 - Fasig-Tipton Barns
 - 3 - Former Jock Whitney Estate, Greentree Stables, 36 Nelson Avenue
 - 4 - Race View, 75 Nelson Avenue
 - 5 - Residence at 33 Nelson Avenue
 - 6 - Residence and Barns at 360 Caroline Street
 - 7 - Residence at 40 Schuyler Drive
 - 8 - Residences at 73 and 77 Wright Street
 - 9 - Residence at 151 Nelson Avenue
 - 10 - Residence at 147 Nelson Avenue
 - 11 - Residence at 152 Nelson Avenue
 - 12 - Residence at 122 White Street
 - 13 - Group of Residences on Nelson Avenue at Webster Avenue (Addresses at 125, 126, 127, 129, 130, 132, 134, 135 Nelson Avenue)
 - 14 - Possible Historic District on Fifth Avenue between East Avenue and Schuyler Drive



Table 1
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B1	Barn 1	Sanford	Ca. 1901	1901-1954	A stable originally associated with Sanford Stud Farm, this wood-frame barn has a two-level slate roof; it is clad in vertical board siding. An addition dates to 1985.	Contributing	None	No adverse impact
B2	Barn 2	Sanford	Ca. 1901	1901-1954	A stable originally associated with Sanford Stud Farm, this wood-frame barn has a two-level slate roof; it is clad in vertical board siding. An addition dates to 1985.	Contributing	None	No adverse impact
BH1	Bunkhouse 1	Sanford	Ca. 1960	N/A	A single-story dormitory constructed ca. 1960 of concrete block with a gable roof clad in asphalt shingles.	Non-contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH2	Bunkhouse 2	Sanford	Ca. 1901	1901-1954	Dormitory, originally stable manager and groom accommodation associated with Sanford Stud Farm; it originally had a kitchen and dining on first story. The small two-story wood-frame residence has a front-gable roof with a diamond gable window on its two-bay front façade, and a wrap-around porch. The structure is connected to a smaller single-story frame building with a cupola and a front-gable roof, and a diamond-shaped gable window. The structures are clad in novelty clapboards; the roofs are clad in slate.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact
B3	Barn 3	Clare Court	Ca. 1901	1901-1954	A wood-frame stable with a gable roof and a hipped roof porch immediately below it, forming a two-level or bonnet roof. The roof has exposed rafter ends and is clad in slate. The building is clad in vertical wood siding. It was renovated in 1988-9 and in 1995-6, partially compromising integrity	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B4	Barn 4	Clare Court	Ca. 1901	1901-1954	A wood-frame stable with a T plan, composed of a long narrow gable-roofed rectangular-plan structure with a slightly taller cross gable section in the center. The structure has gable dormers and an overhang on one side creating a sheltered area beneath. The structure is clad in board and batten and vertical board siding. The roofs are clad in slate. This building was originally for carriages and driving horses. Renovated in 1988-9 and in 1995-6, including a shed-roofed addition along the east façade, partially compromising integrity	Contributing	None	No adverse impact
B5	Barn 5	Clare Court	Ca. 1901	1901-1954	A wood-frame stable with a gable roof and a hipped roof porch immediately below it, forming a two-level or bonnet roof. The roof has exposed rafter ends and is clad in slate. The building is clad in vertical wood siding. It was renovated in 1988-9, partially compromising its integrity.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B6	Barn 6	Clare Court	1925-30	1925-1954	Stable with a gable roof, board and batten siding, a standing-seam metal roof, and open side bays. It is considered to have a unique I-plan in that it has a row of single-loaded stalls along its length and a short row at each gable end. The building was originally used for polo ponies. (Note: While the Phase I survey identifies the construction date as 1925, Blackburn identifies this building as 25-50 years old).	Contributing	None	No adverse impact
BH3	Bunkhouse 3	Clare Court	Ca. 1900	1900-1954	This small female bunkhouse was according to the Phase I Study originally the Belmont Summer Home. The wood-frame square-plan structure with a hipped roof sits on a very high brick foundation. The roof is clad in asphalt shingles and has exposed rafter ends. The building is clad in cedar shingles. It has six-over-six-light windows. A brick end chimney, removed above the roofline, is still visible on the exterior. It was renovated in 1988-9, partially compromising integrity.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH4	Bunkhouse 4	Clare Court	Ca. 1920s	1925-1954	A small single-story rectangular-plan wood-frame building, this bunkhouse has a gable roof with exposed rafter ends and double doors on the gable end. It is sided in novelty clapboards; the roof is clad in slate. It was renovated in 1988-9, partially compromising integrity. (Note: Blackburn document identifies this building as being 25-50 years old).	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact
BH5	Bunkhouse 5	Clare Court	Ca. 1902	1902-1954	This small single-story wood-frame bunkhouse was originally a blacksmith shop. The side-gable structure has exposed rafter ends and double doors. It is sided in vertical boards; the roof is clad in slate. It was renovated in 1988-9, partially compromising its integrity.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact
BH6	Bunkhouse 6	Clare Court	Ca. 1902	1902-1954	A single-story wood-frame bunkhouse, this rectangular-plan structure has a gable roof clad in slate with small gable-dormers containing vents. It has six-over-six-light windows. It is clad in novelty siding. It was renovated in 1988-9, partially compromising its integrity.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH7	Bunkhouse 7	Clare Court	Ca. 1915-1920	1915-1954	Kitchen/ men's bathroom, originally a kitchen/ locker room, was moved to its present location between 1922 and 1939 from elsewhere in Clare Court. A small single-story rectangular-plan wood-frame building, this bunkhouse has a gable roof with exposed rafter ends and a door and windows on the gable end. It is sided in novelty clapboards; the roof is clad in standing seam metal. It was renovated in 1988-9, partially compromising integrity.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
CCT	Clare Court Tunnel	Clare Court	Ca. 1902	Ca. 1902-1954	The Clare Court Tunnel is an original feature of this area, originally known as the Belmont Surcingle, which was developed by August Belmont Jr., in 1902 as a farm for his horses and trainers. 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 area. The concrete tunnel with concrete wing walls has a clearance of 6'8". Remnants of original plantings survive in close proximity to the tunnel.	Contributing	None	No adverse impact
B7	Barn 7	Backstretch	Ca. 1902	1902-1954	A wood-frame stable with 23 stalls, a bonnet roof clad in asphalt shingles with exposed rafter ends and vertical board siding. No major alterations to this building are known.	Contributing	None	No adverse impact
B8	Barn 8	Backstretch	Ca. 1932	1932-1954	A wood-frame stable with 18 stalls, a bonnet roof clad in asphalt shingles with exposed rafter ends and vertical board siding. Blackburn document notes repairs needed.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B9	Barn 9	Backstretch	Ca. 1961	N/A	Wood-frame rectangular-plan stable with gable roof and porches on all sides. Vertical board sheathing and asphalt roofing. Appears modern and identified by Blackburn as being less than 50 years old. Barn appears in similar location on 1954 Sanborn map, labeled "Kilmer Annex;" but the depicted structure appears to have a different roof type.	Non-Contributing	None	No adverse impact
B10	Barn 10	Backstretch	Ca. 1932	1932-1954	A wood-frame stable with a long narrow rectangular plan and a bonnet roof clad in slate with exposed rafter ends. The building is sided in beaded vertical boards. Blackburn notes recent renovations.	Contributing	None	No adverse impact
B11	Barn 11	Backstretch	Ca. 1902	1902-1954	A wood-frame stable with a long narrow rectangular plan and a gable roof with porches with shallow pitched roofs on all sides of the building, creating a variation on the bonnet roof type. The roofs are clad in slate and asphalt shingles and the building is sided in board and batten. The Blackburn document notes recent renovations	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B12	Barn 12	Backstretch	Ca. 1902	1902-1954	A wood-frame stable with a long narrow rectangular plan and a bonnet roof clad in a combination of slate and standing seam metal. The structure is sided in vertical board siding. Blackburn notes that end bay was probably later addition.	Contributing	None	No adverse impact
B13	Barn 13	Backstretch	Ca. 1902	1902-1954	A wood-frame stable with a long narrow rectangular plan and a gable roof that overhangs on all sides creating open bays for stall access; the roof is clad in a combination of slate and standing seam metal. The structure board and batten siding. Blackburn notes that end bay was probably later addition.	Contributing	None	No adverse impact
B14	Barn 14	Backstretch	Ca. 1932	1932-1954	A wood-frame stable with a long narrow rectangular plan and a gable roof with porches with shallow pitched shed roofs on all sides of the building, creating a variation on the bonnet roof type. The building is sided in board and batten. A slate roof is over the hayloft (gable roof) and standing seam tin is over the shed row.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B15	Barn 15	Backstretch	Ca. 1902	1902-1954	A wood-frame stable with a long narrow rectangular plan and a bonnet roof clad in slate. The structure is sided in vertical board siding. Blackburn notes recent renovations	Contributing	None	No adverse impact
B16	Barn 16	Backstretch	Ca. 1939	1939-1954	A wood-frame stable with a long narrow rectangular plan and a gable roof with open bays on the side elevations. The structure has board and batten siding and a standing seam metal roof. Blackburn notes recent renovations.	Contributing	None	No adverse impact
B17	Barn 17	Backstretch	Ca. 1932	1932-1954	A wood-frame stable with a long narrow rectangular plan and a bonnet roof clad in slate with exposed rafter ends. The structure is sided in vertical board siding and contains 27 stalls. The Blackburn document notes repairs are needed.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B18	Barn 18	Backstretch	Ca. 1932	1932-1954	A wood-frame stable with a long narrow rectangular plan and a gable roof with porches with shallow pitched shed roofs on all sides of the building, creating a variation on the bonnet roof type. The building is sided in vertical boards. A slate roof is over the hayloft (gable roof) and standing seam tin is over the shed row. Blackburn notes recent renovations.	Contributing	None	No adverse impact
B19	Barn 19	Backstretch	Ca. 1902	1902-1954	A wood-frame stable with a long narrow rectangular plan and a bonnet roof clad in standing seam metal with exposed rafter ends. The structure is sided in vertical board siding. Blackburn document notes repairs needed.	Contributing	None	No adverse impact
BH8	Bunkhouse 8	Backstretch	Ca. 1973	N/A	A long, narrow, single-story rectangular-plan structure, of concrete block construction with a single-loader plan; the roof is clad in asphalt shingles.	Non-contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH9	Bunkhouse 9	Backstretch	Ca. 1932	1932-1954	This bunkhouse is composed of multiple small single-story wood-frame sections with gable roofs; the earliest section has been dated to ca. 1932. The main section, with its roof ridge oriented east-west, has a standing seam metal roof. Other sections have slate and asphalt roof cladding.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact
BH10	Bunkhouse 10	Backstretch	Ca. 1960s	Ca. 1960s	A building with similar footprint appears in this location on the 1954 Sanborn map; however, the current structure likely post-dates 1954. The present building is an open pavilion-type structure with vertical-board sheathing along the base and on the gable ends. The structure has a metal standing-seam roof.	Non-contributing	Refurbish; use as trainer/tack room	No adverse impact
BH11	Bunkhouse 11	Backstretch	Ca. 1960s	N/A	A structure appears in this location on 1954 Sanborn map, however, the present structure was likely post-dates 1954. The current structure is a small square-plan screened pavilion with vertical board siding around its base and a corrugated metal roof. It appears to have been constructed within the last 50 years.	Non-contributing	Refurbish; use as trainer/tack room	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH12	Bunkhouse 12	Backstretch	Ca. 1932	1932-1954	A small single-story wood-frame building with vertical board siding and a gable roof clad in asphalt. The structure appears in this location on the 1954 Sanborn map. Blackburn identifies the building as dating to ca. 1932.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact
BH13	Bunkhouse 13	Backstretch	Early 20 th c.?	Early 20 th century to 1954	A small single-story wood-frame restroom building clad in novelty clapboards with a standing-seam metal roof and a concrete foundation. This structure does not appear in this location on the 1954 Sanborn but does appear on a 1964 aerial photograph. Based on its architectural characteristics, this building may have been constructed earlier in the 20 th century and moved to its current location between 1954 and 1964.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH14	Bunkhouse 14	Backstretch	Early 20 th c.?	Early 20 th century to 1954	A small single-story wood-frame building with board and batten siding, and a slate roof. Blackburn identifies this building as having been constructed within the last 50 years, however, the architectural characteristics and materials used to construct the building suggest it was likely built elsewhere on the property in the early 20 th century, and moved to its current location more recently.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact
BH16	Bunkhouse 16	Backstretch	Early 20 th c.?	Early 20 th century to 1954	A small single-story wood-frame building with board and batten siding, chimney, and rear ell. This structure has a brick chimney and a standing-seam metal roof. Blackburn identifies this building as having been constructed within the last 50 years, however, the architectural characteristics and materials used to construct the building suggest it was likely built elsewhere on the property in the early 20 th century, and moved to its current location more recently.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH17	Bunkhouse 17	Backstretch	Ca.1922	Ca. 1922-1954	A single-story wood-frame building with board-and-batten siding, a concrete block foundation, and a slate roof. Blackburn suggests that the building was built ca. 1961; however, a building with a similar footprint is shown in this location on the 1902 Leavitt Plan, 1922 Mott Plan of the Main Track and subsequent maps; the slate roof and other details suggest the earlier date.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact
BH18	Bunkhouse 18	Backstretch	Early 20 th c.?	Early 20 th century to 1954	A small single-story wood-frame building with board and batten siding and a slate roof. Blackburn identifies this building as having been constructed within the last 50 years. Based on its architectural characteristics, this building may have been constructed earlier in the 20 th century and moved to its current location between 1954 and 1964.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH19	Bunkhouse 19	Backstretch	Early 20 th c.?	Early 20 th century to 1954	A small single-story wood-frame building with novelty clapboard siding and a gable roof clad in slate. Blackburn identifies this building as having been constructed within the last 50 years. Based on its architectural characteristics, this building may have been constructed earlier in the 20 th century and moved to its current location between 1954 and 1964.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact
BH20	Bunkhouse 20	Backstretch	Ca. 1932	1932-1954	A single-story wood-frame building with screened porch and simple Neoclassical trim. This building is clad in novelty siding and has a gable roof clad in slate.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact
BH20A	Bunkhouse 20A	Backstretch	Ca. 1932	1932-1954	A long, narrow, single-story rectangular-plan structure building with board and batten siding and two-over-two windows, this bunkhouse has a gable roof clad in standing seam metal.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact
BH21	Bunkhouse 21	Backstretch	Ca.1961	N/A	A single-story concrete-block bunkhouse with open bays on one side, the structure has a narrow rectangular plan and a gable roof clad in asphalt shingles.	Non-contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH22	Bunkhouse 22	Backstretch	Ca. 1961	N/A	A single-story building composed of concrete block and wood-frame sections with board and batten siding and a shed-roofed porch. Blackburn identifies the building as dating to ca. 1961.	Non-contributing	None	No adverse impact
BH24	Bunkhouse 24	Backstretch	Early 20 th c.?	Early 20 th century-1954	A small single-story wood-frame restroom building clad in novelty clapboards with a standing-seam metal roof and a concrete foundation. No structure is shown in this location on the 1954 Sanborn map, but the building does appear on a 1964 aerial photograph. Because the building's architectural characteristics suggest a pre-1954 construction date, it is likely that the building was moved to its current location from elsewhere on the Race Course after the period of significance.	Contributing	Refurbish	Conditional no adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH25	Bunkhouse 25	Backstretch	Ca.1961	N/A	A single-story wood-frame bunkhouse structure with a cross-gable plan and three enclosed porches, the structure is clad in novelty siding and has a cross-gable roof clad in a combination of slate and standing seam metal. Blackburn identifies this building as having been constructed within the last 50 years. Portions of the structure appear to date to the earlier part of the 20 th century, however, the structure appears to have been substantially altered after the period of significance with several large additions and porches.	Non-contributing	None	No adverse impact
BH26	Bunkhouse 26	Backstretch	Ca. 1973	N/A	A single-story concrete block bunkhouse with narrow rectangular plan and overhanging porch; the gable roof is clad in asphalt shingles.	Non-contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH28	Bunkhouse 28	Backstretch	Early 20 th c.?	Early 20 th century-1954	A small single-story wood-frame building with gable roof, exposed rafter ends, and novelty siding. The building does not appear on the 1954 Sanborn map in this location. The roof is clad in standing seam metal. Because the building's architectural characteristics suggest a pre-1954 construction date, it is likely that the building was moved to its current location from elsewhere on the Race Course after the period of significance.	Contributing	None	No adverse impact
BH29	Bunkhouse 29	Backstretch	Early 20 th c.?	Early 20 th century-1954	A small single-story wood-frame building with gable roof and novelty siding. The roof is clad in standing seam metal. Blackburn identifies the construction date as 1973. Because the building's architectural characteristics suggest a pre-1954 construction date, it is likely that the building was moved to its current location from elsewhere on the Race Course after the period of significance.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH32	Bunkhouse 32	Backstretch	Ca. 1930	Ca. 1930-1954	This small single-story wood-frame structure is depicted on the 1939 Sanborn map of the site, but does not appear on the 1922 Mott Plan. These structures are not identified or evaluated in the Phase I Survey's discussion of Madden Court.	Contributing	None	No adverse impact
BH33	Bunkhouse 33	Backstretch	Ca. 1930	Ca. 1930-1954	This small single-story wood-frame structure is depicted on the 1939 Sanborn map of the site, but does not appear on the 1922 Mott Plan. These structures are not identified or evaluated in the Phase I Survey's discussion of Madden Court.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
15T	Building 15T	Backstretch	Early 20 th c.?	Early 20 th century-1954	A small single-story wood-frame restroom building clad in novelty clapboards with a metal roof and a concrete foundation. This structure does not appear in this location on the 1954 Sanborn nor does it appear to be shown on a 1964 aerial photograph. However, based on its architectural characteristics, the structure may have been built earlier in the 20 th century elsewhere on site and moved to its present location after 1964.	Contributing	Refurbish	Conditional no adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
23	Building 23 (Backstretch Kitchen)	Backstretch	Ca. 1960	N/A	The Backstretch Kitchen, Building 23 consists of a central gable-roofed section with screened wrap-around porches. It has an asphalt shingle roof and a large metal chimney. The core structure is constructed of concrete block. The Blackburn assessment identifies this building as having been constructed ca. 1932, possibly because a structure appears in this location on historic maps, including the 1954 Sanborn map. However, the structure depicted on the Sanborn map, which is identified as a jockey house, has a different layout and does not appear to be the same structure. The present structure does appear on a 1964 aerial photograph.	Non-contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
27T	Building 27T	Backstretch	Ca. 1930	Ca. 1930-1954	This small wood-frame building now used as an office has a gable roof, exposed rafter ends, novelty clapboard siding and a brick chimney rising from the roof slope. The roof is clad in asphalt shingles. Blackburn identifies this structure as having been built ca. 1961. However, a small structure appears in this location on the 1939 Sanborn map and later maps.	Contributing	Refurbish; reuse as trainer/tack room	Conditional no adverse impact
30C	Building 30C (Kitchen)	Backstretch	post-1964	N/A	A single-story wood-frame structure, this kitchen is open on the north side. It appears to have an asphalt shingle roof and is of relatively modern construction. It is not shown on the 1954 Sanborn map or on a 1964 aerial photograph of the site.	Non-contributing	None	No adverse impact
B20	Barn 20	Madden Court	Ca. 1900	1900-1954	A wood-frame stable with a gable roof and a hipped roof porch immediately below it, forming a two-level or bonnet roof. The roof has exposed rafter ends and is clad in slate. The building is clad in beaded vertical board siding; Repairs were made in 1995-96.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B21	Barn 21	Madden Court	Ca. 1900	1900-1954	A wood-frame stable with a gable roof and a hipped roof porch immediately below it, forming a two-level or bonnet roof. The roof has exposed rafter ends and is clad in slate. The building is clad in beaded vertical board siding; Repairs were made in 2008	Contributing	None	No adverse impact
B22	Barn 22	Madden Court	Ca. 1900	1900-1954	A wood-frame stable with a gable roof and a hipped roof porch immediately below it, forming a two-level or bonnet roof. The roof has exposed rafter ends and is clad in slate. The building is clad in beaded vertical board siding; Blackburn notes repairs needed	Contributing	None	No adverse impact
B23	Barn 23	Madden Court	Ca. 1925	1925-1954	A wood-frame stable with a gable roof and open side bays, sided in board and batten. The roof is clad in standing seam metal.	Contributing	None	No adverse impact
B24	Barn 24	Madden Court	Ca. 1925	1925-1954	A wood-frame stable with vertical board siding and a two-level or bonnet roof with exposed rafter ends; the roof is clad in standing seam metal. Blackburn notes recent renovations.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B25	Barn 25	Madden Court	Ca. 1890-1901	1890-1954	A wood-frame stable with open bays, vertical board siding, and a roof clad in slate and tile, depending on the section. According to the Phase I Study, the building appeared in its current configuration in 1901, when the track was reconfigured, but it may have been constructed several years earlier and moved from elsewhere on the Race Course. Blackburn identifies the buildings as belonging to the 1930s and notes that roof discontinuities indicate two phases of construction.	Contributing	None	No adverse impact
B26	Barn 26	Madden Court	Ca. 1890-1901	1890-1954	A wood-frame stable with board and batten siding, open side bays, and a combination of slate and standing seam metal roofing materials. According to the Phase I Study, the building appeared in its current configuration in 1901, when the track was reconfigured, but it may have been constructed several years earlier and moved from elsewhere on the Race Course.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH30	Bunkhouse 30	Madden Court	Ca. 1960	N/A	A bunkhouse constructed ca. 1960 in the former location of a kitchen with a similar plan; a narrow, rectangular-plan building constructed of concrete block with a gable roof clad in asphalt and open bays on one side.	Non-contributing	None	No adverse impact
BH31	Bunkhouse 31	Madden Court	Ca. 1925	1925-1954	Now NYTHA Office, formerly Dwelling #103, and noted as "Joyner Cottage" on the 1930 plan, this bunkhouse is a single-story wood-frame structure clad in novelty clapboards. It has a gable roof clad in slate. Its unusual enclosed entry porch, which faces the track, has a curved roof and features a small circular window at eaves level.	Contributing	Refurbish	Conditional no adverse impact
BH34	Bunkhouse 34	Madden Court	Ca. 1931	1931-1954	Formerly Dwelling #105, this single-story wood-frame building with board and batten siding has an enclosed entry porch and a slate roof.	Contributing	None	No adverse impact
BH35	Bunkhouse 35	Madden Court	Ca. 1901	1901-1954	This dormitory was originally a kitchen, later a dwelling. It is a single-story rectangular-plan wood-frame building with board and batten siding and a gable roof clad in standing seam metal.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH38	Bunkhouse 38	Madden Court	Ca. 1960	N/A	A concrete block dormitory with open bays on one side and a gable roof clad in asphalt; constructed ca. 1960	Non-contributing	Replace with new dorm	No adverse impact
BH39	Bunkhouse 39	Madden Court	Ca. 1901	1901-1954	A small wood-frame bunkhouse, originally used as a kitchen, has board and batten siding and a gable roof clad in slate. It has six-over-six-light windows. (Note: While the Phase I Survey dates the building to ca. 1901, the Blackburn document identifies the building as having been constructed in the last 50 years).	Contributing	None	No adverse impact
BH40	Bunkhouse 40	Madden Court	Ca. 1901	1901-1954	A small wood-frame bunkhouse, originally used as a kitchen, has board and batten siding and a gable roof clad in slate. (Note: While the Phase I Survey dates the building to ca. 1901, the Blackburn document identifies the building as having been constructed in the last 50 years).	Contributing	None	No adverse impact
BH41	Bunkhouse 41	Madden Court	Ca. 1960	N/A	A concrete block dormitory with open bays on one side and a gable roof clad in asphalt; constructed ca. 1960	Non-contributing	Demolish; Replace with new dorm	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
30T	Building 30T	Madden Court	Post-1964	N/A	This structure is a rectangular-plan wood-frame structure with an asphalt shingle-clad roof. A structure with a similar footprint appears in the vicinity on the 1930 Mott Stall Gates Plan and on the 1954 Sanborn map, but it is not shown on the 1960 Johnson & Higgins map, nor is it shown on a 1964 aerial photograph.	Non-contributing	None	No adverse impact
36T	Building 36T	Madden Court	Ca. 1901	1901-1954	A men's toilet facility; a small single-story wood-frame structure clad in novelty siding and standing on a concrete block foundation. The Phase I Survey indicates this building was likely constructed for another purpose on-site in the early 20 th century and was moved to the current location between 1955-1960.	Contributing	Refurbish	Conditional no adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
37T	Building 37T	Madden Court	Ca. 1901	1901-1954	A women's toilet facility; a small single-story wood-frame structure clad in novelty siding and standing on a concrete block foundation. The Phase I Survey suggests building was constructed for another purpose on-site in the early 20 th century and was moved to the current location between 1955-1960.	Contributing	None	No adverse impact
B27	Barn 27	DuPont	1900-1909	1900-1954	A wood-frame stable with a roof composed of a gable section flanked by shed-roofed extensions at a shallower pitch. The building is sided in vertical boards; it has a standing seam metal roof. The Phase I Study notes that modern alterations were not sensitive.	Contributing	None	No adverse impact
B28	Barn 28	DuPont	1900-1909	1900-1954	A wood-frame stable with a roof composed of a gable section flanked by shed-roofed extensions at a shallower pitch. The building is sided in vertical boards; it has a standing seam metal roof, and open side bays. The Phase I Study notes that modern alterations were not sensitive.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B29	Barn 29	DuPont	Ca. 1956	1956	This stable was built to replace earlier barn destroyed by fire in 1955. The building post-dates the period of significance by only two years and was built using the footprint and overall design concept of the earlier structure, and is thus recommended as a contributing feature. It has a gable roof clad in asphalt shingles; open side bays; and vertical beaded board cladding. Blackburn notes recent repairs.	Contributing	None	No adverse impact
B30	Barn 30	DuPont	1900-1909	1900-1954	A wood-frame stable with a roof composed of a gable section flanked by shed-roofed extensions at a shallower pitch. The building is sided in vertical boards; it has a standing seam metal roof, and open side bays. The Phase I Study notes that modern alterations were not sensitive	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B31	Barn 31	DuPont	1900-1909	1900-1954	A wood-frame stable with a roof composed of a gable section flanked by shed-roofed extensions at a shallower pitch. The building is sided in vertical boards; it has a standing seam metal roof, and open side bays. The Phase I Study notes that modern alterations were not sensitive	Contributing	None	No adverse impact
B32	Barn 32	DuPont	1900-1909	1900-1954	A wood-frame stable with a roof composed of a gable section flanked by shed-roofed extensions at a shallower pitch. The building is sided in vertical beaded boards; it has a standing seam metal roof, and open side bays. The Phase I Study notes that modern alterations were not sensitive; Blackburn notes repairs needed.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B33	Barn 33	DuPont	1900-1909	1900-1954	A wood-frame stable with a roof composed of a gable section flanked by shed-roofed extensions at a shallower pitch. The building is sided in vertical beaded boards; it has a standing seam metal roof, and open side bays. The Phase I Study notes that the barn was altered to accommodate State Test Barn stalls and offices on east end. Blackburn notes the barn underwent recent alterations.	Contributing	None	No adverse impact
B33A	Barn 33A	DuPont	Ca. 1909	1909-1954	This barn, which accommodates horse and pony stalls, connects to Bunkhouse 61, and is located in the portion of the "DuPont Area" that was developed as part of the DuPont Estate. The barn has a gable roof with exposed rafter ends and stall doors along the side elevation. It is sided in board and batten and the roof is clad in asphalt shingles.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B33B	Barn 33B	DuPont	Ca. 1909	1909-1954	This barn, which is also located in the portion of the "DuPont Area" that was developed as part of the DuPont Estate appears on the 1909 Sanborn map. The L-plan building accommodates 9 stalls; it has exposed rafter ends, board and batten siding, and an asphalt shingle-clad gable roof. The Blackburn document notes need for repairs	Contributing	None	No adverse impact
B33C	Barn 33C	DuPont	Ca. 1909	1909-1954	This barn, also located in the portion of the "DuPont Area" that was developed as part of the DuPont Estate appears on the 1909 Sanborn map. It has a gable roof with exposed rafter ends. Brick chimneys are located periodically along the roof ridge. The barn has board and batten siding and has asphalt shingle roof cladding. It contains 8 stalls. The Blackburn document notes need for repairs.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B33D	Barn 33D	DuPont	Ca. 1960s	N/A	This wood-frame barn contains six stalls. The building does not appear on the 1909 Sanborn map of the DuPont estate, and it appears to be of modern construction, apparently dating to the 1960s or later. It has a gable roof with open bays on one side and is clad in vertical boards (Note: The Blackburn document identifies this as ca. 1909)	Non-contributing	None	No adverse impact
BH42	Bunkhouse 42	DuPont	Ca. 1905	1905-1954	A wood-frame building built as a kitchen, later converted to a dormitory. The structure has open bays on one side and a gable roof clad in asphalt. It has board and batten siding. A cross-gable section was added later, possibly after 1955. (Note: Blackburn document appears to show the photograph of BH41 on their inventory form and identifies building as being less than 50 years old)	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH43	Bunkhouse 43	DuPont	Ca. 1905	1905-1954	Built as a kitchen, later converted to a dormitory, this wood-frame rectangular-plan structure has board and batten siding and a gable roof clad in asphalt shingles. A shed-roofed ell section added later, possibly after 1955. (Note: Blackburn document identifies building as being less than 50 years old)	Contributing	None	No adverse impact
BH44	Bunkhouse 44	DuPont	Ca. 1905	1905-1954	A small wood-frame building; built as a kitchen, later converted to a dormitory, this small wood-frame structure has a gable roof clad in standing seam metal, with a brick chimney rising from the roof ridge. It has board and batten siding and four-light fixed-sash windows. (Note: Blackburn document identifies building as being less than 50 years old)	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH48	Bunkhouse 48	DuPont	1901-1909	1901-1954	A small wood-frame bunkhouse with board and batten siding and a gable roof clad in standing seam metal. The Phase I Survey identifies the construction date as being between 1901 and 1905 and notes that modern alterations were not sensitive. (Note: Blackburn document identifies building as being less than 50 years old)	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact
BH50	Bunkhouse 50	DuPont	Ca. 1960	N/A	A concrete block dormitory with open bays on one side and a gable roof clad in asphalt; constructed ca. 1960.	Non-contributing	None	No adverse impact
BH51	Bunkhouse 51	DuPont	1901-1909	1901-1954	A small single-story wood-frame building; built as a kitchen, later converted to a dormitory. It is clad in novelty clapboards and has a gable roof clad in asphalt shingles.	Contributing	None	No adverse impact
BH52	Bunkhouse 52	DuPont	1901-1909	1901-1954	A small single-story wood-frame building; built as a kitchen or residence, later converted to a dormitory. The structure has a standing-seam metal gable roof and board and batten siding. (Note: Blackburn document identifies building as being less than 50 years old)	Contributing	Refurbish as trainer/tack room	Conditional no adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH53	Bunkhouse 53	DuPont	1901-1909	1901-1954	A small single-story wood-frame building with chimney; built as a kitchen, later converted to a dormitory. The rectangular plan structure is sided in narrow novelty siding; the gable roof is clad in slate and has a brick chimney at the rear end of the roof ridge. The front façade contains a door and reveals signs that a larger entry was once present.	Contributing	None	No adverse impact
BH54	Bunkhouse 54	DuPont	Ca. 1960	N/A	A concrete block dormitory with open bays on one side and a gable roof clad in asphalt; constructed ca. 1960.	Non-contributing	None	No adverse impact
BH55	Bunkhouse 55	DuPont	1901-1909	1901-1954	A single-story wood-frame building built as a kitchen, later converted to a dormitory and women's restroom, the rectangular-plan structure has a gable roof clad in standing seam metal. It is sided in board and batten and has a brick chimney at one end of the roof ridge.	Contributing	Refurbish as trainer/tack room	Conditional no adverse impact
BH56	Bunkhouse 56	DuPont	Ca. 1960	N/A	A concrete block dormitory with open bays on one side and a gable roof clad in asphalt; constructed ca. 1960.	Non-contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH57	Bunkhouse 57	DuPont	1901-1909	1901-1954	A small single-story wood-frame building; built as a kitchen, later converted to a dormitory. It has a gable standing-seam metal roof and board and batten siding.	Contributing	Refurbish as trainer/tack room	Conditional no adverse impact
BH59	Bunkhouse 59	DuPont	1901-1909	1901-1954	A small wood-frame single-story building with board and batten siding, and a gable roof clad in standing seam metal; built as a kitchen/residence, later converted to a dormitory; at least one of the four-light fixed-sash windows has been retrofitted with modern single-light sash.	Contributing	Refurbish as trainer/tack room	Conditional no adverse impact
BH60	Bunkhouse 60	DuPont	Ca. 1909	1909-1954	A small single-story wood-frame bunkhouse exhibiting elements of the Craftsman style, with exposed rafter ends and six-over-six-light windows. The entry porch appears to have been subject to more recent alterations. This bunkhouse appears on the 1909 Sanborn map of the DuPont estate.	Contributing	Refurbish as female dorm or married apartments	Conditional no adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH61	Bunkhouse 61	DuPont	Ca. 1909	1909-1954	A two-story wood-frame residence with a brick chimney and multiple large additions. Blackburn identifies it as having been constructed ca. 1909. This area is not shown on many historic maps. While at least one section of the complex likely dates to the early 20 th century, the complex shows signs of more recent additions and alterations that affect the integrity of the building. Alterations include vinyl siding, and asphalt roof cladding, an exterior stair and a balcony.	Contributing	Refurbish as female dorm or married apartments	Conditional no adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
45	Building 45	DuPont	Ca. 1955	N/A	A maintenance storage shed on the east side of the ring road in the portion of DuPont Area often called Millionaire's Row. This area was not developed until after 1955. The structure is a small single-story wood-frame building with a front-gable roof; clad in novelty clapboards, with a metal roof. This structure has been identified in some documents as BH45. Although the small structure appears similar stylistically to some of the earlier 20 th century buildings on the site, the Phase I Survey identifies this building as being constructed after the period of significance and as lacking historic or architectural merit.	Non-contributing	Refurbish; use as trainer/tack room	No adverse impact
46T	Building 46T	DuPont	Ca. 1900	1900-1960	Women's toilet. The Phase I Survey identifies this small single-story frame building as having been built on the Race Course in the early 20 th century (based on architecture) but was moved to the location ca. 1955.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
47	Building 47	DuPont	Ca. 1955-1960	N/A	A maintenance/ sign storage shed on the east side of the ring road in the portion of DuPont Area often called Millionaire's Row. This area was not developed until after 1955. The structure is a small single-story wood-frame building with a front-gable roof; clad in novelty clapboards. This structure has been identified in some documents as BH45A. Although the small structure appears similar stylistically to some of the earlier 20 th century buildings on the site, the Phase I Survey identifies this building as being constructed after the period of significance and as lacking historic or architectural merit.	Non-contributing	Refurbish; use as trainer/tack room	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
49	Building 49	DuPont	Ca. 1960	N/A	Identified in the Phase I Study as a Tack Room (Thyben's Saddlery) a small single-story wood-frame building with a front-gable roof; clad in novelty clapboards. The Phase I Survey appears to contradict itself in the form documenting this building, in one place identifying this as a post-1960 structure and elsewhere calling it ca. 1901. The text citing a ca. 1901 date appears to be a typographical error. This structure has been identified in some documents as BH49.	Non-contributing	Refurbish; use as trainer/tack room	No adverse impact
58T	Building 58T	DuPont	Ca. 1900	1900-1960	Now a men's restroom, the Phase I Survey identifies this small single-story frame building as having been built elsewhere on the property in the early 20 th century and was moved to its current location between 1955 and 1960.	Contributing	Refurbish	Conditional no adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B34	Barn 34	Elm Court	1860s-1880s	1860-1954	Barn 34 typifies an early "single loader" frame barn type found at the Race Course. It has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. After 1954 it was connected to Barn #35.	Contributing	None	No adverse impact
B35	Barn 35	Elm Court	1860s-1880s	1860-1954	An example of the single loader barn type, Barn 35 has a long, narrow rectangular plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. After 1954, it was connected to Barn #34.	Contributing	None	No adverse impact
B36	Barn 36	Elm Court	1860s-1880s	1860-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes recent renovations.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B37	Barn 37	Elm Court	1860s-1880s	1860-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. An addition has been made to the north.	Contributing	None	No adverse impact
BH63	Bunkhouse 63	Elm Court	1860s-1880s	1860-1954	A small single-story wood-frame dormitory; it has a gable roof clad in slate and board and batten siding. The Phase I Survey notes that insensitive alterations affect integrity of interior.	Contributing	None	No adverse impact
B38	Barn 38	Campfire Court	1899-1895	1890-1954	An example of the single loader barn type that typifies Horse Haven, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B39	Barn 39	Campfire Court	Ca. 1847	1840-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. The Phase I Study notes that framing and siding replaced and the Blackburn survey notes recent renovations.	Contributing	None	No adverse impact
B41	Barn 41	Campfire Court	1899-1895	1890-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. The Blackburn survey notes condition issues and recent renovations.	Contributing	None	No adverse impact
B42	Barn 42	Campfire Court	Ca. 1847	1840-1954	Serving as a Quarantine stable, this is also an example of the single loader barn type; the structure has a rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH65T	Mens & Ladies Restroom	Campfire Court	Ca. 1900	1900-1960	Restroom; possibly constructed as a kitchen. Phase I Survey notes it is not noted on maps earlier than 1960, but construction characteristics suggest ca. 1900 date; building may have been moved from elsewhere on the property	Contributing	None	No adverse impact
BH66	Bunkhouse 66	Campfire Court	Ca. 1960	N/A	A dormitory constructed of concrete block, built ca. 1960; the structure has open side bays and a gable roof clad in asphalt.	Non-contributing	None	No adverse impact
67	Security Office	Campfire Court	1880s	1880-1954	A security office, earlier used as a kitchen, this was referred to as "Wilson Kitchen" on 1922 map. The small wood-frame rectangular-plan structure has a standing-seam metal gable roof and is clad in novelty siding. The Phase I Survey, which identifies the building as HH67, notes that integrity of building somewhat compromised by recent alterations.	Contributing	Refurbish as dorm or married apartments	Conditional no adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
68	Office 68	Campfire Court	Ca. 1840-1860s	1840-1954	A facilities management office originally used as Superintendent's residence; the west ell section of the building suspected to be the earliest and may slightly pre-date the track. This building is a two-story wood frame structure clad in clapboards with a slate roof; the perpendicular one-and-a-half-story ell also has a gable roof and is clad in board and batten. The ell has a standing-seam metal roof. The Phase I Survey notes contributing Gothic Revival elements added later than the initial construction; as well post-1954 changes that partially compromise integrity and recommends further research/inspection.	Contributing	Refurbish as dorm or married apartments	Conditional no adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
69	Icehouse 69	Campfire Court	Ca. 1840s	1840-1954	A small wood-frame structure now used for storage, originally used as an icehouse, this single-story rectangular-plan building exhibits elements associated with the Greek Revival-style, including a front-gable roof with raking cornice and pilasters at the corners. A central doorway is located at the gable end and a small window is in the gable field. The building was in a dilapidated condition at the time of the Phase I Survey.	Contributing	None	No adverse impact
77A	Maintenance 77A	Campfire Court	Ca. 1960	N/A	According to the Phase I Study, this structure is one of two believed to have been built as a bus depot ca. 1960, not part of the Race Course. It was relocated to the Race Course after 1960. It is a small rectangular-plan building clad in wood clapboards with a gable roof clad in asphalt shingles. It has several large multi-light windows and an open porch extension on the gable end.	Non-contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
77	Maintenance 77	Campfire Court	Ca. 1960	N/A	Used as a maintenance bathroom and locker room. The Phase I Survey suggests it was built elsewhere ca. 1960 and was moved to the location in the late 20 th century. It is a single-story wood-frame building with a rectangular plan and a hipped roof clad in asphalt shingles. The building is clad in wood clapboards. It has a series of enclosed porches that were apparently altered within the last 50 years.	Non-contributing	None	No adverse impact
B43	Barn 43	West Horse Haven	Ca. 1847	1840-1954	Now used as stable and storage, the Phase I Survey notes that this is one of earliest buildings on the Race Course site. It is a single-loader type wood-frame barn, with open bays along one side affording access to stalls. The building is sided primarily in board and batten; the gable roof is clad in slate. The Phase I Survey notes that it is in dilapidated condition.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B44	Barn 44	West Horse Haven	Ca. 1847	1840-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. The Phase I Study notes that some early features were removed and recent rehabilitation to foundation, framing, roofing walls, doors, and hardware was noted.	Contributing	None	No adverse impact
B45	Barn 45	West Horse Haven	Ca. 1847	1840-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof.	Contributing	None	No adverse impact
B46	Barn 46	West Horse Haven	Ca. 1847	1840-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. The Phase I Survey notes recent repairs.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B47	Barn 47	West Horse Haven	Ca. 1847	1840-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. The Phase I Survey notes that the barn was partially rebuilt 2009-2010.	Contributing	None	No adverse impact
B48	Barn 48	West Horse Haven	Ca. 1847	1840-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. The Phase I Survey notes recent repairs.	Contributing	None	No adverse impact
B49	Barn 49	West Horse Haven	Ca. 1847	1840-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. The Phase I Survey notes that the building was partially rebuilt 2009-2010.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B50	Barn 50	West Horse Haven	Ca. 2009	N/A	This building is a sensitive reconstruction of 19 th century building that once occupied the location; recommended by Phase I Survey for retention.	Non-contributing	None	No adverse impact
BH75	Bunkhouse 75	West Horse Haven	Ca. 1860	1860-1954	A small single-story wood-frame bunkhouse with board and batten siding and a gable roof clad in slate.	Contributing	Refurbish; use as trainer/tack room	Conditional no adverse impact
BH81	Maintenance 81	West Horse Haven	Ca. 1860	1860-1954	Now storage, originally a kitchen, this small wood-frame structure is clad in a combination of wood shingles and board and batten; its gable roof is clad in slate.	Contributing	None	No adverse impact
BH83	Bunkhouse 83	West Horse Haven	Ca. 1960	N/A	A dormitory constructed of concrete block with open bays on one side and a gable roof clad in asphalt shingles.	Non-contributing	None	No adverse impact
70	Paint & Sign Shop 70	West Horse Haven	Ca. 1960	N/A	A large wide rectangular-plan maintenance building with double-doors on the gable end. It is sided in wood clapboard and has a gable roof clad in asphalt shingles. The Phase I Survey considers building to lack historic or architectural merit.	Non-contributing	None	No adverse impact
71	Garage	West Horse Haven	Ca. 1960s	N/A	A corrugated metal garage built ca. 1960; the Phase I Survey considers building to lack historic or architectural merit.	Non-contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
72	Maintenance 72	West Horse Haven	Ca. 1960	N/A	A greenhouse/ nursery built ca. 1960; the Phase I Survey considers building to lack historic or architectural merit	Non-contributing	None	No adverse impact
73T	Toilet Building 73	West Horse Haven	Ca. 1890	Ca. 1890-1954	A small rectangular-plan building clad in board and battens with a standing seam metal roof. The Phase I survey notes that this building was likely built ca. 1890 and moved to its present location within the Race Course after 1954.	Contributing	None	No adverse impact
74	Maintenance 74	West Horse Haven	1910s-1920s	1910-1954	Shown on 1932 map as a dining structure and dwelling, this replaced an earlier "hay house." It is now used as a veterinarians' office and as storage. The structure is a two-story wood-frame building with two-over-two-light double hung sash. It has novelty siding and a gable roof clad in standing seam metal. A shed-roofed porch extends along one side elevation.	Contributing	Refurbish	Conditional No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
76	Maintenance 76	West Horse Haven	Ca. 1840	1840-1954	<p>One of the earliest structures on the Race Course, possibly pre-dating the establishment of the Course, this building is now used for Outriders/Grooms, pony stabling, and storage. It was earlier used as stables, a dorm, and the Superintendent's barn. The two-story wood-frame structure has an L-shaped footprint and features details commonly associated with the Greek Revival style, including a cornice with returns. Window types vary throughout the structure but include six over six-light double-hung sash. The gable ends of the main block feature large double doors and smaller hayloft apertures above them. The building is sided in a combination of wood clapboards and board and batten. The roof is clad in slate, with standing seam metal on the roof of the rear addition.</p>	Contributing	Refurbish; possibly reuse as pony barn	Conditional no adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
78	Maintenance 78	West Horse Haven	Ca. 1920	N/A	Now used as trade shops (sprinklers, carpenters, plumbers), this was originally as series of buildings (used as workshops, a truck shed, and an office) that were connected after 1954. As noted in the Phase I Survey, while some original features can be read, the combining of the individual structures largely destroyed their historic integrity. The building feature a gable roof with exposed rafter ends, clad in asphalt shingles. It is sided primarily in novelty siding.	Non-contributing	None	No adverse impact
80	Maintenance 80	West Horse Haven	1840s-1860s	1860-1954	Now a blacksmith shop, originally used as a kitchen, this building is a small wood-frame building with a rectangular plan. It is clad in novelty clapboards and has a gable roof clad in slate, with a small brick chimney rising from the roof ridge. A small rear addition is clad in clapboards.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B51E	Barn 51 East	East Horse Haven	Ca. 1887	Ca. 1887-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. A modern two-story building has been introduced between and contiguous with Barns 51E and 51W. Blackburn survey notes repairs needed.	Contributing	None	No adverse impact
B51W	Barn 51 West	East Horse Haven	Ca. 1887	Ca. 1887-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. A modern two-story building has been introduced between and contiguous with Barns 51E and 51W. Blackburn survey notes repairs needed.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B52	Barn 52	East Horse Haven	Ca. 1887	Ca. 1887-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. A section was added ca. 1932.	Contributing	None	No adverse impact
B53	Barn 53	East Horse Haven	Ca. 1895	1895-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. A modern two-story building has been introduced between and contiguous with Barns 51E and 51W. Blackburn survey notes repairs needed. Blackburn notes recent renovations	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B54	Barn 54	East Horse Haven	Ca. 1887	Ca. 1887-1954	An example of the single loader barn type, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn survey notes repairs needed. Sections were built ca. 1895 and ca. 1932; Blackburn notes recent renovations.	Contributing	None	No adverse impact
B55	Barn 55	East Horse Haven	Ca. 1887	Ca. 1887-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes recent renovations.	Contributing	None	No adverse impact
B56	Barn 56	East Horse Haven	Ca. 1895	1895-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes recent renovations	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B57	Barn 57	East Horse Haven	Ca. 1895	1895-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes recent renovations.	Contributing	None	No adverse impact
B58	Barn 58	East Horse Haven	Ca. 1887	Ca. 1887-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. A section was added ca. 1932; Blackburn notes recent renovations.	Contributing	None	No adverse impact
B59	Barn 59	East Horse Haven	Ca. 1887	Ca. 1887-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes recent renovations and need for repairs.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B60	Barn 60	East Horse Haven	Ca. 1895	Ca. 1895-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. East section added ca. 1932; Blackburn notes recent renovations.	Contributing	None	No adverse impact
B61	Barn 61	East Horse Haven	Ca. 1887	Ca. 1887-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. The west end was dated to mid-1890s; Blackburn notes recent renovations.	Contributing	None	No adverse impact
B62	Barn 62	East Horse Haven	Ca. 1887	Ca. 1887-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Alterations were made ca. 1895; Blackburn notes recent renovations.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B63	Barn 63	East Horse Haven	Ca. 1895	Ca. 1895-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes recent renovations.	Contributing	None	No adverse impact
BH85	Bunkhouse 85	East Horse Haven	Post-1960	N/A	A dormitory constructed of concrete block with open bays on one side and a gable roof clad in asphalt shingles.	Non-contributing	None	No adverse impact
BH87	Bunkhouse 87	East Horse Haven	Ca. 1932	1932-1954	A small single-story wood-frame bunkhouse with board and batten siding and a gable roof clad in slate.	Contributing	Refurbish as trainer/tack room	Conditional no adverse impact
BH89	Bunkhouse 89	East Horse Haven	Ca. 1930s	Ca. 1930-1954	A small single-story wood-frame bunkhouse with board and batten siding and a gable roof clad in slate.	Contributing	Refurbish as trainer/tack room	Conditional no adverse impact
BH90	Bunkhouse 90	East Horse Haven	Ca. 1960	N/A	A concrete block dormitory with a long narrow rectangular plan and open bays along one side. This building has been recently renovated with modern siding imitating wood clapboards and a standing seam metal roof.	Non-contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH91	Bunkhouse 91	East Horse Haven	Ca. 1960	N/A	This two-story five-bay concrete block building has a side-gable roof, central doorway, and symmetrical façade. It is flanked by Barns 51W and 51E, which are contiguous. This building does not appear on the 1954 Sanborn but is shown on the 1960 Johnson & Higgins Plan.	Non-contributing	None	No adverse impact
BH93	Bunkhouse 93	East Horse Haven	Ca. 1895	1895-1954	A small single-story wood-frame bunkhouse with board and batten siding and a gable roof clad in slate.	Contributing	None	No adverse impact
BH94	Bunkhouse 94	East Horse Haven	Ca. 1960	N/A	The Blackburn document suggests the western portion of the building is ca. 1961 and the eastern portion is pre-1887. However, a brief visual inspection from the exterior suggests that the entire building is constructed of concrete block and is of relatively modern construction, likely replacing earlier buildings in the same location. The gable roof is clad in asphalt shingles.	Non-contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH95	Bunkhouse 95	East Horse Haven	Ca. 1895	1895-1954	A small single-story wood-frame bunkhouse with board and batten siding and a gable roof clad in asphalt shingles. The Blackburn document identifies the construction date as ca. 1895.	Contributing	Refurbish	Conditional no adverse impact
BH96	Bunkhouse 96	East Horse Haven	Early 20 th c.?	Early 20 th century to 1954	A small single-story wood-frame bunkhouse with novelty siding and a gable roof clad in standing-seam metal. This structure does not appear on the 1954 Sanborn map or the 1960 Johnson and Higgins Plan. Based on its architecture, it may have been built during the first half of the 20 th century and may have been moved to this location from elsewhere on the site.	Contributing	None	No adverse impact
BH97	Bunkhouse 97	East Horse Haven	Ca. 1961	N/A	A concrete-block dormitory with a long, narrow, rectangular plan and open bays on one side; the gable roof is clad in asphalt shingles.	Non-contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH98	Bunkhouse 98	East Horse Haven	Early 20 th c.?	Early 20 th century to 1954	A small single-story wood-frame bunkhouse with novelty siding and a gable roof clad in standing-seam metal. This structure does not appear on historic maps including the 1960 Johnson and Higgins Plan. Based on its architecture, it may have been built during the first half of the 20 th century and may have been moved to this location from elsewhere on the site.	Contributing	Refurbish	Conditional no adverse impact
BH99	Bunkhouse 99	East Horse Haven	Ca. 1932	Ca. 1932-1954	An L-shaped structure built in two phases. The ell section added ca. 1942. This bunkhouse is a wood-frame structure with board and batten siding and a slate roof.	Contributing	Refurbish	Conditional no adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
82T	Building 82T	East Horse Haven	Early 20 th c.?	Early 20 th century to 1954	A small wood-frame building with a gable roof, board and batten siding, and a concrete foundation. No building appears in this location on the 1932 or 1954 Sanborn maps, but it does appear on the 1960 Johnson and Higgins plan. Because the building's architectural characteristics suggest a pre-1954 construction date, it is likely that the building was moved to its current location from elsewhere on the Race Course after the period of significance.	Contributing	None	No adverse impact
84	Building 84	East Horse Haven	Post-1960	N/A	Building 84, a Kitchen, is a modern concrete block structure with a rectangular plan, an asphalt shingle roof, and large metal chimney.	Non-contributing	Refurbish	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
88T	Building 88T	East Horse Haven	Early 20 th c.?	Early 20 th century to 1954	A very small restroom building with a square plan, a peaked roof clad in asphalt shingles, a block foundation, and vertical board siding. This building does not appear on the 1954 Sanborn map. Based on its architecture, it may have been built during the first half of the 20 th century and may have been moved to this location from elsewhere on the site.	Contributing	Refurbish as trainer/tack room	Conditional no adverse impact
92T	Building 92T	East Horse Haven	Ca. 1900	Ca. 1900-1954	A very small restroom building with a square plan, a peaked roof with exposed rafter ends, clad in asphalt shingles, a block foundation, and vertical board siding. A structure appears in this location on early maps.	Contributing	None	No adverse impact
B64	Barn 64	Oklahoma	Ca. 1902	1902-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes need for repairs.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B65	Barn 65	Oklahoma	Ca. 1902	1902-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes need for repairs.	Contributing	None	No adverse impact
B66	Barn 66	Oklahoma	Ca. 1902	1902-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes need for repairs.	Contributing	None	No adverse impact
B67	Barn 67	Oklahoma	Ca. 1902	1902-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes some repairs needed.	Contributing	None	No adverse impact
B68	Barn 68	Oklahoma	Ca. 1902	1902-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B69	Barn 69	Oklahoma	Ca. 1902	1902-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes need for repairs. Blackburn notes barn appears to have been recently renovated.	Contributing	None	No adverse impact
B70	Barn 70	Oklahoma	Ca. 1902	1902-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes need for repairs.	Contributing	None	No adverse impact
B71	Barn 71	Oklahoma	Ca. 1902	1902-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes some repairs needed.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B72	Barn 72	Oklahoma	Ca. 1902	1902-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes need for repairs. Blackburn notes barn appears to have been recently renovated.	Contributing	None	No adverse impact
B73	Barn 73	Oklahoma	Ca. 1902	1902-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes need for repairs. Blackburn notes some repairs needed though some recent renovations have been made.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B74	Barn 74	Oklahoma	Ca. 1932	1932-1954	A modified single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. An addition with a standing-seam metal-clad shed roof has been made to the north side creating another set of entry bays. Blackburn notes some repairs needed though some recent renovations have been made.	Contributing	None	No adverse impact
B75	Barn 75	Oklahoma	Ca. 1932	1932-1954	A wood-frame barn with a long narrow rectangular plan and a shallowly pitched hipped porch added on all elevations of the structure. The barn has board and batten siding and a slate roof. Blackburn notes barn appears to have been recently renovated	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B76	Barn 76	Oklahoma	Ca. 1932	1932-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes need for repairs. Blackburn notes barn appears to have been recently renovated.	Contributing	None	No adverse impact
B77	Barn 77	Oklahoma	Ca. 1932	1932-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes need for repairs. Blackburn notes some repairs needed though some recent renovations have been made.	Contributing	None	No adverse impact
B78	Barn 78	Oklahoma	Ca. 1932	1932-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. It is has board and batten siding and a slate roof. Blackburn notes need for repairs.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B79	Barn 79	Oklahoma	Ca. 1932	1932-1954	A single loader barn, the structure has a long, narrow rectangular-plan, a gable roof and open bays on one elevation to afford access to the stalls. Blackburn notes barn appears to have been recently renovated; repairs still needed.	Contributing	None	No adverse impact
B80	Barn 80	Oklahoma	Ca. 1932	1932-1954	A rectangular-plan wood-frame barn with a gable roof that projects on all sides creating open bays on all elevations to afford access to stalls. The barn has board and batten siding and a slate roof. Blackburn notes barn appears to have been recently renovated.	Contributing	None	No adverse impact
B81	Barn 81	Oklahoma	Ca. 1932	1932-1954	A rectangular-plan wood-frame barn with a gable roof that projects on all sides creating open bays on all elevations to afford access to stalls. The barn has board and batten siding and a slate roof. Blackburn notes some repairs needed.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B82	Barn 82	Oklahoma	Ca. 1961	N/A	A rectangular-plan wood-frame barn with a gable roof and a shallow pitched hip-roof porch on all sides creating a two-level roof and open access to stalls. The barn has board and batten siding and a slate roof. Blackburn notes some repairs needed.	Non-contributing	None	No adverse impact
B83	Barn 83	Oklahoma	Ca. 1961	N/A	A wood-frame barn with a rectangular plan and open side bays. The barn has vertical board siding and an asphalt roof. Blackburn notes some repairs needed.	Non-contributing	None	No adverse impact
B84	Barn 84	Oklahoma	Ca. 1939	1939-1954	A wood-frame barn with a rectangular plan and open side bays. The barn has board and batten siding and a slate roof. Blackburn notes some repairs needed.	Contributing	None	No adverse impact
BH100	Bunkhouse 100	Oklahoma	Ca. 1961	N/A	A concrete-block dormitory with a long narrow rectangular plan and open side bays; the gable roof is clad in asphalt shingles.	Non-contributing	Refurbish	No adverse impact
BH101	Bunkhouse 101	Oklahoma	Ca. 1961	N/A	A concrete-block dormitory with a long narrow rectangular plan and open side bays; the gable roof is clad in asphalt shingles.	Non-contributing	Refurbish	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH102	Bunkhouse 102	Oklahoma	Ca. 1932	1932-1954	A small single-story wood-frame bunkhouse with novelty siding and a gable roof clad in standing-seam metal. A row of small windows is located at eaves level on the side facades, and a door is located on the gable end.	Contributing	None	No adverse impact
BH103	Bunkhouse 103	Oklahoma	Ca. 1932	1932-1954	A small single-story wood-frame bunkhouse with board and batten siding and a side-gable roof clad in slate.	Contributing	None	No adverse impact
BH105	Bunkhouse 105	Oklahoma	Ca. 1932	1932-1954	A small single-story wood-frame bunkhouse with board and batten siding and a side-gable roof clad in slate.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH106	Bunkhouse 106	Oklahoma	Ca. 1932	1932-1954	This small wood-frame gable-roof restroom building has board and batten siding, exposed rafter ends, and a standing seam metal roof. It is not clearly shown on pre-1954 maps of the site, but it is shown on the 1960 Johnson and Higgins Plan. Blackburn identified the building as having been constructed ca. 1932. Its architectural suggests that it may have been moved from elsewhere on site. The small asphalt-roofed porch additions on the gable ends are likely additions that do not date to the period of significance.	Contributing	None	No adverse impact
BH107	Bunkhouse 107	Oklahoma	Ca. 1932	1932-1954	A small single-story wood-frame bunkhouse with board and batten siding and a front-gable roof clad in slate; a shed-roofed porch shelters the doorway on the gable end.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH108	108 (Stalls Office)	Oklahoma	Ca. 1932	Ca. 1932-1954	The Stalls Office is a single-story wood-frame cross-gable structure with board and batten siding and an asphalt shingle roof. The structure is shown on the 1954 Sanborn map; it is not clear if it appears on earlier maps. Based on the architectural features, it likely dates to the earlier part of the 20 th century.	Contributing	None	No adverse impact
BH109	Bunkhouse 109	Oklahoma	Ca. 1932	1932-1954	Small single-story wood-frame bunkhouse with novelty siding and a gable roof clad in slate. A door is located on the gable end; two windows are on each side elevation.	Contributing	None	Conditional no adverse impact
BH110	Bunkhouse 110	Oklahoma	Ca. 1961	N/A	A concrete block dormitory with long narrow rectangular plan and open side bays; the gable roof is clad in asphalt shingles.	Non-contributing	None	No adverse impact

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH111	111 (Entries Office)	Oklahoma	Ca. 1932	ca. 1932-1954	This small wood-frame gable-roofed structure is clad in novelty clapboards and has exposed rafter ends. It has a brick chimney rising from the roof ridge and multi-light double-hung windows. Based on its architectural characteristics it appears to date to the to the earlier part of the 20 th century. It appears on the 1954 Sanborn map of the site but is not clearly depicted on the 1922 Mott plan.	Contributing	Refurbish	Conditional no adverse impact
BH111A	111A (Shed)	Oklahoma	Ca. 1970	N/A	This partially open shed structure has vertical board siding along the base and gable ends. It has a gable roof clad in asphalt shingles. It appears to be of modern construction and does not appear on the 1960 Johnson and Higgins plan.	Non-contributing	Refurbish	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH113	Bunkhouse 113	Oklahoma	Ca. 1932	ca. 1932-Present	This single-story rectangular-plan wood-frame building has novelty siding and exposed rafter ends on its gable roof, which is currently clad in slate. Blackburn identifies this building as ca. 1973, but stylistically it appears date to the earlier 20 th century. It appears on the 1960 Johnson and Higgins Plan; the location on which it stands is not shown on the 1954 Sanborn map.	Contributing	None	No adverse impact
BH114	Bunkhouse 114	Oklahoma	Early 20 th c.?	Early 20 th century to 1954	A small single-story wood-frame bunkhouse with a gable roof clad in standing-seam metal. The structure has novelty clapboard siding. A row of small windows is located at eaves level on the side facades. It appears on the 1960 Johnson and Higgins plan, but is not shown on the 1954 Sanborn map. Based on its architectural characteristics, this building may have been constructed earlier in the 20 th century elsewhere on site and moved to its current location after 1954.	Contributing	Refurbish as trainer/tack room	Conditional no adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH115	Bunkhouse 115	Oklahoma	Ca. 1973	N/A	A long rectangular-plan single story bunkhouse constructed of concrete block with a gable roof and vertical board siding on the gable ends. The roof is clad in asphalt.	Non-contributing	Refurbish	No adverse impact
BH116	Bunkhouse 116	Oklahoma	Ca. 1973	N/A	A long, narrow, rectangular-plan single-story concrete block dormitory with open side bays; the roof is clad in asphalt shingles.	Non-contributing	Refurbish	No adverse impact
BH117	Bunkhouse 117	Oklahoma	Ca. 1961	N/A	A long, narrow, rectangular-plan single-story concrete block dormitory with open side bays; the roof is clad in asphalt shingles.	Non-contributing	None	No adverse impact
BH118	Bunkhouse 118	Oklahoma	Ca. 1961	N/A	A long, narrow, rectangular-plan single-story concrete block dormitory with open side bays; the roof is clad in asphalt shingles.	Non-contributing	None	No adverse impact
BH119	Bunkhouse 119	Oklahoma	Ca. 1973	N/A	A long, narrow, rectangular-plan single-story concrete block dormitory with open side bays; the roof is clad in asphalt shingles.	Non-contributing	Refurbish as trainer/tack room	No adverse impact
BH120	Bunkhouse 120	Oklahoma	Post-1960	N/A	A long, narrow, rectangular-plan single-story concrete block dormitory with open side bays; the roof is clad in asphalt shingles.	Non-contributing	Refurbish	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
BH121	Bunkhouse 121	Oklahoma	Ca. 1973	N/A	A long, narrow, rectangular-plan single-story concrete block dormitory with open side bays; the roof is clad in asphalt shingles.	Non-contributing	Refurbish	No adverse impact
BH122	BH122 (Office)	Oklahoma	Early 20 th c.?	Early 20 th century to 1954	A small single-story wood-frame building with a side-gable roof clad in asphalt shingles; the structure has board and batten siding. The structure has modern windows and a poured concrete foundation. It appears on the 1960 Johnson and Higgins Plan, but the area on which it stands is not clearly shown on earlier maps. Because the building's architectural characteristics suggest a pre-1954 construction date, it is likely that the building was moved to its current location from elsewhere on the Race Course after the period of significance.	Contributing	Refurbish as trainer/tack room	Conditional no adverse impact
BH126	Bunkhouse 126	Oklahoma	Ca. 1973	N/A	A long, narrow, rectangular-plan single-story concrete block dormitory with open side bays; the roof is clad in asphalt shingles.	Non-contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
101A PONY	101A (Pony)	Oklahoma	Post-1960	N/A	An open pavilion with a long narrow rectangular plan, this gable-roof structure does not appear on historic maps, including the 1960 Johnson and Higgins Plan. It appears to be of modern construction.	Non-contributing	None	No adverse impact
104T	104T	Oklahoma	Early 20 th c.?	Early 20 th century to 1954	This small wood-frame gable-roof restroom building has board and batten siding and exposed rafter ends. It does not appear on historic maps, including the 1960 Johnson and Higgins Plan. It may pre-date 1960, however, and could have been moved from elsewhere on site. Because the building's architectural characteristics suggest a pre-1954 construction date, it is likely that the building was moved to its current location from elsewhere on the Race Course after the period of significance.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
112T	112T	Oklahoma	Early 20 th c.?	Early 20 th century to 1954	This small wood-frame gable-roof restroom building has board and batten siding and exposed rafter ends. It does not appear on the 1954 Sanborn map, but it is shown on the 1960 Johnson and Higgins Plan. It may pre-date 1954, however, and could have been moved from elsewhere on site. Because the building's architectural characteristics suggest a pre-1954 construction date, it is likely that the building was moved to its current location from elsewhere on the Race Course after the period of significance.	Contributing	None	No adverse impact
B85	Barn 85	Oklahoma Annex	Ca. 1926	1926-1954	This stable was originally a Fasig-Tipton sales stable. It is a rectangular-plan wood-frame barn with projecting eaves, exposed rafter ends and simple brackets along the eaves. The building is clad in horizontal board; the roof is clad in asphalt. Blackburn notes some repairs needed.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
B86	Barn 86	Oklahoma Annex	Ca. 1926	1926-1954	This stable was originally a Fasig-Tipton sales stable. It is a rectangular-plan wood-frame barn with projecting eaves creating a sheltere, exposed rafter ends and simple brackets along the eaves. The building is clad in horizontal board; the roof is clad in asphalt. Blackburn notes some repairs needed.	Contributing	None	No adverse impact
BH123	Bunkhouse 123	Oklahoma Annex	Ca. 1955-1960	N/A	A long, narrow, rectangular-plan single-story concrete block dormitory with open side bays; the roof is clad in asphalt shingles.	Non-contributing	Demolish	No adverse impact
BH125	Bunkhouse 125	Oklahoma Annex	Ca. 1926	1926-1954	A single-story wood-frame dormitory with an overhanging porch; it is clad in novelty siding. The roof is clad in asphalt shingles. The Phase I Study notes that this was originally a Fasig-Tipton sales dormitory (Note: Blackburn identifies this building as being less than 50 years old, but the structure appears consistent with a 1920s date).	Contributing	Refurbish as trainer/tack room	Conditional no adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
122	Trainer's Office Building 124	Oklahoma Annex	Ca. 1990	N/A	A small single-story wood-frame rectangular-plan building now used as an office. It is clad in wood clapboards and has a gable roof clad in asphalt shingles. It has a door on the gable end sheltered by a projecting porch roof. The Phase I identifies its construction date as ca. 1990.	Non-contributing	None	No adverse impact
123T	Toilet Building 123	Oklahoma Annex	Ca. 1990	N/A	A restroom building (coded as 123aT in the Phase I Report), this wood-frame rectangular-plan structure is larger than most toilet facilities on the Backstretch. It has a gable roof clad in asphalt shingles and is sided in clapboards. A large open entry is located on the side elevations; hip-roofed vents rise from the roof ridge.	Non-contributing	Demolish	No adverse impact
124 PONY	Barn 125B	Oklahoma Annex	1989-1990	N/A	A walking shed identified in the Phase I Survey as being of modern construction consisting of pressure-treated posts in the ground and a roof clad in asphalt shingles.	Non-contributing	Demolish	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
GA	Garage	Rec Area & Superintendent's House	ca. 1900	Ca. 1900-1954	A single-story wood-frame building with a hipped roof, this structure appears on a 1900 Sanborn map (at that time it was the property of W.C. Whitney) and on S. J. Mott's 1922 Plan for Horse Haven. These maps illustrate the building's hipped roof but shown that an addition was located on the front façade. These ells have since been removed and a large garage door added.	Contributing	None	No adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
EG	Garage	Rec Area & Superintendent's House	Ca. 1930?	Ca. 1930?-1954	The eastern of the two garages located behind the Superintendent's House is comprised of a larger gable-roofed section with two cross-gable additions on the north façade and a shed-roofed addition to the south. The wood-frame building has a standing seam metal roof and is clad in clapboards. It has a large garage door on the front (west) façade. This building does not appear in its current location on S. J. Mott's 1922 Plan for Horse Haven, though the other two buildings in the area are shown. However, another small rectangular-plan building is shown a short distance away and may suggest that the present structure was moved from a short distance away and modified with multiple additions. It is shown on the 1960 Johnson and Higgins Plan. Based on its architectural characteristics, it appears to predate 1954; however, additional research and an evaluation of the interior would be necessary to more positively identify its construction period.	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
SR	Superintendent Residence	Rec Area/ Superintendent's House	ca. 1900	Ca. 1900-1954	This two-story wood-frame residential structure is located between Horse Haven and the main race course. It is designed in the Colonial Revival style and was likely built ca. 1900. It is clad in wood clapboards and has a central brick chimney. The three-bay front façade has a central doorway with an elaborate enframing that references the Federal style, with a fanlight and sidelights flanked by paired pilasters. The windows contain twelve-over-twelve-light double-hung sash. Some of the wood shutters that flank the windows contain decorative cut-outs of horses. Two small single-story wings are appended to the side facades. This building appears on a 1900 Sanborn map. At that time it was the property of W.C. Whitney. It is also shown on S. J. Mott's 1922 Plan for Horse Haven.	Contributing	The renovation project would create a private hospitality venue. The interior rooms of the house would be modified to accommodate large gatherings and an exterior patio and porch would be added to the rear of the house.	Conditional no adverse impact

Table 1 (cont'd)
Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
RU	Recreation Unit	Rec Area/ Superintendent's House	Ca. 1920s?	Ca. 1920-1954	<p>This structure currently serves as a recreation building for those working on the Backstretch of the Saratoga Race Course during racing season and is home to the Backstretch Soccer League. It is sometimes referred to as the Jockey 'Y.' The large single-story wood-frame building has an H-plan and exhibits elements of the Neoclassical style. It is comprised of a hipped-roof central block and two perpendicular gable-roofed sections. The front (south) façade is symmetrically arranged and is dominated by the two projecting entry porches supported by paired square columns. Each entry porch has a semi-circular fanlight in the gable field. The structure is clad in wood shingles and has six-over-six-light windows. Small brick chimneys are visible on the roof, which is clad in asphalt shingles. Based on historic maps, the land on which this complex sits was part of the Spencer Trask establishment in 1922. The complex appears on the 1960 Johnson and Higgins map of the Race Course; however earlier maps do not show this location in detail. Members of the facilities crew anecdotally report that the building as long served as a recreation facility and once housed two</p>	Contributing	None	No adverse impact

Backstretch Buildings Historic Status and Impact Analysis

Table 1 (cont'd)

Backstretch Buildings Historic Status and Impact Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Recommended Status	Project Action	Potential Project Impacts
RU1	Recreation Unit Kitchen	Rec Area/ Superintendent's House	Ca. 1960	N/A	A small-square plan structure with a hipped roof clad in standing seam metal with a small cupola or vent at the apex. It appears to have modern imitation clapboard siding. The building serves as a kitchen for Backstretch workers. A structure is shown in this location on the 1960 Johnson and Higgins Plan.	Non-contributing	None	No adverse impact
RU2	Recreation Unit Pavilion	Rec Area/ Superintendent's House	Ca. 1960	N/A	A small, unornamented open pavilion with wood posts and a gable roof clad in asphalt shingles.	Non-contributing	None	No adverse impact

Table 2
Frontside Buildings Historic Status and Impacts Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Rec'd Status	Project Action	Potential Project Impacts
	Grandstand and Clubhouse Complex	Grandstand and Clubhouse Complex	1892/1929/1937/1965 (see below)	1892-1954	The Grandstand and Clubhouse Complex, comprised of five main subcomponents described below as Building IDs CH, GS1, GS2, GS3, and GS4, respectively, is considered a contributing resource overall, though components GS3 and GS4 are recommended non-contributing.	Contributing	As described by subcomponent below, alterations include Top of the Stretch Club addition to east, relocation of escalators, removal of judge's tower, reorganization of interior space	Conditional no adverse impact
CH	Clubhouse	Grandstand and Clubhouse Complex	1929	1929-1954	The present Clubhouse replaced an earlier (1892-1928) Clubhouse. Designed by firm Lafarge, Warren & Clark and built under William S. Robertson, builder. The new Clubhouse was three stories in height with a footprint roughly 200 by 40 feet. The largely steel-framed structure had a hipped slate roof with flared eaves and finials at each end. The exterior was clad in wood shingles. The complex included an electric elevator and an entry porch on the west end referred to as the Landing Stage. A judge's stand constructed in 1909 was incorporated into the 1929 design according to the Phase II report. As described below, additional structures were connected to the Clubhouse and Grandstand complex of the 1920s in 1937-45; 1965; and 1991. Other substantial alterations were made to the Clubhouse and Grandstand structures in the 1960s, further connecting the two buildings, removing portions of the original structures	Contributing	Alterations would systems upgrades, alterations to seating, replacement of 1909 judge's tower	Conditional no adverse impact

Table 2 (cont'd)
Frontside Buildings Historic Status and Impacts Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Rec'd Status	Project Action	Potential Project Impacts
GS1	Grandstand	Grandstand and Clubhouse Complex	1892-1902	1892-1954	First constructed 1892 according to design of Herbert Langford Warren under builder William Robertson. In 1901-1902, the structure was altered, including expanding the wings and raising the roof. This portion of the current Grandstand and Clubhouse complex retains much of its ca. 1902 appearance. It is iconic for its slate-clad turreted roof and wood framing. A press box located at the western end within and projecting above the roof framing was added in the 1937-1945 period.	Contributing	Alterations would include reprogramming/reorganization of space, new mutuel bays, new restrooms	Conditional no adverse impact
GS2	1937-1945 Addition	Grandstand and Clubhouse Complex	1937-1945	1937-1954	This two-story structure was added to the rear (north) elevations of the Clubhouse and Grandstand based on the late-1930s designs of Marcus Reynolds. The structure was completed in the mid-1940s. As part of this construction, the now iconic cast-iron horse-themed decorative elements were introduced. Escalators were added to this section in the 1958-1968 period.	Contributing	Alterations would include relocation of existing escalators and reorganization of space	Conditional no adverse impact
CG3	1965 Addition	Grandstand and Clubhouse Complex	1965	N/A	In 1965, a large steel addition structure was linked to the east of the Grandstand. This building was based on the 1958 designs of Arthur Froehlich, a noted designer of race course structures. Due to the delay in implementing the designs, architect Robert Krause directed the construction. The 1965 Grandstand extended 500 feet to the east, nearly doubling the size of the complex. Two earlier structures, the Field Stand and the Betting Ring, were demolished to accommodate the steel Grandstand. The shape and height of the addition and its roofline featuring two hipped turrets on the east end created continuity with the original Grandstand, at least from afar. The steel framing of the new addition, however, represent a marked contrast to the timber framing members visible in the older structure from closer vantage points.	Non-contributing	Top of the Stretch Club, an addition including seating, concessions, and other functions, would be added to east end	No adverse impact

Frontside Buildings Historic Status Analysis

Table 2 (cont'd)
Frontside Buildings Historic Status and Impacts Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Rec'd Status	Project Action	Potential Project Impacts
GS4	Carousel Pavilion	Grandstand and Clubhouse Complex	1991	N/A	The Carousel Pavilion is a semi-circular structure appended to the rear of the Grandstand. It was designed by Philadelphia architects Ewing Cole Cherry Parksy and built in 1991. The two-story building with open sides was built to accommodate food concessions, television monitors and seating. The design incorporated details copied from Marcus Reynold's equine-themed decorative elements such as cast iron panels featuring horse heads.	Non-contributing	Alterations would include reorganization and physical alterations to interior space	No adverse impact
GB	Gazebo/ Bandstand	Main Race Course	Ca. 1973	N/A	This gazebo was designed by artist Mark Costello in 1973 and originally stood inside the Union Avenue entrance. It was more recently moved to its current location, in the infield at the fourth turn of the race course.	Non-contributing	None	No adverse impact
IUW	Infield Utility Building West:	Main Race Course	Post-1960	N/A	(IUW) Like its twin to the east, IUW is a low, banked, minimally visible structure constructed of concrete blocks, located within the Main Race Course infield, and used as a storage and utility building by maintenance personnel. It is recommended non-contributing.	Non-contributing	None	No adverse impact
IUE	Infield Utility Building East	Main Race Course	Post-1960	N/A	Like its twin to the west, IUE is a low, banked, minimally visible structure constructed of concrete blocks, located within the Main Race Course infield, and used as a storage and utility building by maintenance personnel. It is recommended non-contributing.	Non-contributing	None	No adverse impact
MSF	Marvin Square Fountain	Wright Street Entrance	Ca 1880	Ca. 1880-1954	Relocated to current location (lawn area west of Clubhouse entrance) ca. 1928 from earlier location northeast of Grandstand, this fountain was placed within a circular island in front of the Wright Street Entrance Gate ca. 2000 according to Saratoga Associates Plan.	Contributing	Retained with new landscaping surrounding	No adverse impact

Table 2 (cont'd)
Frontside Buildings Historic Status and Impacts Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Rec'd Status	Project Action	Potential Project Impacts
RPC	At the Rail Pavilion Complex (Temporary tent, tent platform, and Kitchen)	Wright Street Entrance	Ca. 2000	N/A	Designed by Saratoga Associates, ca. 2000, the At-the-Rail Tent itself is a temporary structure, and is typically removed during the winter. The more permanent structure that adjoins the tent to the west is a single-story kitchen with a gable roof clad in standing-seam metal colored red and white. The roof has a cupola vent and several metal chimneys as well as a shed-roofed porch addition. The building is clad in wood clapboard.	Non-contributing	Complex to be demolished; replaced with new three-story At-the-Rail Building	No adverse impact
WSA	Wright Street Admissions Gate	Wright Street Entrance	Ca. 2000	N/A	Designed by Saratoga Associates, ca. 2000, the Wright Street Admissions Gate is a large single-story cruciform-plan structure. The symmetrical façade is dominated by slate roof with appears as a series of turrets with finials; a reference to the earlier architecture of the Grandstand and Clubhouse complex, located immediately to the east.	Non-contributing	Gate house and entrance would be extensively modified	No adverse impact
EEA	East Entrance (Union Avenue) Admissions Gate	Union Avenue Entrances & Back Yard East	Ca. 2000	N/A	This structure, houses admissions booths and an office, has a cruciform plan. The central component, with its roof ridge aligned north-south has an elongated ovoid plan and a large slate hipped roof with flared eaves, capped with finials which visually references earlier Frontside buildings including the turreted Grandstand. The perpendicular component of the building is slightly lower and has a hipped roof clad in slate, with rounded gable dormers on the north and south facades.	Non-contributing	Alterations to Gate House structure	No adverse impact

Frontside Buildings Historic Status Analysis

**Table 2 (cont'd)
Frontside Buildings Historic Status and Impacts Analysis**

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Rec'd Status	Project Action	Potential Project Impacts
WEA	West Entrance (at East Avenue) Admissions Gate	Union Avenue Entrances & Back Yard East	Ca. 2000	N/A	The location of the West Entrance was first established in 1902; however, the present entrance building was constructed ca. 2000. It consists of a single-story wood-frame structure with a large slate roof comprised of pyramidal-roofs linked by a gable roof; a style doubtless chosen to reference the turrets of the Grandstand and Clubhouse Complex. The roof is supported by wood posts with decorative treatment at eaves level. The enclosed admissions and office functions are recessed slightly within, giving the building the character of a partially open pavilion.	Non-contributing	Alterations to Gate House structure	No adverse impact
REA	Re-entry Gate	Union Avenue Entrances & Back Yard East	Ca. 2000	N/A	The Re-entry Gate, also called the Horseman's Gate, is a small wood-frame structure immediately adjacent to the West Entrance Admissions Building. It is designed in the same style as the West Entrance Admissions Building, but on a much smaller scale. It has a pyramidal slate roof supported by wood posts with decorative treatment at eaves level. Within the open pavilion-like structure is a small booth where admitted visitors who have left may reenter.	Non-contributing	None	No adverse impact
PMB	Pari-mutuel Building	Union Avenue Entrances & Back Yard East	Ca. 1984	N/A	Designed by Robert Krause (designer of several other on-site buildings) in 1984, this is an octagonal-plan wood-frame building with a slate roof with gable dormers, a cupola, and porch overhangs on all sides. A removable canopy extends beyond the porch roof during racing season. The building houses...	Non-contributing	None	No adverse impact

**Table 2 (cont'd)
Frontside Buildings Historic Status and Impacts Analysis**

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Rec'd Status	Project Action	Potential Project Impacts
RRP	Restroom Pavilion	Union Avenue Entrances & Back Yard East	Ca. 1966	N/A	The Restroom Pavilion is a single-story building with a large hipped roof clad in slate and surmounted by finials and featuring large gable dormers. A projecting porch roof at a shallower pitch is supported at each corner of the building by wood posts. The structure is clad in wood clapboards. While this building post-dates the period of significance for the track, the Phase II Survey notes that it is the oldest building in the Union Avenue Entrances area and "features some materials complementary to the historic grandstand and clubhouse structure."	Non-contributing	Retain and refurbish	No adverse impact
EMB	East Mutuel Building	Union Avenue Entrances & Back Yard East	Post-1977	N/A	A small single-story wood-frame building with an elongated rectangular plan. The structure has a gable roof extended by overhanging canopies supported by steel poles. The structure was built to accommodate parimutual betting windows, located in a row along the open side bays.	Non-contributing	None	No adverse impact
WMB	West Mutuel Building	Union Avenue Entrances & Back Yard East	Post-1977	N/A	Like the East Mutual Building to the east, this structure is a single-story wood-frame building with an elongated rectangular plan. The building structure has a gable roof extended by overhanging canopies supported by steel poles. It was built to accommodate parimutual betting windows, located in a row along the open side bays.	Non-contributing	None	No adverse impact
OSS	Old Saddling Shed	Paddock & Saddling Area	Ca. 1902	1902-1954	Built ca. 1902, likely by William S. Robertson, who built the Grandstand and Clubhouse, among other structures. The Old Saddling Shed has an elongated ovoid plan and is visually dominated by its massive slate roof supported by wood posts. The building was originally an open saddling pavilion. The complex timber roof structure and decoratively bracketed posts are still partially visible. However, the building was enclosed to accommodate pari-mutuel windows and offices in 1963, partially compromising integrity of structure.	Contributing	Removal of elements post-dating period of significance to emphasize historic character; new programming	Conditional no adverse impact

Frontside Buildings Historic Status Analysis

**Table 2 (cont'd)
Frontside Buildings Historic Status and Impacts Analysis**

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Rec'd Status	Project Action	Potential Project Impacts
NSS	New Saddling Structure	Paddock & Saddling Area	Ca. 1977	N/A	This open steel structure was designed by Saratoga Associates and constructed in 1977 to take over the function of the Old Saddling Shed, which had been enclosed ca. 1963 to accommodate pari-mutuel betting windows. The New Saddling Structure consists of a series of steel gate-type structures and is surmounted by a red and white canopy during racing season. The red and white canopies now superfluous on the Race Course made their first appearance on site based on the Saratoga Associates plans of the late 1970s.	Non-contributing	Would be removed	No adverse impact
RSP	Red Spring Pavilion	Paddock & Saddling Area	1859; moved to the site in 1975	N/A	A small open square-plan structure consisting of a pyramidal roof, posts and an entablature, originally covered a spring on Excelsior Avenue in Saratoga Springs. It was built in 1859, when it was retubed by H.H. Lawrence and made commercially available. The structure was moved to the paddock area in 1975. The name "Big Red Spring," emblazoned on the entablature of the pavilion was given to the structure in 1975 in honor of the thoroughbred Man O' War. While this building is certainly of historic interest and should be preserved, it is considered non-contributing within the context of the Race Course since it was moved from an unrelated site after the 1954 period of significance.	Non-contributing	None	No adverse impact

**Table 2 (cont'd)
Frontside Buildings Historic Status and Impacts Analysis**

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Rec'd Status	Project Action	Potential Project Impacts
JHC	Jockey House Complex	Paddock & Saddling Area	Ca. 1900	Ca. 1900-1954	The Jockey House, sometimes now referred to as the Administration Building, was built as a single building standing east of the paddock in the center of the back yard, and subsequently received a series of additions. As it currently stands, the building is essentially composed of two connected one-and-a-half-story cross-gable structures; a third, single-story, cross-gable structure is connected to the south, and various smaller additions are appended to the south and east. The earliest part of the structure is the central cross-gable section, which is one and a half stories in height. The front (west) façade of the original section features decorative gable treatment, and a shed-roofed entry porch supported by turned posts, now partially enclosed. The other sections of the building reference the original section stylistically. The building is sided in wood clapboards and the roof is clad in a combination of slate and metal. The Jockey House first appears on Leavitt's 1902 plan of the site. The building was altered with several small additions prior to 1954. In the mid-1960s, however, these additions were removed and new additions were made based on the design of architect Ralph Dell'Abate. Further additions were made, including an addition to the complex's east side, ca. 2000. While these large additions post-date the period of significance and compromise the integrity of the original Jockey House, the Jockey House is nevertheless considered a contributing building as one of the earliest structures within the Frontside. The structure now accommodates offices, a kitchen and locker room facilities for female jockeys.	Contributing	Change of programming; possible physical alterations would be done to ensure no elements of the structure that date to the period of significance are altered.	Conditional no adverse impact

Frontside Buildings Historic Status Analysis

**Table 2 (cont'd)
Frontside Buildings Historic Status and Impacts Analysis**

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Rec'd Status	Project Action	Potential Project Impacts
SSB	Shake Shack Building	Paddock & Saddling Area	Ca. 2008	N/A	A recently constructed concession building designed by Saratoga Springs-based Frost Hurff Architects, this wood-frame building consists of multiple sections with complex angular rooflines. It is sided in wood clapboards; the roof is clad in standing seam metal.	Non-contributing	None	No adverse impact
RB	Restroom Building	Paddock & Saddling Area	Ca. 1987	N/A	Located southeast of the Jockey House Complex, the Restroom Building is a rectangular-plan structure designed by Robert Krause ca. 1987. The single-story wood-frame building has a rectangular plan. The roof is topped with two cupolas. The building is sided in wood clapboards.	Non-contributing	Structure would be demolished	No adverse impact
MB	Maintenance Building	Paddock & Saddling Area	Post-1960	N/A	A single-story building sided in wood clapboards with a hipped roof clad in asphalt shingles. This building has several metal double doors. The building houses electrical switch gear and a maintenance shop. A small vendor booth is attached to one side.	Non-contributing	Structure would be demolished	No adverse impact

Table 2 (cont'd)
Frontside Buildings Historic Status and Impacts Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Rec'd Status	Project Action	Potential Project Impacts
CC1	Clark's Cottage	Clark's Cottage	Ca. 1870	Ca. 1870-1954	Located at the corner of Wright Street and Frank Sullivan Place, adjacent to the Wright Street Entrance, the building known as Clark's Cottage is a two-story rectangular-plan wood-frame front-gable residential structure with a three-bay façade fronting on Wright Street. The building has a wrap-around porch with exposed rafter ends and a small single-story rear addition, aligned with its roof ridge parallel to the main block; the addition has gable dormers and exposed rafter ends. Clark's Cottage is clad in wood shingles and has six-over-six-light double-hung window sash. The roof is clad in asphalt shingles and the foundation is stone. The property is not shown on the 1866 Stone and Stewart map of Saratoga County. The location of the structure is immediately outside the bounds of the geographical area typically shown on late 19 th century maps, making it impossible to map-verify the construction date of the building. The house is shown with its porch and rear addition on the 1932 Sanborn map. Stylistically, the house appears to date to the third quarter of the 19 th century. The porch and rear addition were likely early 20 th century additions. Further research would be necessary to confirm the early history of the house and whether its name relates to Dr. John Clarke or his descendants. Clarke owned a large portion of southeastern Saratoga Springs in the early to mid-19 th century including much of the land the Race Course now occupies.	Contributing	Restored and renovated and used for Horsemen's activities	Conditional no adverse impact

Frontside Buildings Historic Status Analysis

**Table 2 (cont'd)
Frontside Buildings Historic Status and Impacts Analysis**

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Rec'd Status	Project Action	Potential Project Impacts
CC2	Clarks Cottage Barn Complex	Clark's Cottage	Ca. 1900-1930	Ca. 1900-1954	This barn complex is associated with the residential building known as Clark's Cottage adjacent to the Wright Street entrance to the Race Course. The barn complex is immediately north and west of the residence, and is comprised of four barn components arranged contiguously in a U shape. The two northern barns are aligned with the ridges of their gable roofs aligned; the other two sections are perpendicular and have hipped roofs. The interior elevations of the barn have open bays affording access to stalls featuring divided doors. The barn complex appears in its current configuration on the 1932 Sanborn map.	Contributing	None	No adverse impact
SB	Stakes Barn	Stakes Barn	Ca. 1920s	Ca. 1920-1954	The Stakes Barn Complex, which houses horse stalls and several bunkrooms, is comprised of four gable-roofed single-story barns arranged in a U-shaped courtyard. A fifth one-and-a-half-story gable-roofed barn is located on the east side of the complex, fronting Frank Sullivan Place. The four barns creating the courtyard have open side bays along their courtyard facades affording access to the stalls. The roofs of these barns have exposed rafter ends and are clad in slate. On their exterior facades, a row of small windows is located at eaves level. The taller east barn features sliding double doors on the front façade. The contiguous complex is clad in wood clapboards. The barn complex with all of its main building components appears on the 1932 Sanborn map.	Contributing	None	No adverse impact

Table 2 (cont'd)
Frontside Buildings Historic Status and Impacts Analysis

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Rec'd Status	Project Action	Potential Project Impacts
RR	Reading Room	Reading Room	Ca. 1909	Ca. 1909-1954	<p>Located at 148 Union Avenue, in the northwest corner of the Race Course property, this two-story wood-frame cross-gable mansion now serves as the private clubhouse for horse owners, trainers, and breeders. Situated on Union Avenue, one of a streetscape of large houses, many of which were built in the mid- to late 19th century by prominent families. The two-story wood-frame mansion has a cross-gable form and features pronounced decorative brackets along the eaves and under the window lintels, projecting bay windows, and a wrap-around porch supported by Doric columns, with a standing-seam roof. Stylistically, the structure appears to date to the last quarter of the 19th century. According to the Phase I survey, this structure may be associated with Dr. John Clarke, who owned a large portion of southeastern Saratoga Springs in the early to mid-19th century. It is sometimes known as the Sheehan Mansion, for Clarke's daughter, who married Cornelius Sheehan. Other sources suggest that it was built after the Sheehan's ownership of the parcel, as a private residence for Bill Weiss residence. Weiss owned the residence until 1944, when it was acquired by the Saratoga Association to become part of the Saratoga Race Course property. The interior of the Reading Room building was altered under the guidance of architect Marcus Reynolds, responsible for many notable contributions to the Race Course design during this period. Reynolds improvements included new interior partitions to create additional bedrooms and bathrooms. The residence does not appear on late 19th century maps of Saratoga Springs, but is shown on the 1932 Sanborn map.</p>	Contributing	None	No adverse impact

Frontside Buildings Historic Status Analysis

**Table 2 (cont'd)
Frontside Buildings Historic Status and Impacts Analysis**

Building ID	Building Name	Area Location	Year Built	Period of Significance	Notes	Rec'd Status	Project Action	Potential Project Impacts
	Simulcast Umbrellas	Multiple Locations	Post-1970	N/A	Multiple small open tent-like structures with red and white conical roofs, surrounding the Parimutuel building. (Note: these umbrellas are located in both Union Avenue Entrances & Back Yard East area and the Paddock and Saddling Area and have not been mapped).	Non-contributing	Simulcast umbrellas would be removed	No adverse impact
	Canopies	Multiple Locations	1990s-present	N/A	Aluminum frames supporting red and white-striped canopies are located along several walkways in this area, including the path from the East Gate Admissions Structure to the Grandstand. (Note: these canopies are located in multiple areas, particularly in the vicinity of the Grandstand/Clubhouse Complex and due to their temporary nature have not been mapped).	Non-contributing	Many of the canopies would be removed	No adverse impact
	Concession Tents	Multiple Locations	1990s-present	N/A	Several concession tents and moveable concession structures are located in many locations within the Frontside during racing season. The Phase II Survey suggests that these first appeared ca. 1994, and may have been augmented since that time. (Note: These structures have not been mapped due to their temporary/movable nature).	Non-contributing	Some concession tents to be removed	No adverse impact

Table 3
Landscape Features Status and Impacts

Area	Character-Defining Landscape Features	Missing Historic Landscape Features	Non-Character-Defining Landscape Features	Project Impacts
Throughout Race Course				
Throughout Race Course	<ul style="list-style-type: none"> • Layout of roadways dating to period of significance, including but not limited to Potato Chip Lane (south of the Oklahoma Track) • Fences dating to period of significance including picket fences and brick gate posts and early wood fencing • Mature trees intentionally planted during Race Course period of significance • Tracks and exercise rings 		<ul style="list-style-type: none"> • Concrete pads • Overhead utilities • Canopies • Electronic screens • Benches • Simulcast umbrellas • Temporary concession stands • Modern concrete muck/straw storage bins and washstands • Bituminous pavement • Modern fencing (Chain-link, PVC, and pressure-treated and/or 4"x4"-post fencing) • Signage 	<ul style="list-style-type: none"> • Potential for impacts to mature trees, fences, exercise rings, and roadways would be fully evaluated in addressed in future according to the stipulations of the LOR. No impacts to tracks anticipated.
Backstretch				
Sanford (See Figure 11)	<ul style="list-style-type: none"> • Overall layout of barns and bunkhouses • Water spigots using timber posts • Mature trees 	Tall shade trees that once stood in center island and around barns	Perimeter fencing	
Clare Court (See Figure 10)	<ul style="list-style-type: none"> • Pathway route and Clare Court Tunnel leading from Gate 10 at the northwest corner of Clare Court • Single-rail and wood post fence lining horse track, where original • Layout of horse track/ exercise rings • Layout of building in a U-shaped courtyard • Plantings around Clare Court Tunnel entrance • Stands of pines in exercise ring area • Large mature shade trees throughout • Remnants of formal garden around women's dormitory (mature hemlocks that once served as hedge) 	<ul style="list-style-type: none"> • Formal garden around women's dormitory • Tennis court • Shade trees missing from allees along perimeter track 		

Table 3 (cont'd)
Landscape Features Status and Impacts

Area	Character-Defining Landscape Features	Missing Historic Landscape Features	Non-Character-Defining Landscape Features	Project Impacts
Backstretch (See Figure 7)	<ul style="list-style-type: none"> • Overall layout of barns • Location/layout of exercise rings • Clusters of mature evergreen trees • Mature shade trees in allees (some in compromised condition) • 	Shade trees absent from roadway and barn allees		
Madden Court (See Figure 9)	<ul style="list-style-type: none"> • Overall roadway layouts • Overall layout of barns and exercise ring • Two-rail wood fencing used throughout area • Grassy lawn areas • Mature deciduous trees along roadways and near barns 	Several mature shade trees absent from roadway and barn allees	Gravel parking area at corner of Whiskaway Avenue and former Gridley Avenue	
DuPont (DuPont Sub-Area to Northeast) (See Figure 8)	<ul style="list-style-type: none"> • Overall arrangement of barns and bunkhouses around central courtyard • Gateway-style entrance formed by buildings • Narrow dirt road • Wood board fencing at northeast and southeast corners, where original • Exercise rings • Mature shade trees 			
DuPont (Millionaire's Row Sub-Area to South and West) (See Figure 8)	<ul style="list-style-type: none"> • Exercise rings • Wood two-rail fencing along Whiskaway Avenue, where original • Historic tree plantings along Whiskaway Avenue • Allees of shade trees in barn areas 			
Elm Court (Horse Haven) (See Figure 5)	<ul style="list-style-type: none"> • Layout of East Avenue Drive into Oklahoma Track • Horse Haven track • Single-rail cedar fencing • Layout of in situ historic buildings • Metal picket fence along Union Avenue • Mature trees in interior of Elm Court and near Union Avenue entry to Horse Haven 	<ul style="list-style-type: none"> • Trees and Edges along East Avenue Drive into Oklahoma Track • 	<ul style="list-style-type: none"> • Parking area at west end 	
Campfire Court (Horse Haven) (See Figure 5)	<ul style="list-style-type: none"> • Layout of East Avenue Drive into Oklahoma Track • Walking rings • Single-rail cedar fencing • Horse Haven Track • Layout of in situ historic buildings • Metal picket fence along Union Ave • Mature trees 	<ul style="list-style-type: none"> • 		

Table 3 (cont'd)
Landscape Features Status and Impacts

Area	Character-Defining Landscape Features	Missing Historic Landscape Features	Non-Character-Defining Landscape Features	Project Impacts
West Horse Haven (Horse Haven) (See Figure 5)	<ul style="list-style-type: none"> • Layout of East Avenue Drive into Oklahoma Track • Layout of in situ historic buildings • Horse Haven track • Single-rail cedar fencing around track 	<ul style="list-style-type: none"> • Shade trees 	<ul style="list-style-type: none"> • Vehicular Entrance at Gate 15 	
East Horse Haven (Horse Haven) (See Figure 5)	<ul style="list-style-type: none"> • Layout of East Avenue Drive into Oklahoma Track • Horse Haven Track • Single-rail cedar fencing • Layout of in situ existing historic buildings • Stands and allees of mature shade and evergreen trees 			
Oklahoma (See Figure 3)	<ul style="list-style-type: none"> • Exercise rings • Layout of in situ historic buildings and long views down rows of barns • Views to Oklahoma Track and eastern hills • Mature shade trees in front of stall openings 	<ul style="list-style-type: none"> • Turfed areas surrounding barns and bunkhouses • Narrow dirt pathways reserved for horses and pedestrians • Shade trees missing from allees 		
Oklahoma Annex (See Figure 4)	<ul style="list-style-type: none"> • Two square paddocks along northern edge • Two dirt and turf exercise rings in eastern portion • Mature shade trees along rows of barns 			<ul style="list-style-type: none"> • Potential adverse impact to paddocks and exercise rings
Superintendent's Residence & Recreation Unit (See Figure 6)	<ul style="list-style-type: none"> • Metal picket fence along Union Avenue perimeter of Superintendent's Residence • Mature trees 		<ul style="list-style-type: none"> • Paving in front of Recreation Unit (1989) • Tennis Courts 	
Frontside				
AutoPark Area (See Figure 14)	<ul style="list-style-type: none"> • Metal Picket Perimeter Fence, Brick Posts, and Gates • Parking Area Layout • Perimeter Hedgerows • Mature Shade Trees 	<ul style="list-style-type: none"> • Original Circulation Pattern • Shade Trees along Union Avenue and elsewhere • Dense Understory of Hedgerows 		<ul style="list-style-type: none"> • Potential adverse impacts to parking area layout and mature shade trees

Table 3 (cont'd)
Landscape Features Status and Impacts

Area	Character-Defining Landscape Features	Missing Historic Landscape Features	Non-Character-Defining Landscape Features	Project Impacts
Union Avenue Entrances & Back Yard East (See Figure 15)	<ul style="list-style-type: none"> • Locations of East and West Entrances • Routes of Entry Paths • Metal picket fence • Horse Path route • Mature trees 	<ul style="list-style-type: none"> • View to Grandstand and Clubhouse • "Foyer" drive area formerly adjoining Clubhouse 	<ul style="list-style-type: none"> • Wide Vehicular Roads • Pedestrian Path locations • Children's Playground 	<ul style="list-style-type: none"> • Potential adverse impact to route of one existing entry path and entry function of East Entrance
Wright Street Entrance (See Figure 17)	<ul style="list-style-type: none"> • Alignment of Wright Street • Alignment of High Street (Frank Sullivan Place) • Original Loop Road Entrance location 	<ul style="list-style-type: none"> • Elongated Pedestrian Loop Road • Original horse path ("shoot") leading from Paddock to Main Race Course rerouted • Tall View-Framing Deciduous Trees 	<ul style="list-style-type: none"> • Admissions Loop and Plaza • Fences and Barriers • Shrub Plantings 	
Paddock & Saddling Shed (See Figure 18)	<ul style="list-style-type: none"> • Location/layout of historic structures including Jockey House and Old Saddling Shed • Route of Horse Path leading from Horse Haven through the Back Yard into the Paddock • Mature trees 	<ul style="list-style-type: none"> • Expansive lawns and trees characterizing the Paddock landscape 	<ul style="list-style-type: none"> • Straightened perimeter roadway • Vehicular, pedestrian, and horse ways 	
Grandstand & Clubhouse Complex (See Figure 16)			<ul style="list-style-type: none"> • Fencing along Race Courses 	
Main Race Course (See Figure 12)	<ul style="list-style-type: none"> • Size and shape of race course • Pond and aerating fountain within infield • Expansive turf/ grass surface • Remnants of steeplechase track 	<ul style="list-style-type: none"> • Original plantings surrounding pond • Steeplechase features • Additional pond fountains 		
Reading Room (See Figure 13)	<ul style="list-style-type: none"> • Metal picket fence along Union Avenue perimeter • Mature trees and hedges 			
Stakes Barn (See Figure 20)	<ul style="list-style-type: none"> • Courtyard layout of barns • Small loop driveway at High Street (Frank Sullivan Place) entry 			
Clark's Cottage (See Figure 19)	<ul style="list-style-type: none"> • Layout of barns and Clark's Cottage 			

**DRAFT LETTER OF RESOLUTION
SARATOGA RACE COURSE REDEVELOPMENT PROJECT**

ATTACHMENT C

Maintenance and Construction Activities at the Saratoga Race Course Exempt from OPRHP Review

This attachment identifies routine maintenance activities that may reasonably be anticipated to have no potential for adverse impacts on historic properties, including architectural resources (such as buildings, structures, and landscape features) and archaeological resources. This attachment defines categories of maintenance and construction activities that do not warrant review unless deemed otherwise in the judgment of NYRA.

Architectural Resources and Landscape Features

The following activities do not require review or documentation:

1. Maintenance, repair, or refurbishment of **contributing** resources where alterations consist of replacements in kind and/or are clearly in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR 68).
2. Maintenance, repair, or refurbishment of **non-contributing** resources (buildings, structures, or infrastructure) where alterations would not substantially alter the exterior appearance of the resource.
3. Modifications to **contributing** resources for Code Compliance, Systems Upgrades (for example: AV, Broadcasting, Internet, PA, Telecom, or TV), and/or Mechanical, Electrical, Food/Beverage, Fire Protection, Plumbing and Security Systems Upgrades, where such modifications would not remove historic fabric or substantially alter the appearance of the historic interior or exterior.
4. Modifications to **non-contributing** resources for Code Compliance, Systems Upgrades (for example: AV, Broadcasting, Internet, PA, Telecom, or TV), and/or Mechanical, Electrical, Food/Beverage, Fire Protection, Plumbing and Security Systems Upgrades, where such modifications would not substantially alter the exterior appearance of the resource.
5. Maintenance, repair, refurbishment, or other modification of **non-contributing** features where such alterations are in keeping with a standardized design or approach previously approved by OPRHP.
6. Demolition or removal of **non-contributing** features.
7. Maintenance, repair, or other alteration of **character-defining landscape features** when such alteration would not substantially change the overall appearance of feature or when the alteration is in accordance with the *Tree Management Plan* (LA Group 2014). Examples of alterations to character-defining landscape features that were specifically identified in the EIS as *requiring* consultation with OPRHP include potential impacts to paddocks and exercise rings in the Oklahoma Annex; potential impacts to parking area layout and mature trees in the AutoPark Area; and potential impacts to paths and entries at the Union Avenue Entrances.
8. Alteration or removal of **non-character-defining landscape features** when the change would cause no substantial changes the overall character of the historic landscape of the Saratoga Race Course.
9. Construction of temporary facilities such as tents or concession structures that will be located on site only during racing season and/or will not be permanent fixtures on the Race Course property.

Archaeological Resources:

Coordination with OPRHP regarding archaeological resources is not required prior to excavating under the circumstances listed below. As noted in the LOR and the Phase IA Report for this Project (AKRF 2014), notwithstanding these exemptions, if archaeological deposits are unexpectedly encountered during Project-related construction anywhere on the Project Site, excavation should temporarily halt and the proper protocol for investigating and managing archaeological deposits should occur.

1. Excavation in areas identified in the Phase IA Report for this project as possessing low archaeological sensitivity.
 2. Excavation where proposed ground disturbance would be limited to the upper 12 inches below ground surface in areas identified as possessing sensitivity for historic-period archaeological deposits.
-

BACKSTRETCH TREE MANAGEMENT PLAN

SARATOGA RACECOURSE

*TREE REMOVAL AND LONG TERM CANOPY REPLANTING STRATEGY FOR
BACKSTRETCH AREAS OF SARATOGA RACECOURSE*



Produced by:



Produced for:



Union Avenue
Saratoga Springs, NY

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Appendix

Saratoga Racecourse Study Area Regions;
AKRF Environmental and Planning Consultants
Saratoga Racecourse Tree Risk Assessment;
Urban Forestry LLC



Produced September 2014

The LA Group
Landscape Architecture & Engineering, P.C.
40 Long Alley
Saratoga Springs, NY 12866

Produced for:



Introduction

The following narrative outlines the process of analysis and design development that The LA Group Landscape Architecture & Engineering P.C. performed for tree management for the Backstretch and the Frontside Autopark Area of the NYRA Saratoga Facilities.

The Saratoga Racecourse's location within walking distance of historic downtown Saratoga Springs, and situation within a wooded, shady grove, has drawn thoroughbred owners, racing enthusiasts and patrons since its beginnings in the 1860's. Shade and evergreen trees have always filled the Racecourse landscape and helped it to stand out as unique among America's thoroughbred tracks. Planting schemes include informal clusters or "bosques", as well as regular allees of shade trees along roadways and in front of barns. The trees cool the horses and workers, provide interest in an otherwise flat landscape, and bring the large property down to a more intimate human scale. Maintaining this setting will be essential to preserving the Racecourse's historic character, and in distinguishing it from other courses both nationally and internationally.

The Racecourse property is commonly divided into two geographical areas known as the Frontside and the Backstretch. While the Frontside is the public area that includes the Grandstand and Clubhouse complex, Autopark Area, and other features, the Backstretch is a far larger geographical area (228 acres) comprised of areas north, south and east of the Frontside that services horses, jockeys, trainers and other staff. Within the Backstretch are located numerous stables, bunkhouses, kitchens, administrative offices, maintenance facilities, the Oklahoma training track and other features all nestled within a landscape of mature trees. For the purpose of this study the Backstretch has been divided into a number of subareas as shown on AKRF



Remnants of the Oklahoma Boulevard tree planting

Environmental and Planning Consultants (AKRF) “*Study Area Regions*” (see appendix). The areas include: Clare Court, Backstretch, Madden Court, Dupont, Recreation Area, Horse Haven, Oklahoma, Oklahoma Annex, and Sanford. The entirety of the Racecourse campus is located within the Union Avenue Historic District, which was listed on the State and National Registers of Historic Places (S/NR) in 1977.

While the abundance of trees provide the elegant grounds with a “forested” character, close investigation of the trees reveals that many are in various states of decline and exhibit signs of deterioration. Because the Racecourse property is listed on the National Register of Historic Places, and the importance of the trees has been identified as a contributing feature to the landscape heritage, a long term, sustainable tree management and planting plan needs to be implemented to ensure that the historic landscape endures for the future. The purpose of this management plan is to maintain and emphasize the historic character of the Racecourse by caring for the existing mature shade trees, while also providing recommendations for new plantings. With over 228 acres and thousands of trees within the project site, this plan proposes multi-phased approach to the removal and replanting of trees based on risk priorities and as funding is available.

Mapping and Survey

Base mapping was generated from compiling a photogrammetric survey performed by Geomaps International in April 18, 2002 and direct field observations performed by the LA Group in June 2014. The LA Group also coordinated a tree risk assessment and survey performed by Jerry Bond, Urban Forest Analytics, LLC. The report titled “*Saratoga Racecourse a Tree Risk Assessment*” and dated May 2012 provides data on tree size, species, location, health and action recommendations for 295 trees throughout the Racecourse campus. The Tree Risk Assessment has been included in the Appendix of this document, and is referenced in the data of the Tree Inventory Tables.

Research and Literature Review

In 2010 the Saratoga Springs Preservation Foundation funded a Cultural Resource Inventory to document the cultural landscape and architectural resources of the Racecourse to be used as a guide to make informed decisions when making capital improvement plans as well as planning for long term maintenance. Review of the Cultural Resources Inventory provided information regarding the character-defining landscape features and general guidelines for new planting recommendations that would help to maintain the historic



Typical roadway allee planting



Typical barn allee planting scheme



Stabling area grove planting



Typical large diameter “heritage” Maples found on site

character of the campus. In particular the plan determined that the Course contains four basic concepts for tree plantings: boulevard planting, roadway planting, barn allees, and stabling area groves. These basic concepts provided the framework for the proposed plantings within the subareas of the Backstretch.

As part of on-going State Environmental Quality Review Act (SEQRA) review process, AKRF has prepared an Inventory of Landscape Features that lists extant landscape elements that contribute to the historic character of the project site. The inventory also provides a list of missing historic landscape features that may be reintroduced to further enhance the historic character of the Racecourse. A review of the extant and missing landscape elements provided a greater understanding of the potential opportunities to enhance and restore the tree canopy throughout subareas of the Backstretch in a historically accurate way. The implementation plans of this document follow the recommendations of that report.

Site Visit and Analysis

LA Group performed several site visits to verify the Tree Risk Assessment and to further catalog the location and species of trees within the various subareas of the Backstretch. In addition to the recommendations made in the Tree Risk Assessment, LA Group’s field observations determined the need for action on additional trees throughout the project site. Site visits involved the identification, assessment and documentation of the existing trees to gain a thorough understanding of the condition and quality of the various tree types. An analysis of the physical constraints of the existing planting areas, lawn areas, and hardscape areas helped to establish a methodology for the selection and location of appropriate future plantings.

Recommendations

The Racecourse landscape, while located in a pastoral setting, inhabits an urban ecosystem. Trucks, maintenance vehicles, cars, horses and people moving through the site compact the soil and emit carbon monoxide. Because of these factors, the tree recommendations must be tolerant of urban conditions but must also provide the height and massing required to maintain the Course’s historic landscape character.

The site predominantly consists of many large diameter Sugar Maples, White Pines and Pitch Pines with some very impressive Oaks as well. The heritage Sugar Maples are an attractive tree and the uniform planting creates a sense of order and tranquility, giving a cohesive influence to the site. Sugar Maples are



Typical “urban” conditions of the Backstretch that cause stress for the tree plantings

not typically tolerant of difficult urban conditions, however, the unusually deep sandy soils present on site have been favorable to the Maple plantings. Even so, the Maples are in various states of decline and there is a practical need for species diversity to ensure the attractiveness and longevity of the campus landscape for years to come. With this understanding, a comprehensive program of pruning, fertilization, removal, and new plantings is recommended.

Removals

Removals have been divided into phases based upon overall level of risk and then into the subareas of the Backstretch. Each subarea of the Backstretch can be approached on an individual basis as time and funding allow.

Phase 1:

Proposes removal of (22) trees that are considered “high risk”, as identified in the Tree Risk Assessment, due to severe decay, large amounts of dieback and physical danger due to stability problems and proximity to structures and/or major paths of travel.

Future Phases:

The remaining removals can be undertaken on a subarea by subarea basis as time and funding allow.

Pruning and Fertilization:

It is recommended that all pruning and fertilization should be executed in one phase to occur as soon as NYRA determines feasible, but is recommended within the next ± 10 years. A fertilization regime may require subsequent applications as trees continue to mature. Only trees in early to mid-decline are essential to be fertilized, however all trees could benefit from a fertilization program. Fertilize early to mid-decline maples with a slow-release fertilizer in an attempt to slow decline, using a rate of 1 pound of Nitrogen per 1,000 ft² of crown coverage. Prune and/or train trees to remove dead wood, promote healthier growth patterns and mitigate later maintenance problems.

Planting Design



Sugar Maples in the Sanford area of the Backstretch



Stabling area near the Oklahoma Track

A strategy of tree planting was developed to complement the beauty of the heritage trees and overall character of the campus. Through careful selection and grouping of plants, communities of trees can be created which, despite their genetic diversity, can satisfy the desire for visual uniformity with the existing trees. Trees have been selected based on visual characteristics such as size, native species, shape, branching density and foliage, and have been placed into aesthetically compatible groups with the existing Maple trees. The placement of trees has also taken into account many factors including: disease and insect resistance, fruit and foliage litter, hardiness, longevity, urban condition tolerance, drought tolerance, and spatial constraints. Proposed building locations have also been considered, with new plantings in these areas as represented on the planting plans.

Recommended Species

Deciduous Trees

- Acer saccharum* ‘Green Mountain’
- Acer saccharum* ‘Legacy’
- Ginkgo biloba*
- Liriodendron tulipifera*
- Quercus rubra*
- Tilia americana* ‘Redmond’
- Tilia americana* ‘Continental Appeal’
- Tilia cordata* ‘Greenspire’
- Ulmus americana* ‘Accolade’
- Ulmus americana* ‘New Harmony’
- Zelkova serrata* ‘Village Green’

- Green Mountain Sugar Maple
- Legacy Sugar Maple
- Ginkgo/Maidenhair Tree
- Tulip Poplar
- Northern Red Oak
- Redmond American Linden/Basswood
- Continental Appeal American Linden/Basswood
- Little Leaf Linden
- Accolade American Elm
- New Harmony American Elm
- Village Green Japanese Zelkova

Coniferous Trees

- Picea glauca* White Spruce
- Pinus rigida* Pitch Pine
- Pinus strobus* White Pine

The following plans and tables represent the sum of all recommended removals, pruning, and new plantings



Typical stabling areas in need of shade tree plantings

that are proposed throughout all subareas of the Backstretch. The plans have been separated into each subarea for convenience in estimating and bidding the proposed work. Each subarea contains the following documents:

Tree Inventory

The Tree Inventories tabulate all of the proposed removals and pruning of the existing trees currently found on site. The tables identify each tree requiring an action with an ID number, plant species, approximate trunk diameter, level of risk, action of removal or pruning, the Risk Assessment tag number where applicable, and a general comment on the state of the tree. The Risk Assessment tag numbers correspond to the Urban Forestry LLC document “Saratoga Racecourse Tree Risk Assessment” included in the Appendix of this document for reference.

Removals Plan

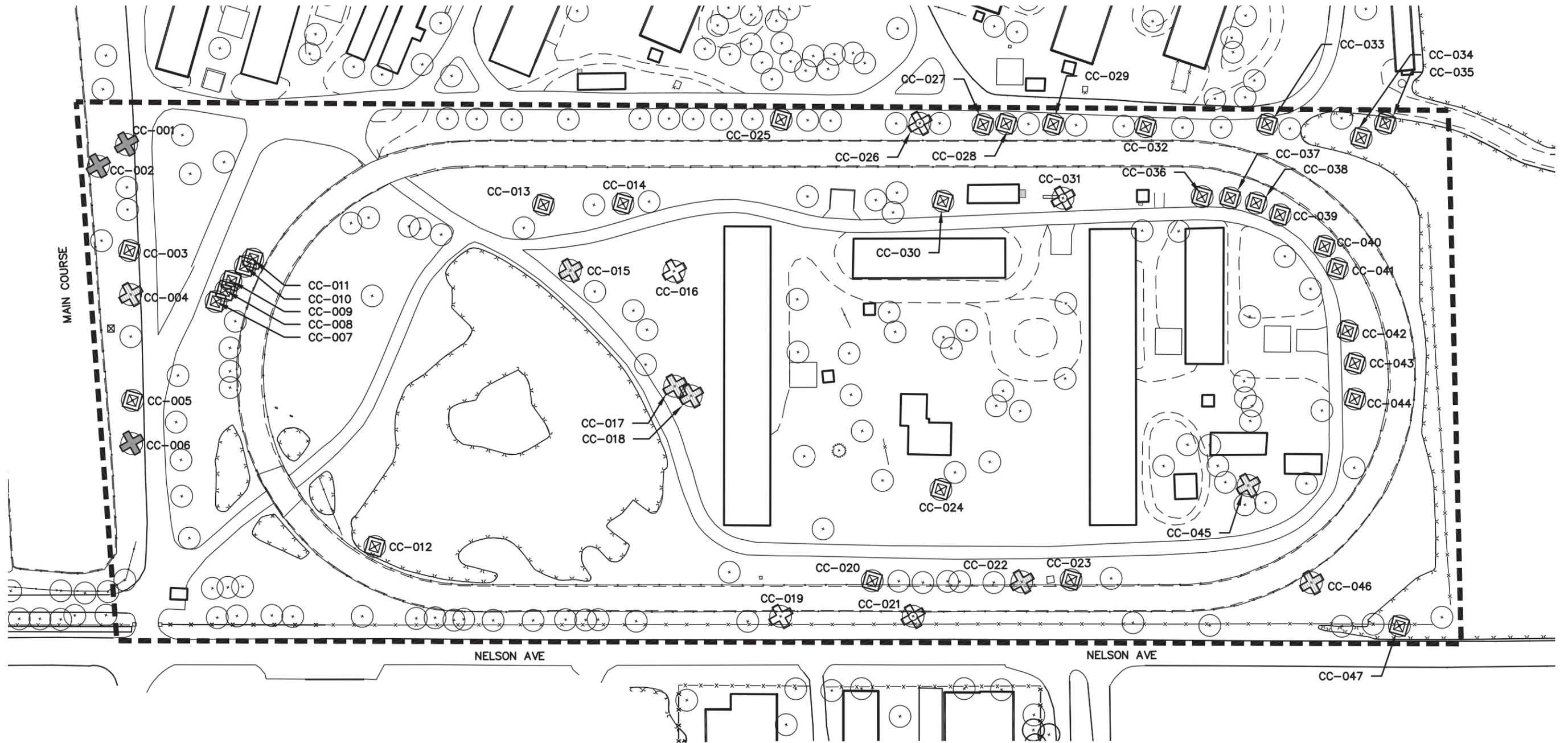
The Removal Plans graphically depicts the existing site conditions of each subarea of the Backstretch and the action proposed for each tree within the Tree Inventory tables. Each tree requiring action is provided an ID numbers that corresponds to the Tree Inventory table. The actions have been broken down into risk categories with “high risk” trees proposed to be removed in Phase 1 as soon as NYRA determines is feasible. The remaining trees to be removed are indicated as “moderate risk” or “low risk” to be removed in future phases as NYRA determines feasible. Finally, all trees to be pruned are indicated. It is recommended that all pruning should be executed in one phase to occur as soon as NYRA determines feasible, but is recommended within the next ± 10 years.

Planting Plan

The Planting Plans graphically depict the site conditions of each subarea of the Backstretch after recommended trees have been removed, and where applicable, future proposed buildings have been constructed. The planting plans contain a plant schedule that summarizes the quantity, species and size of all trees proposed to be planted within that subarea of the Backstretch. New plantings can be completed on a subarea by subarea basis as NYRA determines feasible.

Clare Court Tree Inventory

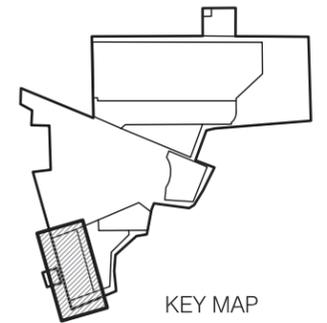
ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
CC-001	SUGAR MAPLE	27"	HIGH	REMOVE	209	DECAY
CC-002	SUGAR MAPLE	45"	HIGH	REMOVE	208	DEACY
CC-003	SUGAR MAPLE	35"	MODERATE	PRUNE	206	DECAY
CC-004	SUGAR MAPLE	37"	MODERATE	REMOVE	207	DECAY
CC-005	SUGAR MAPLE	29"	MODERATE	PRUNE	204	DECLINE
CC-006	SUGAR MAPLE	24"	HIGH	REMOVE	203	DEAD
CC-007	MAPLE	20"	LOW	PRUNE	NONE	DECLINE
CC-008	MAPLE	20"	LOW	PRUNE	NONE	DECLINE
CC-009	MAPLE	20"	LOW	PRUNE	NONE	DECLINE
CC-010	MAPLE	20"	LOW	PRUNE	NONE	DECLINE
CC-011	MAPLE	20"	LOW	PRUNE	NONE	DECLINE
CC-012	PITCH PINE	23"	MODERATE	PRUNE	202	DEAD
CC-013	MAPLE		LOW	PRUNE	NONE	DECLINE
CC-014	LOCUST		LOW	PRUNE	NONE	DECLINE
CC-015	SUGAR MAPLE	45"	MODERATE	REMOVE	302	DECAY
CC-016	SUGAR MAPLE	58"	LOW	REMOVE	303	DECAY
CC-017	RED MAPLE	41"	MODERATE	REMOVE	301	DECAY
CC-018	SUGAR MAPLE	42"	MODERATE	REMOVE	201	DECAY
CC-019	SUGAR MAPLE	25"	LOW	REMOVE	264	DECAY
CC-020	SUGAR MAPLE		LOW	PRUNE	NONE	DECLINE
CC-021	SUGAR MAPLE	18"	LOW	REMOVE	NONE	DECAY
CC-022	SUGAR MAPLE	21"	MODERATE	REMOVE	304	DECAY
CC-023	SUGAR MAPLE	42"	LOW	PRUNE	NONE	DECLINE
CC-024	HEMLOCK		LOW	PRUNE	NONE	DECLINE
CC-025	LOCUST		LOW	PRUNE	NONE	DECLINE
CC-026	LOCUST	12	LOW	REMOVE	NONE	DECLINE
CC-027	LOCUST	12	LOW	PRUNE	NONE	DECLINE
CC-028	LOCUST	12	LOW	PRUNE	NONE	DECLINE
CC-029	OAK	24	LOW	PRUNE	NONE	DECLINE
CC-030	HEMLOCK		LOW	PRUNE	NONE	DECLINE
CC-031	SUGAR MAPLE		LOW	REMOVE	NONE	DECAY
CC-032	LOCUST	12	LOW	PRUNE	NONE	DECLINE
CC-033	SUGAR MAPLE	24	LOW	PRUNE	NONE	DECLINE
CC-034	SUGAR MAPLE	24	LOW	PRUNE	NONE	DECLINE
CC-035	SUGAR MAPLE	24	LOW	PRUNE	NONE	DECLINE
CC-036	LOCUST	12	LOW	PRUNE	NONE	DECLINE
CC-037	LOCUST	12	LOW	PRUNE	NONE	DECLINE
CC-038	LOCUST	12	LOW	PRUNE	NONE	DECLINE
CC-039	LOCUST	12	LOW	PRUNE	NONE	DECLINE
CC-040	LOCUST	12	LOW	PRUNE	NONE	DECLINE
CC-041	LOCUST	12	LOW	PRUNE	NONE	DECLINE
CC-042	LOCUST	12	LOW	PRUNE	NONE	DECLINE
CC-043	LOCUST	12	LOW	PRUNE	NONE	DECLINE
CC-044	LOCUST	12	LOW	PRUNE	NONE	DECLINE
CC-045	RED MAPLE	25	MODERATE	REMOVE	307	DECAY
CC-046	SUGAR MAPLE	54	MODERATE	REMOVE	305	DECAY
CC-047	BLACK CHERRY	18	LOW	PRUNE	NONE	DECLINE

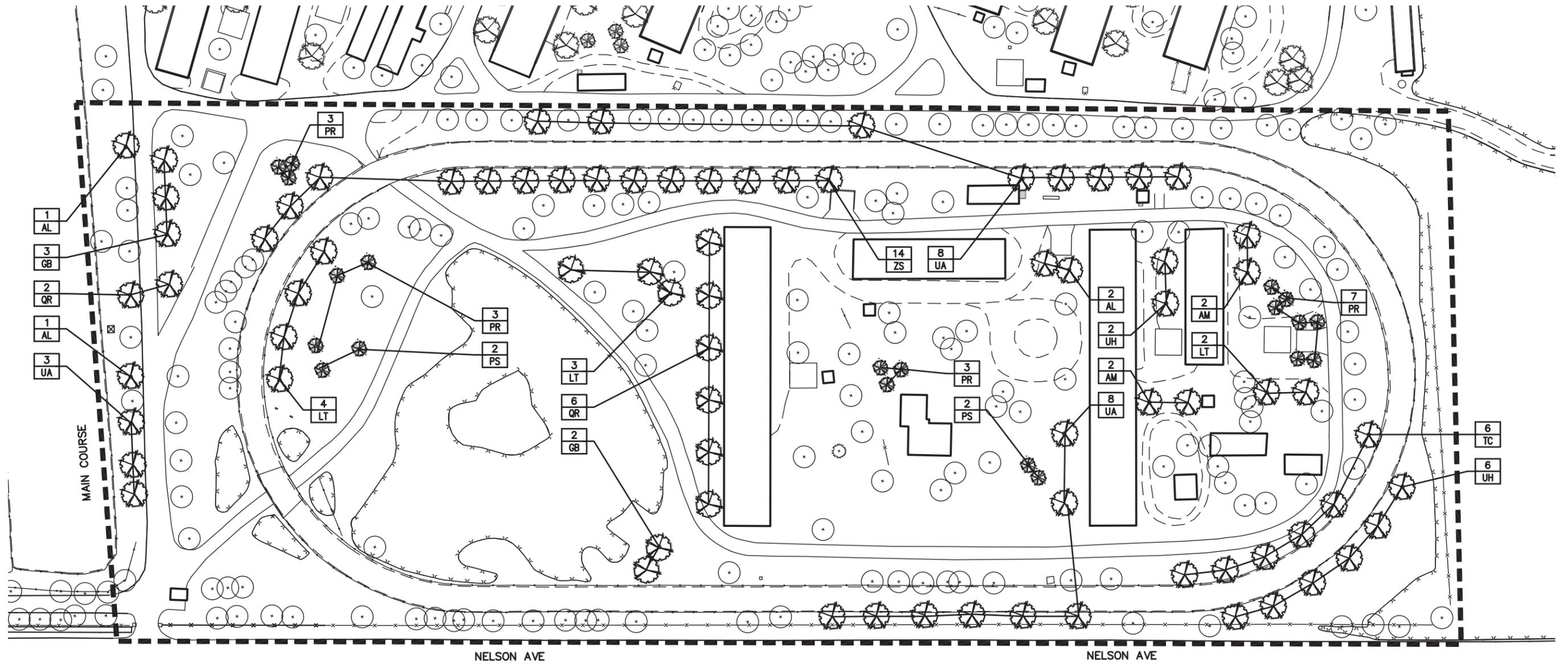


GRAPHIC SCALE
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 SCALE: 1"=100'

LEGEND

-  CRITICAL RISK TREES TO BE REMOVED
(3 TOTAL TREES)
-  MODERATE RISK TREES TO BE REMOVED
(7 TOTAL TREES)
-  LOW RISK TREES TO BE REMOVED
(5 TOTAL TREES)
-  TREES TO BE PRUNED
(32 TOTAL TREES)





- 1 AL
- 3 GB
- 2 QR
- 1 AL
- 3 UA

MAIN COURSE

3 PR

14 ZS 8 UA

3 PR

2 PS

3 LT

6 QR

2 GB

4 LT

2 AL

2 UH

2 AM

8 UA

2 AM

2 LT

7 PR

6 TC

6 UH

NELSON AVE

NELSON AVE



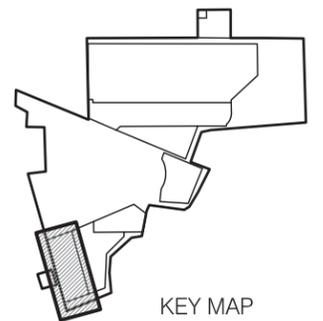
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PLANT SCHEDULE

KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AM	2	<i>Acer Saccharum</i> 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	4"-4 1/2" CAL.	B&B
AL	3	<i>Acer Saccharum</i> 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
GB	5	<i>Ginkgo biloba</i>	GINKGO	4"-4 1/2" CAL.	B&B
LT	9	<i>Liriodendron tulipifera</i>	TULIP POPLAR	4"-4 1/2" CAL.	B&B
PR	16	<i>Pinus rigida</i>	PITCH PINE	10'-12' TALL	B&B
PS	4	<i>Pinus strobus</i>	EASTERN WHITE PINE	10'-12' TALL	B&B
QR	8	<i>Quercus rubra</i>	NORTHERN RED OAK	4"-4 1/2" CAL.	B&B
TC	6	<i>Tilia cordata</i> 'Greenspire'	GREENSPIRE LITTLE LEAF LINDEN	4"-4 1/2" CAL.	B&B
UA	19	<i>Ulmus americana</i> 'Accolade'	ACCOLADE AMERICAN ELM	4"-4 1/2" CAL.	B&B
UH	8	<i>Ulmus americana</i> 'New Harmony'	NEW HARMONY AMERICAN ELM	4"-4 1/2" CAL.	B&B
ZS	14	<i>Zelkova serrata</i> 'Village Green'	VILLAGE GREEN JAPANESE ZELKOVA	4"-4 1/2" CAL.	B&B

LEGEND

- NEW DECIDUOUS TREE PLANTING
- NEW CONIFEROUS TREE PLANTING
- EXISTING TREE TO REMAIN



KEY MAP

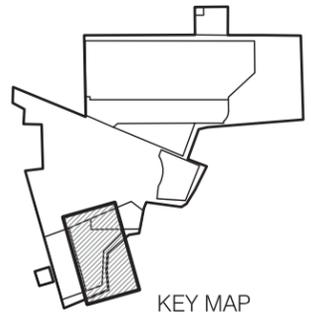
Backstretch Tree Inventory

ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
BS-001	SUGAR MAPLE	33"	HIGH	REMOVE	365	DECAY
BS-002	SUGAR MAPLE	33"	LOW	PRUNE	366	DECAY
BS-003	SUGAR MAPLE	45"	MODERATE	REMOVE	311	DECAY
BS-004	SUGAR MAPLE	43"	HIGH	REMOVE	327	CANKER
BS-005	SUGAR MAPLE	47"	HIGH	REMOVE	328	DECAY
BS-006	RED MAPLE	24"	LOW	PRUNE	NONE	-
BS-007	SUGAR MAPLE	20"	MODERATE	REMOVE	359	DEAD
BS-008	SUGAR MAPLE	44"	MODERATE	REMOVE	210	DECAY
BS-009	RED MAPLE	34"	HIGH	REMOVE	326	DECAY
BS-010	MAPLE		LOW	REMOVE	NONE	-
BS-011	MAPLE		LOW	REMOVE	NONE	-
BS-012	MAPLE		LOW	PRUNE	NONE	-
BS-013	MAPLE		LOW	PRUNE	NONE	-
BS-014	RED MAPLE	30"	MODERATE	REMOVE	340	DECAY
BS-015	SUGAR MAPLE	27"	MODERATE	REMOVE	339	DECAY
BS-016	MAPLE		LOW	PRUNE	NONE	-
BS-017	SUGAR MAPLE	21"	LOW	PRUNE	338	DECLINE
BS-018	RED MAPLE	12"	MODERATE	REMOVE	337	DECAY
BS-019	RED MAPLE	27"	MODERATE	REMOVE	336	DECAY
BS-020	SUGAR MAPLE	36"	MODERATE	REMOVE	335	DECAY
BS-021	SUGAR MAPLE	26"	MODERATE	REMOVE	332	DECAY
BS-022	RED MAPLE	29"	HIGH	REMOVE	324	DECAY
BS-023	RED MAPLE	22"	MODERATE	REMOVE	333	DECAY
BS-024	RED MAPLE	23"	LOW	REMOVE	334	DECAY
BS-025	NORWAY MAPLE	20"	MODERATE	REMOVE	322	DECAY
BS-026	SUGAR MAPLE	23"	MODERATE	REMOVE	317	DECAY
BS-027	NORWAY MAPLE	34"	HIGH	REMOVE	318	DECAY
BS-028	NORWAY MAPLE	31"	HIGH	REMOVE	319	DECAY
BS-029	NORWAY MAPLE	24"	MODERATE	PRUNE	320	DECLINE
BS-030	RED MAPLE	23"	MODERATE	REMOVE	321	DECAY
BS-031	MAPLE		LOW	PRUNE	NONE	-
BS-032	SUGAR MAPLE	26"	MODERATE	REMOVE	331	DECAY
BS-033	RED MAPLE	24"	HIGH	REMOVE	330	DECAY
BS-034	LOCUST	12"	LOW	PRUNE	NONE	-
BS-035	PINE	6"	LOW	PRUNE	NONE	-
BS-036	PINE	6"	LOW	PRUNE	NONE	-
BS-037	PINE	6"	LOW	PRUNE	NONE	-
BS-038	PINE	6"	LOW	PRUNE	NONE	-
BS-039	PINE	6"	LOW	PRUNE	NONE	-
BS-040	PINE	6"	LOW	PRUNE	NONE	-
BS-041	LOCUST	12"	LOW	PRUNE	NONE	-
BS-042	BLACK CHERRY	28"	HIGH	REMOVE	316	DECAY
BS-043	WHITE PINE	15"	LOW	REMOVE	315	DECAY
BS-044	MAPLE		LOW	PRUNE	NONE	-
BS-045	MAPLE		LOW	PRUNE	NONE	-
BS-046	MAPLE		LOW	PRUNE	NONE	-
BS-047	SUGAR MAPLE		LOW	REMOVE	NONE	DECAY
BS-048	RED MAPLE	22"	MODERATE	REMOVE	314	DECAY
BS-049	CHERRY	12"	LOW	PRUNE/REMOVE	NONE	CONFLICT W LIGHT
BS-050	BLACK CHERRY	12"	MODERATE	REMOVE	313	DEAD
BS-051	RED MAPLE	33"	LOW	REMOVE	309	DECAY
BS-052	RED MAPLE	22"	MODERATE	REMOVE	310	DECAY
BS-053	SUGAR MAPLE	28"	MODERATE	REMOVE	308	DECAY
BS-054	WHITE PINE		LOW	REMOVE	NONE	BLDG IMPACT
BS-055	WHITE PINE		LOW	REMOVE	NONE	BLDG IMPACT
BS-056	WHITE PINE		LOW	REMOVE	NONE	BLDG IMPACT
BS-057	MAPLE		LOW	REMOVE	NONE	-
BS-058	MAPLE		LOW	PRUNE	NONE	-
BS-059	MAPLE		LOW	PRUNE	NONE	-

BS-001
BS-002

LEGEND

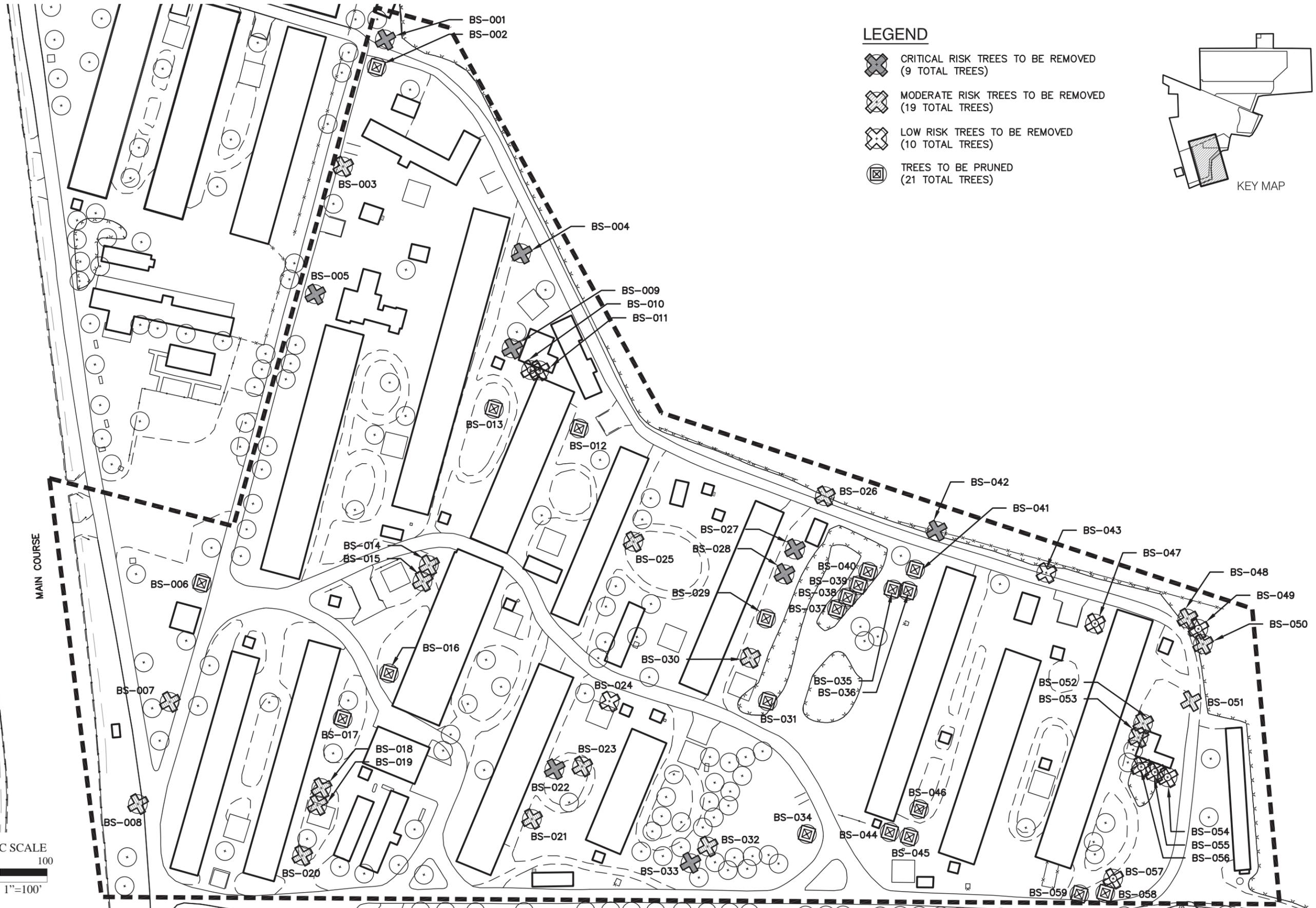
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-  MODERATE RISK TREES TO BE REMOVED
(19 TOTAL TREES)
-  LOW RISK TREES TO BE REMOVED
(10 TOTAL TREES)
-  TREES TO BE PRUNED
(21 TOTAL TREES)

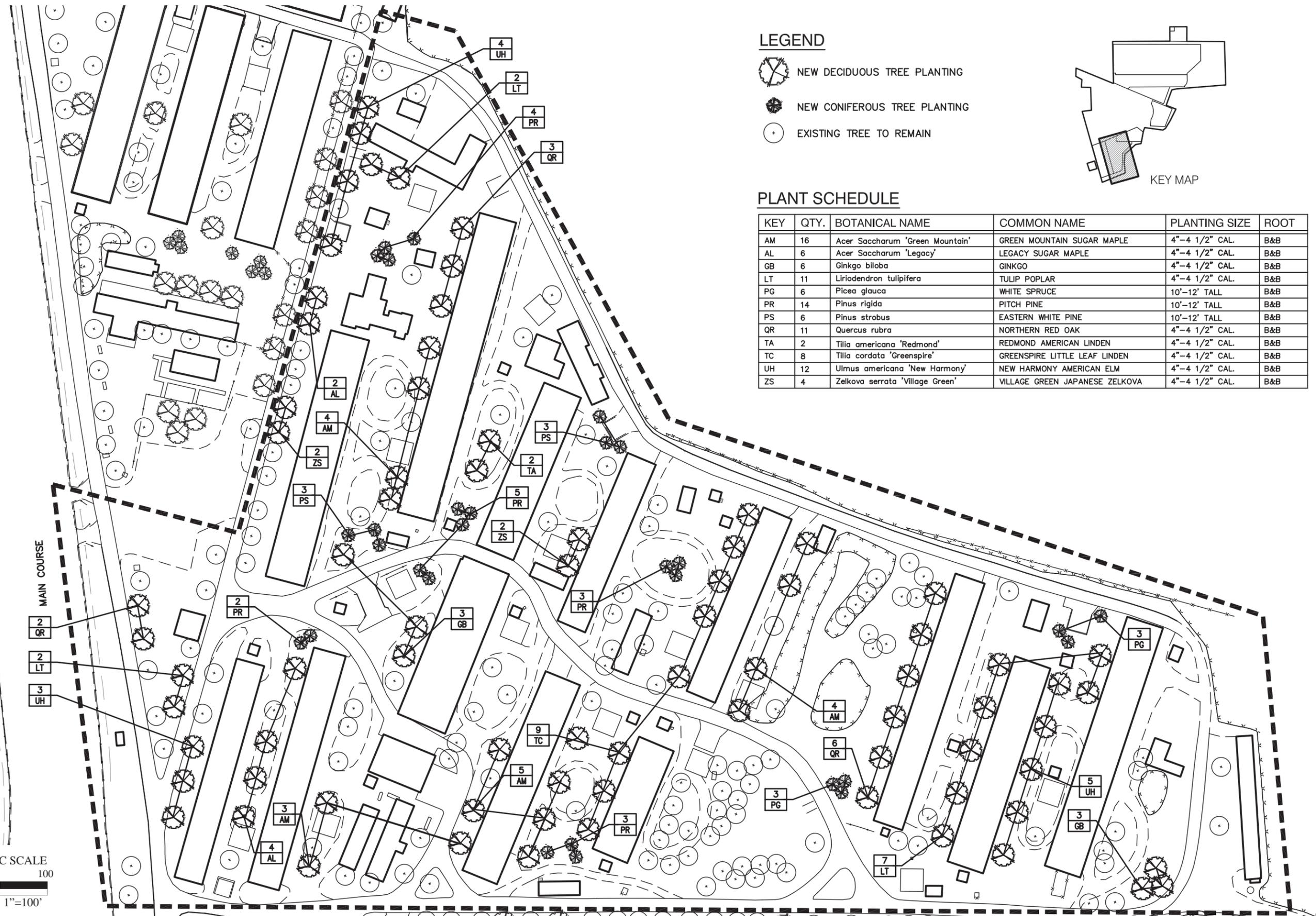


MAIN COURSE



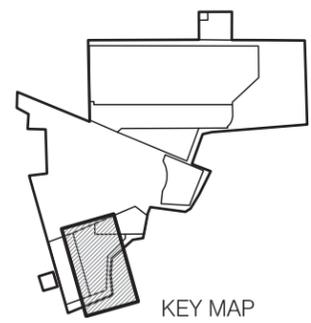
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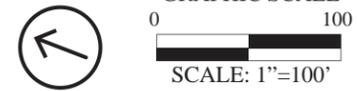
LEGEND

-  NEW DECIDUOUS TREE PLANTING
-  NEW CONIFEROUS TREE PLANTING
-  EXISTING TREE TO REMAIN



PLANT SCHEDULE

KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AM	16	Acer Saccharum 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	4"-4 1/2" CAL.	B&B
AL	6	Acer Saccharum 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
GB	6	Ginkgo biloba	GINKGO	4"-4 1/2" CAL.	B&B
LT	11	Liriodendron tulipifera	TULIP POPLAR	4"-4 1/2" CAL.	B&B
PG	6	Picea glauca	WHITE SPRUCE	10'-12' TALL	B&B
PR	14	Pinus rigida	PITCH PINE	10'-12' TALL	B&B
PS	6	Pinus strobus	EASTERN WHITE PINE	10'-12' TALL	B&B
QR	11	Quercus rubra	NORTHERN RED OAK	4"-4 1/2" CAL.	B&B
TA	2	Tilia americana 'Redmond'	REDMOND AMERICAN LINDEN	4"-4 1/2" CAL.	B&B
TC	8	Tilia cordata 'Greenspire'	GREENSPIRE LITTLE LEAF LINDEN	4"-4 1/2" CAL.	B&B
UH	12	Ulmus americana 'New Harmony'	NEW HARMONY AMERICAN ELM	4"-4 1/2" CAL.	B&B
ZS	4	Zelkova serrata 'Village Green'	VILLAGE GREEN JAPANESE ZELKOVA	4"-4 1/2" CAL.	B&B

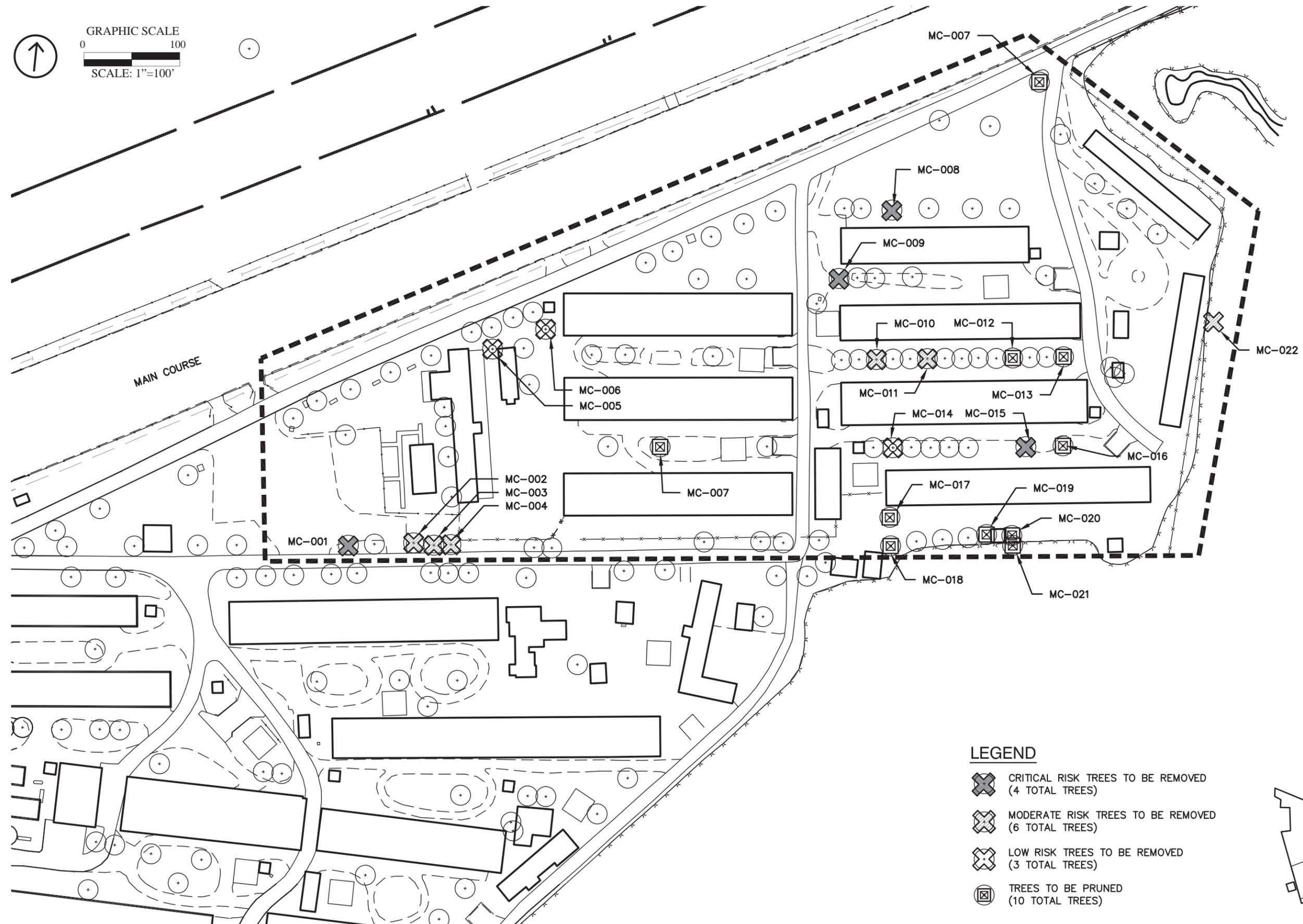


Madden Court Tree Inventory

ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
MC-001	SUGAR MAPLE	49"	HIGH	REMOVE	329	DECAY
MC-002	SUGAR MAPLE	32"	MODERATE	REMOVE	361	DEAD
MC-003	SUGAR MAPLE	36"	MODERATE	REMOVE	360	DEAD
MC-004	SUGAR MAPLE	21"	MODERATE	REMOVE	362	CRACK
MC-005	MAPLE	24"	LOW	REMOVE	NONE	BLDG IMPACT
MC-006	LOCUST	12"	LOW	REMOVE	NONE	DECLINE
MC-007	MAPLE	24"	LOW	PRUNE	328	DECLINE
MC-008	SUGAR MAPLE	51"	HIGH	REMOVE	374	DECAY
MC-009	SUGAR MAPLE	25"	HIGH	REMOVE	373	DECAY
MC-010	SUGAR MAPLE	26"	MODERATE	REMOVE	371	DECAY
MC-012	MAPLE	24"	LOW	PRUNE	NONE	DECLINE
MC-013	MAPLE	24"	LOW	PRUNE	NONE	DECLINE
MC-014	MAPLE	30"	LOW	REMOVE	NONE	DECLINE
MC-015	SUGAR MAPLE	30"	HIGH	REMOVE	368	DECAY
MC-016	SUGAR MAPLE	21"	MODERATE	PRUNE	367	DEAD
MC-017	MAPLE	24"	LOW	PRUNE	NONE	DECLINE
MC-018	MAPLE	24"	LOW	PRUNE	NONE	DECLINE
MC-019	CEDAR	8"	LOW	PRUNE	NONE	DECLINE
MC-020	CEDAR	8"	LOW	PRUNE	NONE	DECLINE
MC-021	CEDAR	8"	LOW	PRUNE	NONE	DECLINE
MC-022	BOX ELDER	22"	MODERATE	REMOVE	NONE	LEANING

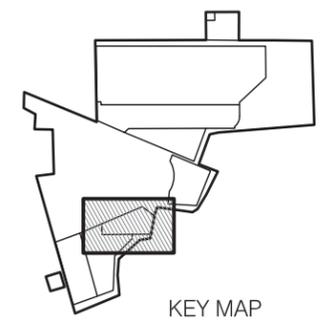


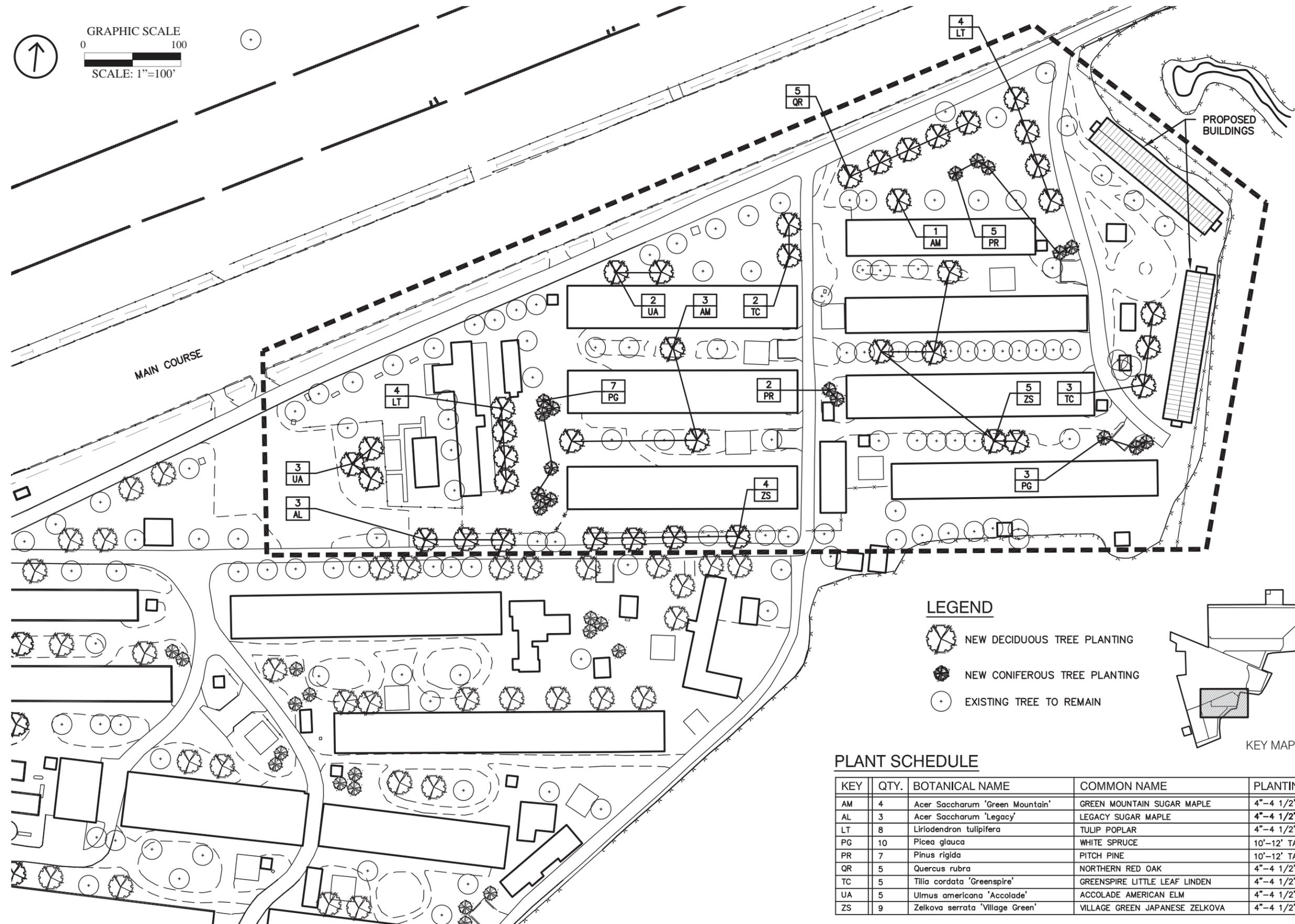
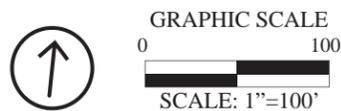
GRAPHIC SCALE
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 SCALE: 1"=100'



LEGEND

-  CRITICAL RISK TREES TO BE REMOVED (4 TOTAL TREES)
-  MODERATE RISK TREES TO BE REMOVED (6 TOTAL TREES)
-  LOW RISK TREES TO BE REMOVED (3 TOTAL TREES)
-  TREES TO BE PRUNED (10 TOTAL TREES)





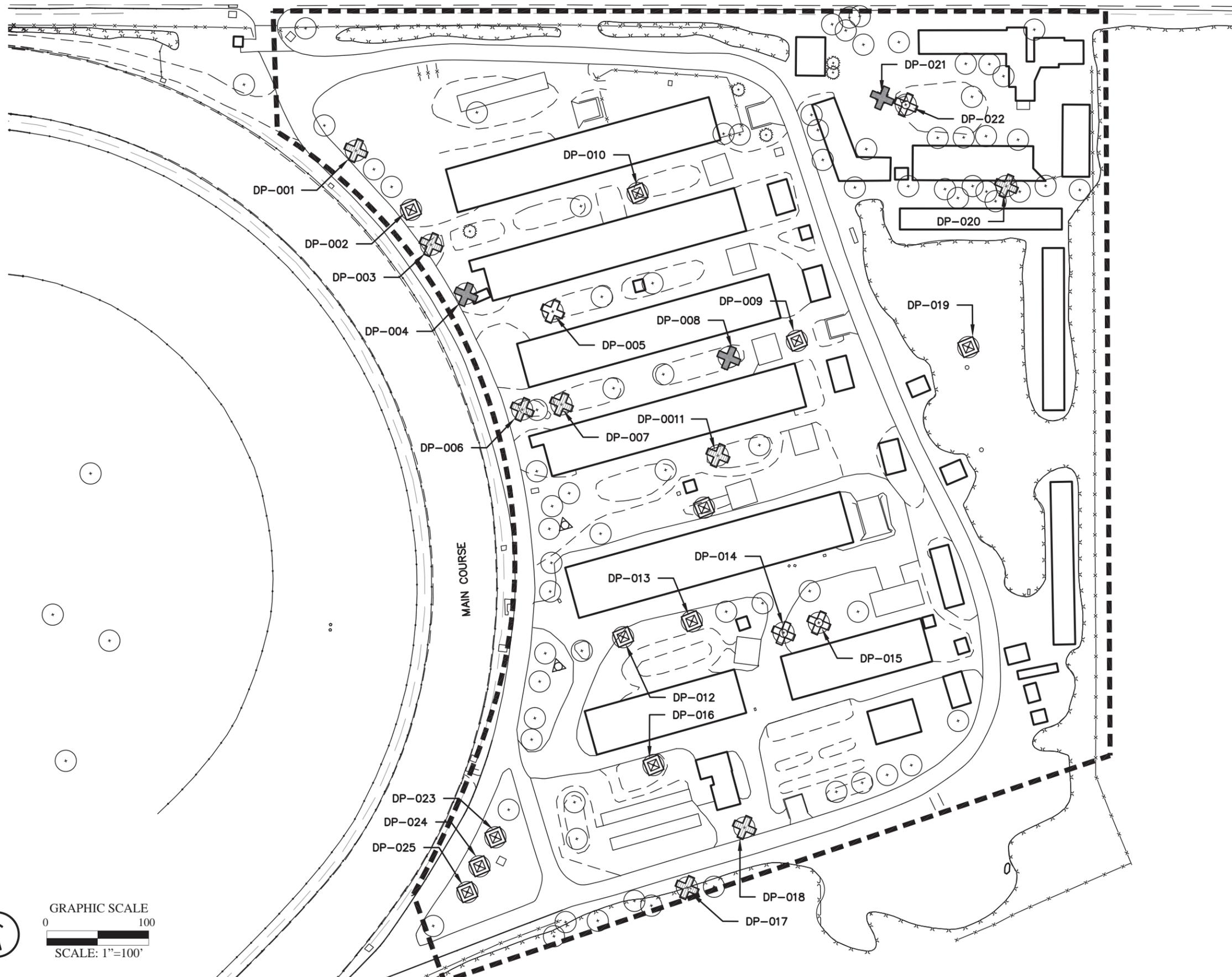
- LEGEND**
- NEW DECIDUOUS TREE PLANTING
 - NEW CONIFEROUS TREE PLANTING
 - EXISTING TREE TO REMAIN

PLANT SCHEDULE

KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AM	4	<i>Acer Saccharum</i> 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	4"-4 1/2" CAL.	B&B
AL	3	<i>Acer Saccharum</i> 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
LT	8	<i>Liriodendron tulipifera</i>	TULIP POPLAR	4"-4 1/2" CAL.	B&B
PG	10	<i>Picea glauca</i>	WHITE SPRUCE	10'-12' TALL	B&B
PR	7	<i>Pinus rigida</i>	PITCH PINE	10'-12' TALL	B&B
QR	5	<i>Quercus rubra</i>	NORTHERN RED OAK	4"-4 1/2" CAL.	B&B
TC	5	<i>Tilia cordata</i> 'Greenspire'	GREENSPIRE LITTLE LEAF LINDEN	4"-4 1/2" CAL.	B&B
UA	5	<i>Ulmus americana</i> 'Accolade'	ACCOLADE AMERICAN ELM	4"-4 1/2" CAL.	B&B
ZS	9	<i>Zelkova serrata</i> 'Village Green'	VILLAGE GREEN JAPANESE ZELKOVA	4"-4 1/2" CAL.	B&B

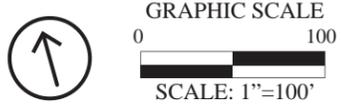
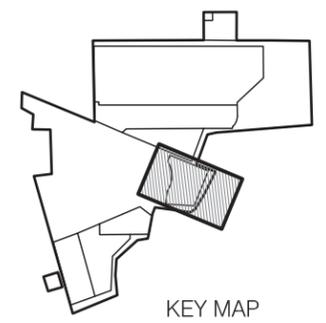
Dupont Tree Inventory

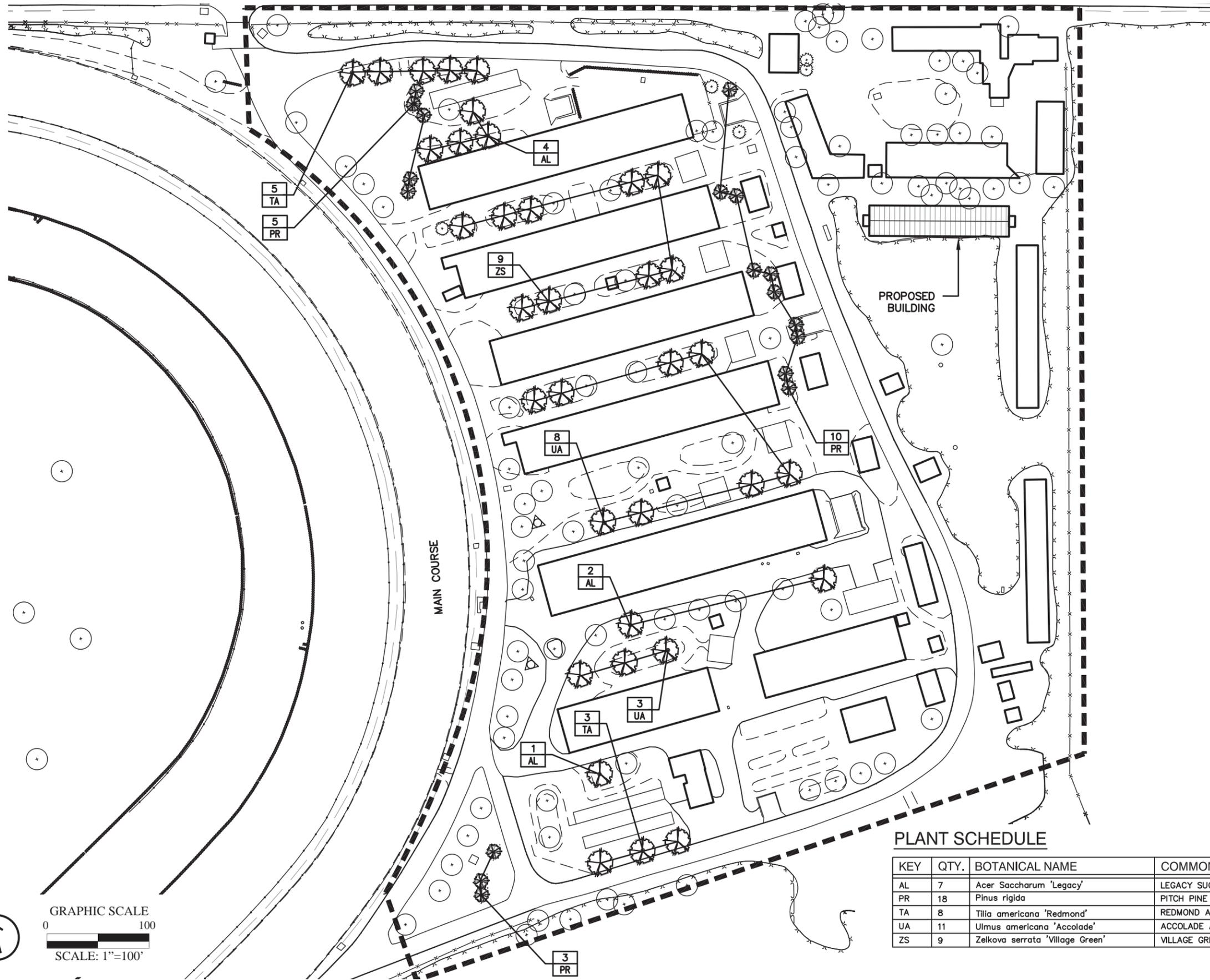
ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
DP-001	RED MAPLE	26"	MODERATE	REMOVE	380	DECAY
DP-002	PITCH PINE	26"	LOW	PRUNE	NONE	DECLINE
DP-003	RED MAPLE	24"	MODERATE	REMOVE	381	DECAY
DP-004	RED MAPLE	26"	HIGH	REMOVE	383	DECAY
DP-005	RED MAPLE	24"	LOW	REMOVE	382	DECAY
DP-006	RED MAPLE	25"	MODERATE	REMOVE	384	DEAD
DP-007	SUGAR MAPLE	26"	MODERATE	REMOVE	386	DECAY
DP-008	RED MAPLE	36"	HIGH	REMOVE	387	DECAY
DP-009	RED MAPLE	24"	MODERATE	PRUNE	NONE	DECLINE
DP-010	MAPLE	20"	LOW	PRUNE	NONE	DECLINE
DP-011	SUGAR MAPLE	20"	MODERATE	REMOVE	388	DECAY
DP-012	MAPLE	23"	MODERATE	PRUNE	202	DEAD
DP-013	MAPLE		LOW	PRUNE	NONE	DECLINE
DP-014	SUGAR MAPLE	21"	LOW	REMOVE	398	DECLINE
DP-015	SUGAR MAPLE	21"	LOW	REMOVE	NONE	DECLINE
DP-016	MAPLE	24"	LOW	PRUNE	NONE	DECLINE
DP-017	BOXELDER	25"	MODERATE	REMOVE	376	ROOTS
DP-018	BOXELDER	22"	MODERATE	REMOVE	377	ROOTS
DP-019	PIN OAK	24"	LOW	PRUNE	NONE	DECLINE
DP-020	WHITE PINE	15"	MODERATE	REMOVE	378	DECAY
DP-021	WHITE PINE	30"	HIGH	REMOVE	379	DECAY
DP-022	MAPLE	21"	LOW	REMOVE	NONE	DECAY
DP-023	SUGAR MAPLE	24"	LOW	PRUNE	NONE	DECLINE
DP-024	SUGAR MAPLE	24"	LOW	PRUNE	NONE	DECLINE
DP-025	SUGAR MAPLE	24"	LOW	PRUNE	NONE	DECLINE



LEGEND

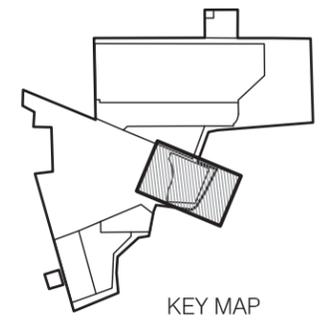
-  CRITICAL RISK TREES TO BE REMOVED (3 TOTAL TREES)
-  MODERATE RISK TREES TO BE REMOVED (8 TOTAL TREES)
-  LOW RISK TREES TO BE REMOVED (4 TOTAL TREES)
-  TREES TO BE PRUNED (11 TOTAL TREES)





LEGEND

-  NEW DECIDUOUS TREE PLANTING
-  NEW CONIFEROUS TREE PLANTING
-  EXISTING TREE TO REMAIN



PLANT SCHEDULE

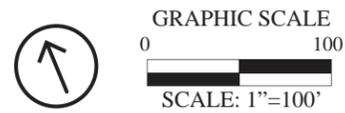
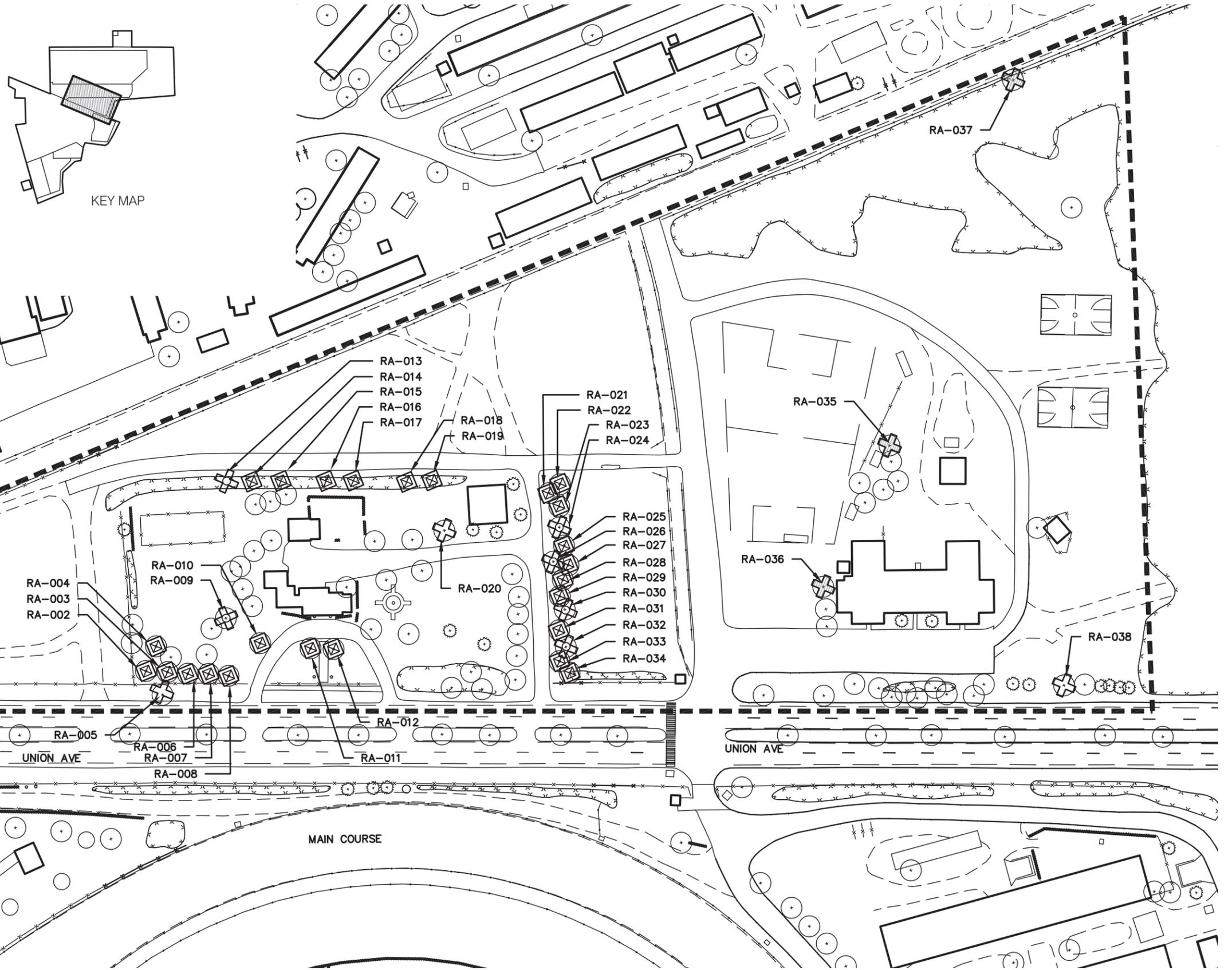
KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AL	7	<i>Acer Saccharum</i> 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
PR	18	<i>Pinus rigida</i>	PITCH PINE	10'-12' TALL	B&B
TA	8	<i>Tilia americana</i> 'Redmond'	REDMOND AMERICAN LINDEN	4"-4 1/2" CAL.	B&B
UA	11	<i>Ulmus americana</i> 'Accolade'	ACCOLADE AMERICAN ELM	4"-4 1/2" CAL.	B&B
ZS	9	<i>Zelkova serrata</i> 'Village Green'	VILLAGE GREEN JAPANESE ZELKOVA	4"-4 1/2" CAL.	B&B

Recreation Area Tree Inventory

ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
RA-001	MAPLE	20"	LOW	PRUNE	NONE	-
RA-002	PITCH PINE	6"	LOW	PRUNE	NONE	-
RA-003	PITCH PINE	6"	LOW	PRUNE	NONE	-
RA-004	OAK	20"	LOW	PRUNE	NONE	-
RA-005	SUGAR MAPLE	30"	LOW	REMOVE	390	DECAY
RA-006	PITCH PINE	6"	LOW	PRUNE	NONE	-
RA-007	PITCH PINE	6"	LOW	PRUNE	NONE	-
RA-008	PITCH PINE	6"	LOW	PRUNE	NONE	-
RA-009	HEMLOCK	6"	LOW	REMOVE	NONE	-
RA-010	MAPLE	18"	LOW	PRUNE	NONE	-
RA-011	OAK		LOW	PRUNE	NONE	-
RA-012	OAK		LOW	PRUNE	NONE	-
RA-013	PINE	6"	LOW	REMOVE	NONE	-
RA-014	PINE	6"	LOW	PRUNE	NONE	-
RA-015	PINE	6"	LOW	PRUNE	NONE	-
RA-016	PINE	6"	LOW	PRUNE	NONE	-
RA-017	PINE	6"	LOW	PRUNE	NONE	-
RA-018	PINE	6"	LOW	PRUNE	NONE	-
RA-019	PINE	6"	LOW	PRUNE	NONE	-
RA-020	SUGAR MAPLE	30"	LOW	REMOVE	394	DEAD WOOD
RA-021	PINE	6"	LOW	PRUNE	NONE	DEAD WOOD
RA-022	PINE	6"	LOW	PRUNE	NONE	DEAD WOOD
RA-023	PINE	6"	LOW	PRUNE	NONE	DEAD WOOD
RA-024	PINE	6"	LOW	REMOVE	NONE	DEAD WOOD
RA-025	PINE	6"	LOW	PRUNE	NONE	DEAD WOOD
RA-026	PINE	6"	LOW	REMOVE	NONE	DEAD WOOD
RA-027	PINE	6"	LOW	PRUNE	NONE	DEAD WOOD
RA-028	PINE	6"	LOW	PRUNE	NONE	DEAD WOOD
RA-029	PINE	6"	LOW	PRUNE	NONE	DEAD WOOD
RA-030	PINE	6"	LOW	REMOVE	NONE	DEAD WOOD
RA-031	PINE	6"	LOW	PRUNE	NONE	DEAD WOOD
RA-032	PINE	6"	LOW	REMOVE	NONE	DEAD WOOD
RA-033	PINE	6"	LOW	PRUNE	NONE	DEAD WOOD
RA-034	PINE	6"	LOW	PRUNE	NONE	DEAD WOOD
RA-035	RED MAPLE	34"	MODERATE	REMOVE	397	DEAD WOOD
RA-036	NORWAY MAPLE	19"	MODERATE	REMOVE	395	CANKER
RA-037	BLACK OAK	48"	MODERATE	REMOVE	600	DECAY
RA-038	SUGAR MAPLE	24"	LOW	REMOVE	398	DEAD WOOD

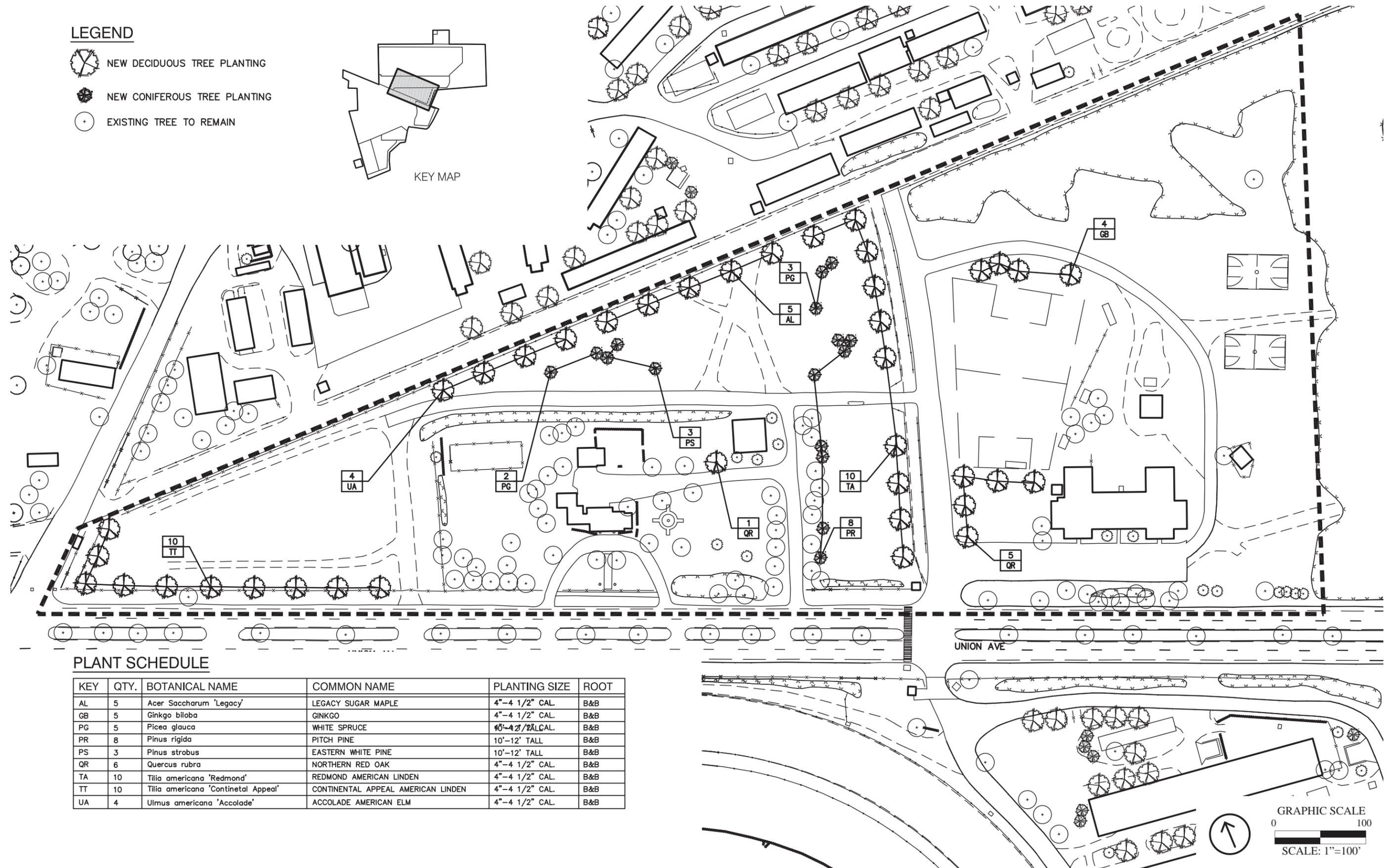
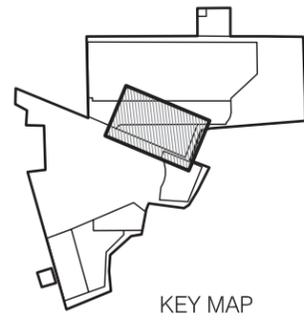
LEGEND

-  CRITICAL RISK TREES TO BE REMOVED
(0 TOTAL TREES)
-  MODERATE RISK TREES TO BE REMOVED
(3 TOTAL TREES)
-  LOW RISK TREES TO BE REMOVED
(9 TOTAL TREES)
-  TREES TO BE PRUNED
(26 TOTAL TREES)



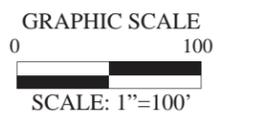
LEGEND

-  NEW DECIDUOUS TREE PLANTING
-  NEW CONIFEROUS TREE PLANTING
-  EXISTING TREE TO REMAIN



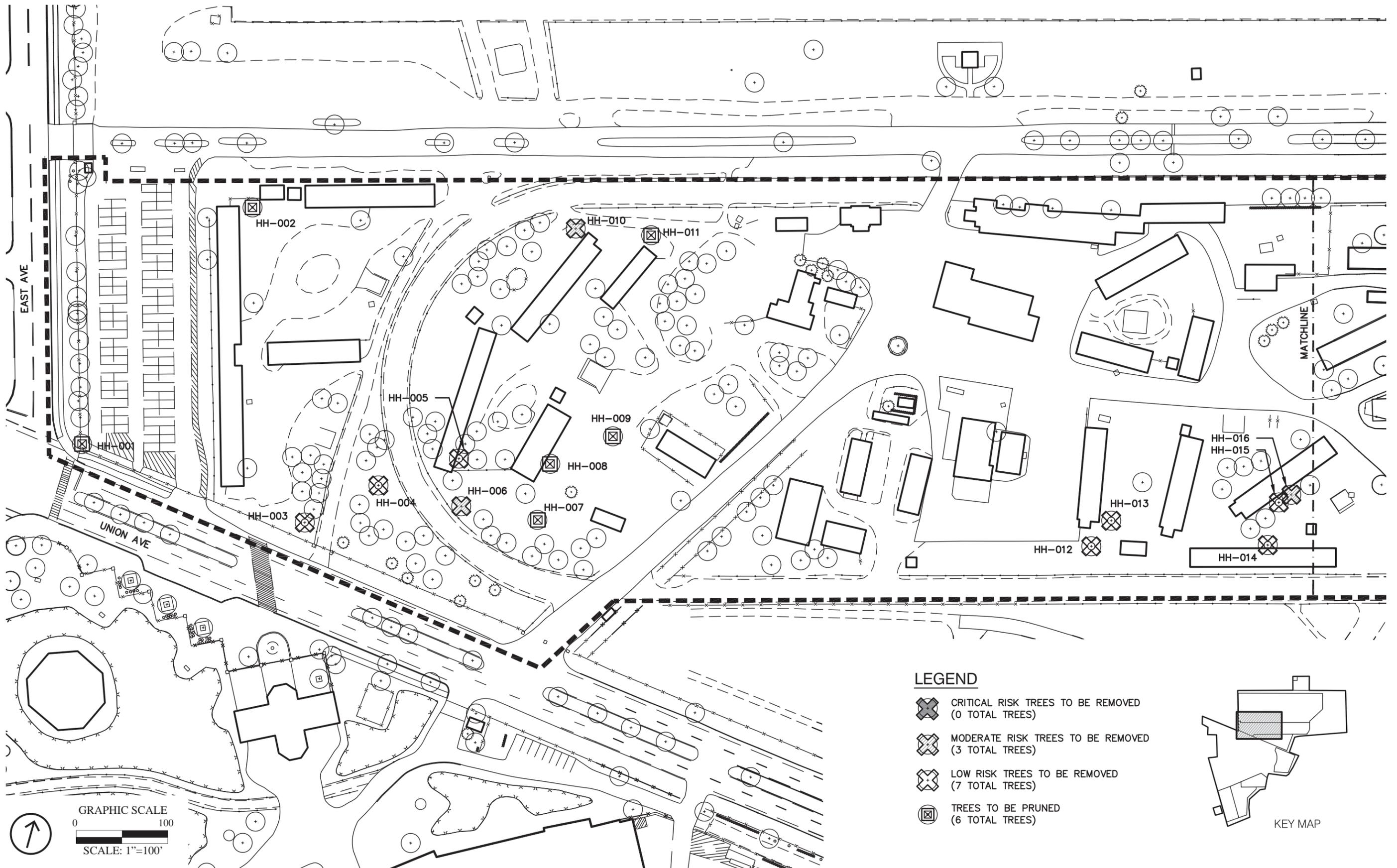
PLANT SCHEDULE

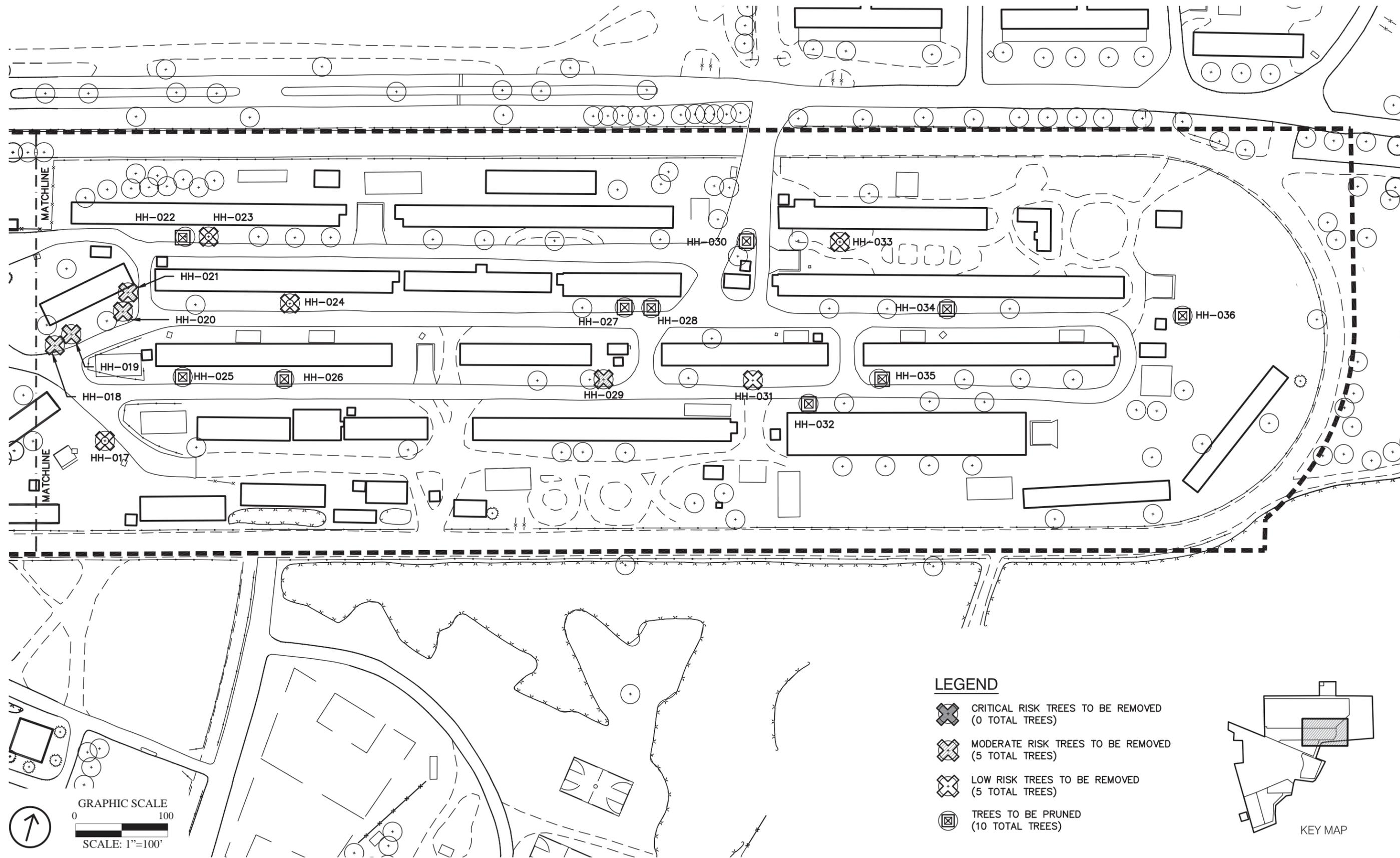
KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AL	5	<i>Acer Saccharum</i> 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
GB	5	<i>Ginkgo biloba</i>	GINKGO	4"-4 1/2" CAL.	B&B
PG	5	<i>Picea glauca</i>	WHITE SPRUCE	10"-12" CAL.	B&B
PR	8	<i>Pinus rigida</i>	PITCH PINE	10'-12' TALL	B&B
PS	3	<i>Pinus strobus</i>	EASTERN WHITE PINE	10'-12' TALL	B&B
QR	6	<i>Quercus rubra</i>	NORTHERN RED OAK	4"-4 1/2" CAL.	B&B
TA	10	<i>Tilia americana</i> 'Redmond'	REDMOND AMERICAN LINDEN	4"-4 1/2" CAL.	B&B
TT	10	<i>Tilia americana</i> 'Continetal Appeal'	CONTINETAL APPEAL AMERICAN LINDEN	4"-4 1/2" CAL.	B&B
UA	4	<i>Ulmus americana</i> 'Accolade'	ACCOLADE AMERICAN ELM	4"-4 1/2" CAL.	B&B

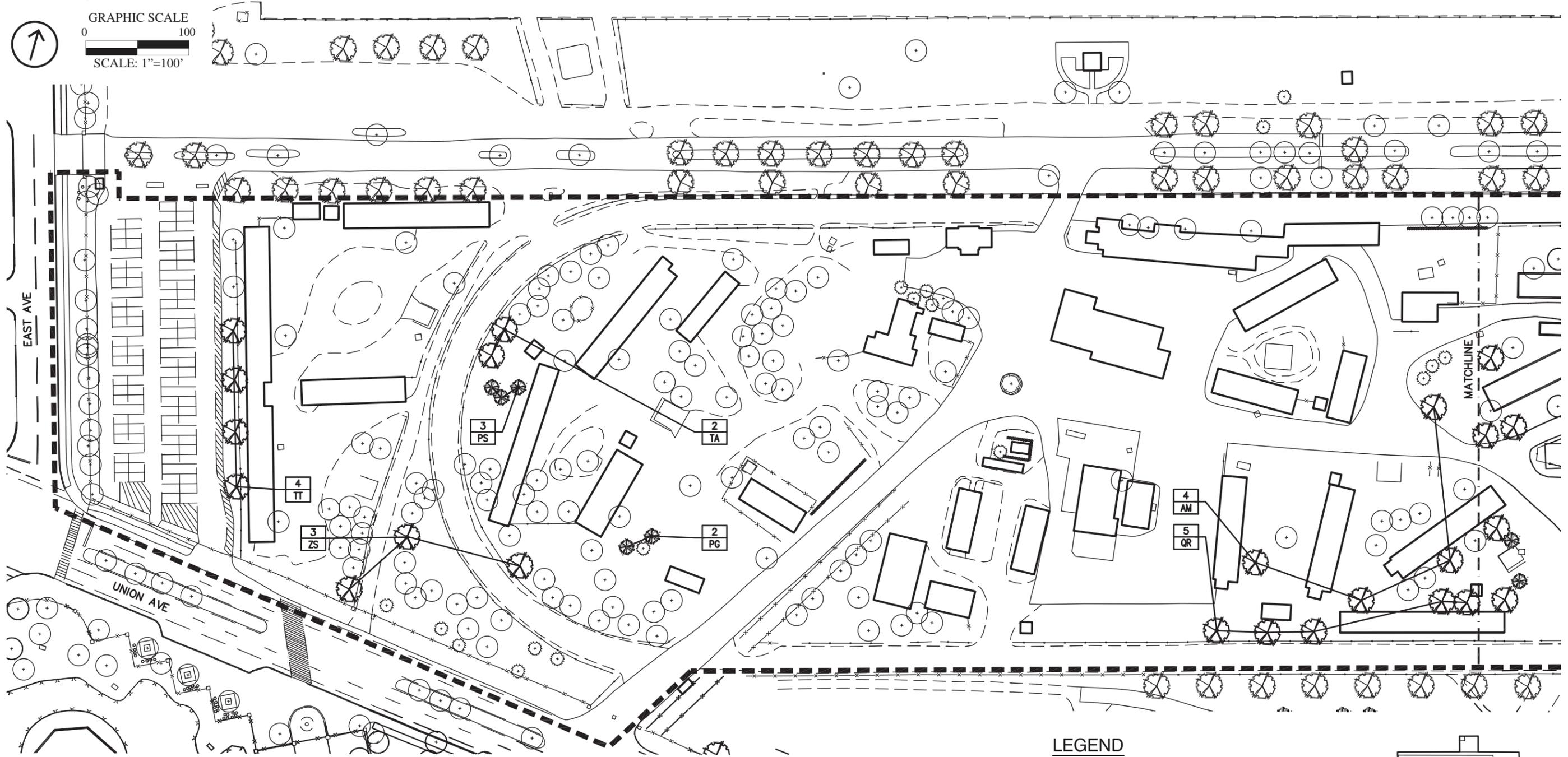
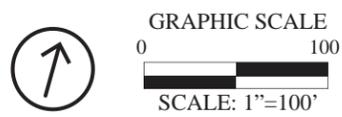


Horse Haven Tree Inventory

ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
HH-001	BLACK LOCUST	48"	LOW	PRUNE	357	DEAD WOOD
HH-002	SUGAR MAPLE		LOW	PRUNE	NONE	DECLINE
HH-003	WHITE PINE		LOW	REMOVE	NONE	DECAY
HH-004	MAPLE		LOW	REMOVE	NONE	DECAY
HH-005	PITCH PINE		LOW	REMOVE	NONE	DECLINE
HH-006	WHITE PINE	27"	MODERATE	REMOVE	356	DECAY
HH-007	SUGAR MAPLE	39"	LOW	PRUNE	355	DECAY
HH-008	SUGAR MAPLE	40"	LOW	PRUNE	354	FUTURE REMOVAL
HH-009	SUGAR MAPLE	41"	MODERATE	PRUNE	353	FUTURE REMOVAL
HH-010	PITCH PINE	26"	MODERATE	REMOVE	352	DECAY
HH-011	OAK		MODERATE	PRUNE	NONE	DECAY
HH-012	PITCH PINE		LOW	REMOVE	NONE	LEANING
HH-013	SUGAR MAPLE		LOW	REMOVE	NONE	LEANING
HH-014	MAPLE		LOW	REMOVE	NONE	LEANING
HH-015	SUGAR MAPLE	30"	LOW	REMOVE	NONE	DECAY
HH-016	SUGAR MAPLE	30"	MODERATE	REMOVE	351	DECAY
HH-017			LOW	REMOVE	NONE	DECLINE
HH-018	SUGAR MAPLE	33"	MODERATE	REMOVE	348	DECAY
HH-019	SUGAR MAPLE	30"	MODERATE	REMOVE	349	DECAY
HH-020	RED MAPLE	24"	MODERATE	REMOVE	347	DECAY
HH-021	SUGAR MAPLE	35"	MODERATE	REMOVE	346	DECAY
HH-022	MAPLE		LOW	PRUNE	NONE	DECLINE
HH-023	MAPLE	6"	LOW	REMOVE	NONE	DECAY
HH-024	MAPLE		LOW	REMOVE	NONE	DEACAY
HH-025	OAK		LOW	PRUNE	NONE	PRUNE MR
HH-026	MAPLE		LOW	PRUNE	NONE	PRUNE MR
HH-027	MAPLE	18"	LOW	PRUNE	NONE	PRUNE LR
HH-028	MAPLE	18"	LOW	PRUNE	NONE	PRUNE LR
HH-029	SUGAR MAPLE	29"	MODERATE	REMOVE	344	DECAY
HH-030	OAK		LOW	PRUNE	NONE	DECLINE
HH-031	SUGAR MAPLE	30"	LOW	REMOVE	343	DECAY
HH-032	MAPLE		LOW	PRUNE	NONE	DECLINE
HH-033	MAPLE	18"	LOW	REMOVE	NONE	DECLINE
HH-034	SUGAR MAPLE	25"	MODERATE	PRUNE	345	DECLINE
HH-035	MAPLE		LOW	PRUNE	NONE	DECLINE
HH-036	PITCH PINE		LOW	PRUNE	NONE	DECLINE





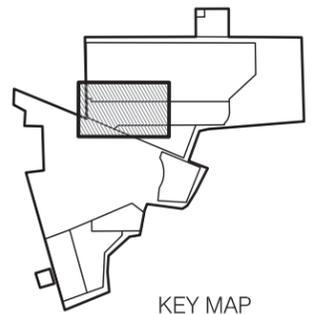


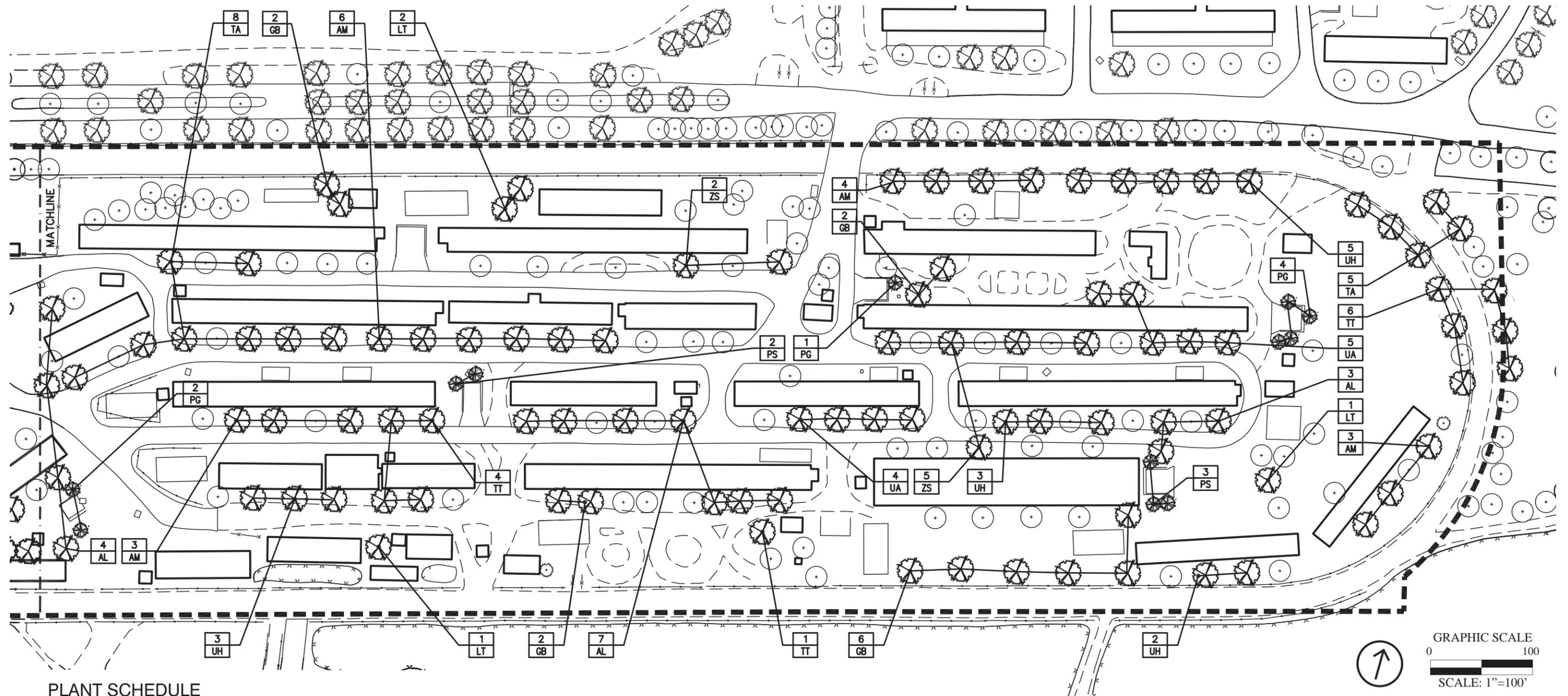
PLANT SCHEDULE

KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AM	4	<i>Acer Saccharum</i> 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	4"-4 1/2" CAL.	B&B
PG	2	<i>Picea glauca</i>	WHITE SPRUCE	10'-12' TALL	B&B
PS	3	<i>Pinus strobus</i>	EASTERN WHITE PINE	10'-12' TALL	B&B
QR	5	<i>Quercus rubra</i>	NORTHERN RED OAK	4"-4 1/2" CAL.	B&B
TA	2	<i>Tilia americana</i> 'Redmond'	CONTINENTAL APPEAL AMERICAN LINDEN	4"-4 1/2" CAL.	B&B
TT	4	<i>Tilia americana</i> 'Continetal Appeal'	CONTINENTAL APPEAL AMERICAN LINDEN	4"-4 1/2" CAL.	B&B
ZS	3	<i>Zelkova serrata</i> 'Village Green'	VILLAGE GREEN JAPANESE ZELKOVA	4"-4 1/2" CAL.	B&B

LEGEND

- NEW DECIDUOUS TREE PLANTING
- NEW CONIFEROUS TREE PLANTING
- EXISTING TREE TO REMAIN



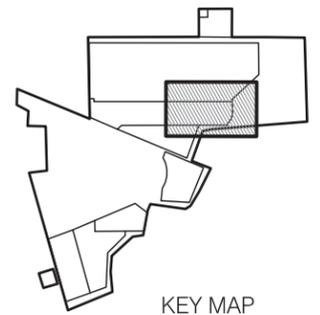


PLANT SCHEDULE

KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AM	16	<i>Acer Saccharum 'Green Mountain'</i>	GREEN MOUNTAIN SUGAR MAPLE	4"-4 1/2" CAL.	B&B
AL	14	<i>Acer Saccharum 'Legacy'</i>	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
GB	12	<i>Ginkgo biloba</i>	GINKGO	4"-4 1/2" CAL.	B&B
LT	4	<i>Liriodendron tulipifera</i>	TULIP POPLAR	4"-4 1/2" CAL.	B&B
PG	7	<i>Picea glauca</i>	WHITE SPRUCE	10'-12' TALL	B&B
PS	5	<i>Pinus strobus</i>	EASTERN WHITE PINE	10'-12' TALL	B&B
TA	13	<i>Tilia americana 'Redmond'</i>	REDMOND AMERICAN LINDEN	4"-4 1/2" CAL.	B&B
TT	11	<i>Tilia americana 'Continetal Appeal'</i>	CONTINENTAL APPEAL AMERICAN LINDEN	4"-4 1/2" CAL.	B&B
UA	9	<i>Ulmus americana 'Accolade'</i>	ACCOLADE AMERICAN ELM	4"-4 1/2" CAL.	B&B
UH	10	<i>Ulmus americana 'New Harmony'</i>	NEW HARMONY AMERICAN ELM	4"-4 1/2" CAL.	B&B
ZS	7	<i>Zelkova serrata 'Village Green'</i>	VILLAGE GREEN JAPANESE ZELKOVA	4"-4 1/2" CAL.	B&B

LEGEND

-  NEW DECIDUOUS TREE PLANTING
-  NEW CONIFEROUS TREE PLANTING
-  EXISTING TREE TO REMAIN

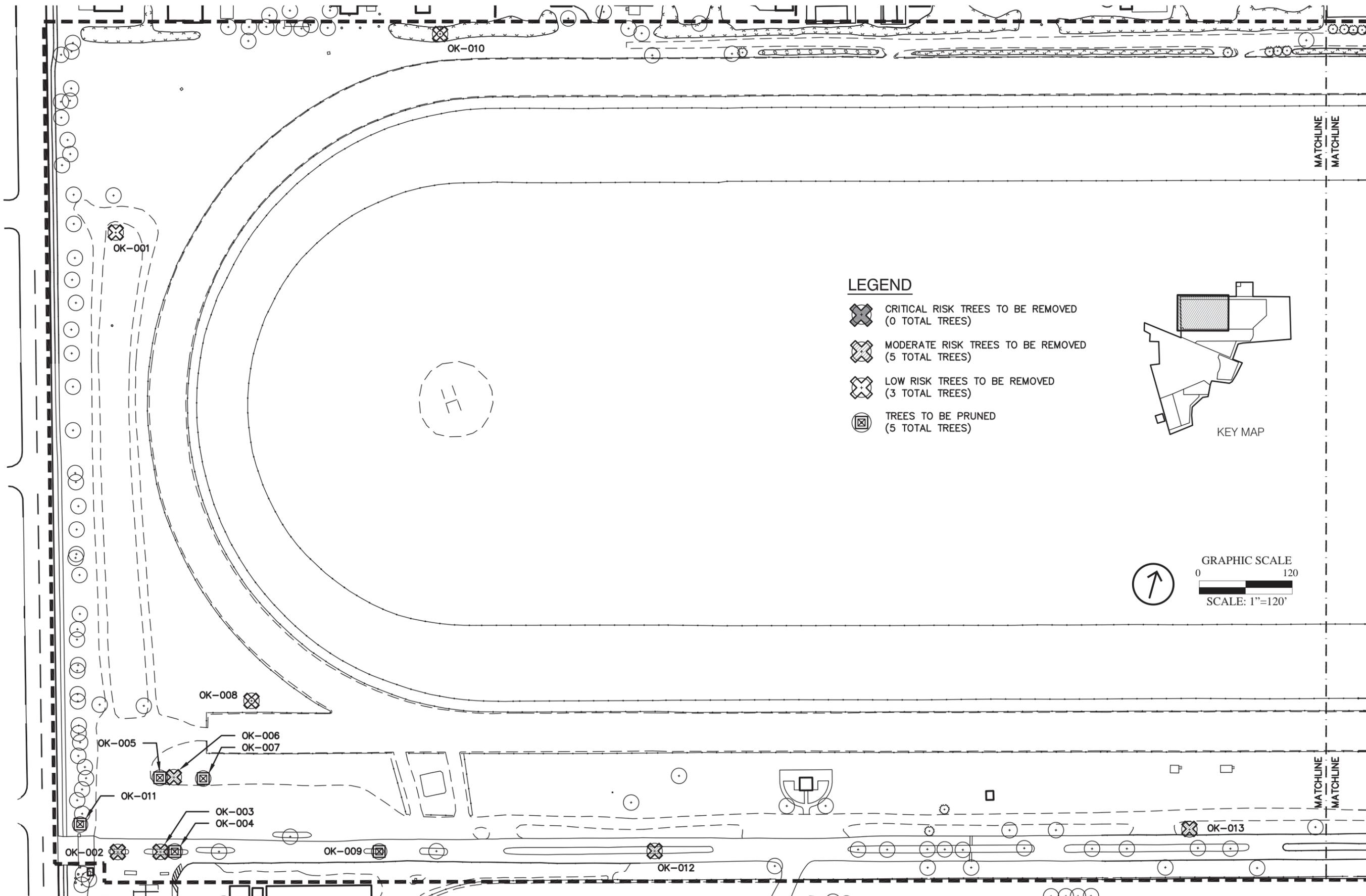


Oklahoma Tree Inventory

ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
OK-001	RED MAPLE	27"	LOW	REMOVE	225	DECAY
OK-002	RED MAPLE	22"	MODERATE	REMOVE	224	DECAY
OK-003	SUGAR MAPLE	31"	MODERATE	REMOVE	223	DECAY
OK-004	MAPLE		LOW	PRUNE	NONE	
OK-005	MAPLE		LOW	PRUNE	NONE	DECLINE
OK-006	SUGAR MAPLE	31"	MODERATE	REMOVE	218	DECAY
OK-007	MAPLE		LOW	PRUNE	NONE	DECLINE
OK-008	MAPLE	36"	LOW	REMOVE	NONE	MAJOR DECAY
OK-009	SUGAR MAPLE		LOW	PRUNE	NONE	DECLINE
OK-010	PINE		LOW	REMOVE	NONE	DECAY/DEAD
OK-011	ASPEN		LOW	PRUNE	NONE	DECLINE
OK-012	RED MAPLE	34"	MODERATE	REMOVE	221	DECAY
OK-013	RED MAPLE	22"	MODERATE	REMOVE	220	DECAY
OK-014	SUGAR MAPLE	18"	MODERATE	REMOVE	219	FUTURE REMOVAL
OK-015	RED MAPLE	13"	MODERATE	REMOVE	350	DEAD
OK-016	LOCUST	12"	LOW	PRUNE	NONE	DEAD BRANCHES
OK-017	LOCUST	12"	LOW	PRUNE	NONE	DEAD BRANCHES
OK-018	LOCUST	12"	LOW	PRUNE	NONE	DEAD BRANCHES
OK-019	LOCUST	12"	LOW	PRUNE	NONE	DEAD BRANCHES
OK-020	LOCUST	12"	LOW	PRUNE	NONE	DEAD BRANCHES
OK-021	MAPLE		LOW	PRUNE	NONE	DEAD BRANCHES
OK-022	MAPLE		LOW	PRUNE	NONE	DEAD BRANCHES
OK-023	SUGAR MAPLE		LOW	REMOVE	NONE	DECAY/DEAD
OK-024	NORWAY MAPLE?		MODERATE	REMOVE	NONE	DECAY
OK-025	NORWAY MAPLE	14"	MODERATE	REMOVE	235	DECAY
OK-026	NORWAY MAPLE	20"	MODERATE	REMOVE	240	CANKER
OK-027	??		LOW	REMOVE	NONE	FUTURE REMOVAL
OK-028	SUGAR MAPLE		LOW	PRUNE	NONE	DECLINE
OK-029	SUGAR MAPLE	19"	MODERATE	REMOVE	241	DECAY
OK-030	SUGAR MAPLE	24"	LOW	REMOVE	243	FUTURE REMOVAL
OK-031	SUGAR MAPLE	23"	MODERATE	REMOVE	244	DECAY
OK-032	SUGAR MAPLE	32"	MODERATE	REMOVE	251	DECAY
OK-033	SUGAR MAPLE	34"	HIGH	PRUNE	250	DECAY
OK-034	SUGAR MAPLE	24"	MODERATE	REMOVE	252	DECLINE
OK-035	SUGAR MAPLE	28"	MODERATE	PRUNE	254	DEAD
OK-036	SUGAR MAPLE	23"	MODERATE	REMOVE	255	DECAY
OK-037	MAPLE		LOW	PRUNE	NONE	DECLINE
OK-038	MAPLE	6"	LOW	REMOVE	NONE	DECLINE
OK-039	MAPLE		LOW	PRUNE	NONE	DECLINE
OK-040	NORWAY MAPLE	13"	MODERATE	REMOVE	259	CANKER
OK-041	NORWAY MAPLE	24"	HIGH	REMOVE	246	DECAY
OK-042	SUGAR MAPLE	31"	MODERATE	PRUNE	245	DECAY
OK-043	SUGAR MAPLE	28"	MODERATE	PRUNE	247	DEAD
OK-044	RED MAPLE	22"	MODERATE	REMOVE	249	DECAY
OK-045	SUGAR MAPLE	36"	HIGH	REMOVE	248	DECAY
OK-046	MAPLE	24"	LOW	REMOVE	NONE	DECAY
OK-047	MAPLE	24"	LOW	PRUNE	NONE	DECLINE
OK-048	MAPLE	24"	LOW	REMOVE	NONE	DECLINE
OK-049	RED MAPLE	31"	HIGH	REMOVE	242	DECAY
OK-050	SUGAR MAPLE	36"	MODERATE	PRUNE	238	DEAD
OK-051	MAPLE	24"	LOW	PRUNE	NONE	DELINCE
OK-052	SUGAR MAPLE	18"	MODERATE	REMOVE	239	DECAY
OK-053	MAPLE		LOW	PRUNE	NONE	DECLINE
OK-054	MAPLE		LOW	PRUNE	NONE	DECLINE
OK-055	BLACK CHERRY	26"	MODERATE	PRUNE	260	DECAY
OK-056	MAPLE		LOW	PRUNE	NONE	DECLINE
OK-057	BLACK CHERRY	26"	MODERATE	REMOVE	258	DECAY
OK-058	SUGAR MAPLE	29"	MODERATE	REMOVE	257	DECAY
OK-059	LOCUST	12"	LOW	PRUNE	NONE	DECAY
OK-060	HEMLOCK	8"	LOW	REMOVE	NONE	DEAD
OK-061	HEMLOCK	8"	LOW	REMOVE	NONE	DEAD
OK-062	HEMLOCK	8"	LOW	REMOVE	NONE	DEAD
OK-063	HEMLOCK	8"	LOW	REMOVE	NONE	DEAD

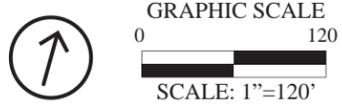
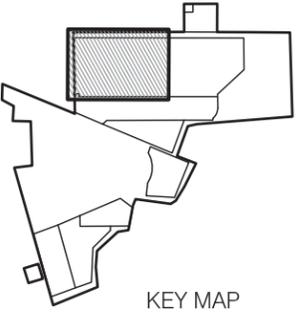
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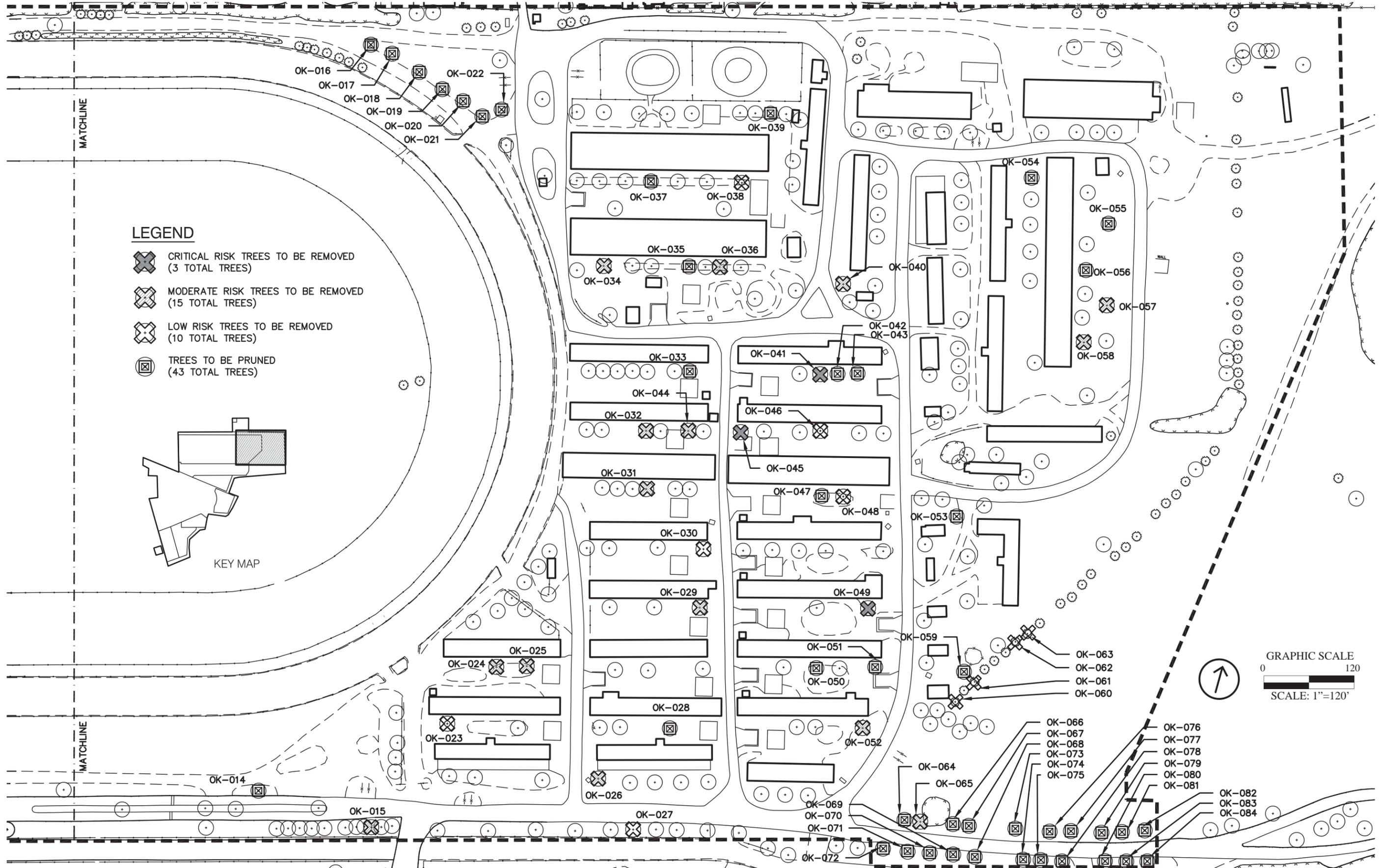
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OK-067	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-068	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-069	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-070	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-071	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-072	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-073	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-074	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-075	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-076	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-077	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-078	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-079	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-080	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-081	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-082	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-084	LOCUST	12"	LOW	PRUNE	NONE	DECLINE



LEGEND

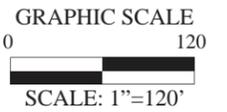
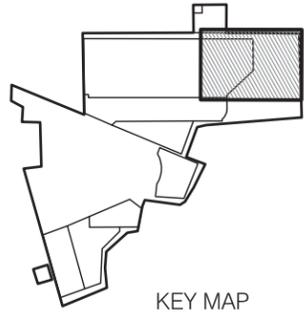
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-  MODERATE RISK TREES TO BE REMOVED
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(3 TOTAL TREES)
-  TREES TO BE PRUNED
(5 TOTAL TREES)

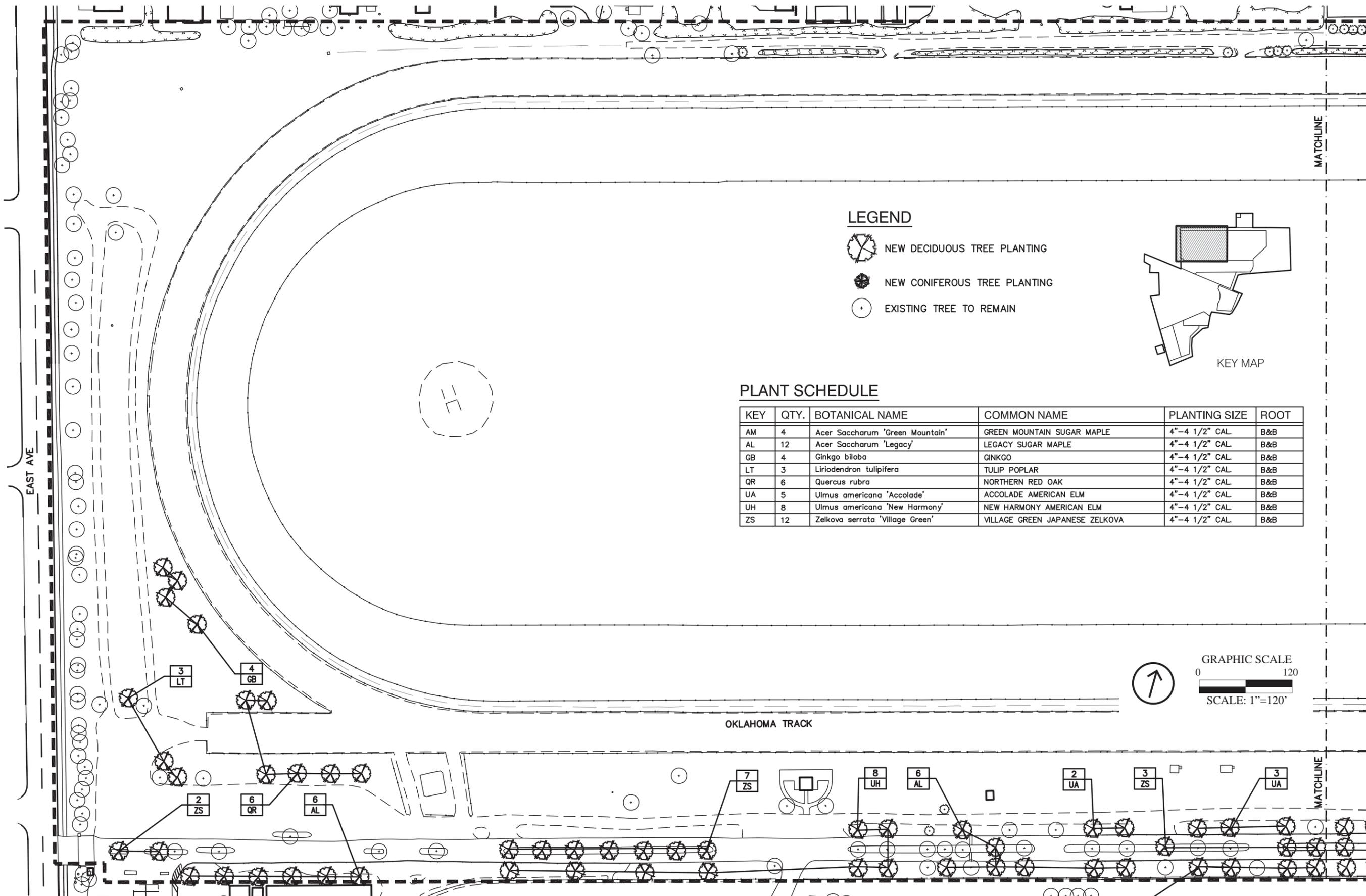




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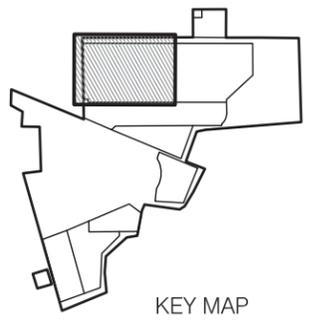
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(10 TOTAL TREES)
-  TREES TO BE PRUNED
(43 TOTAL TREES)





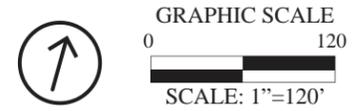
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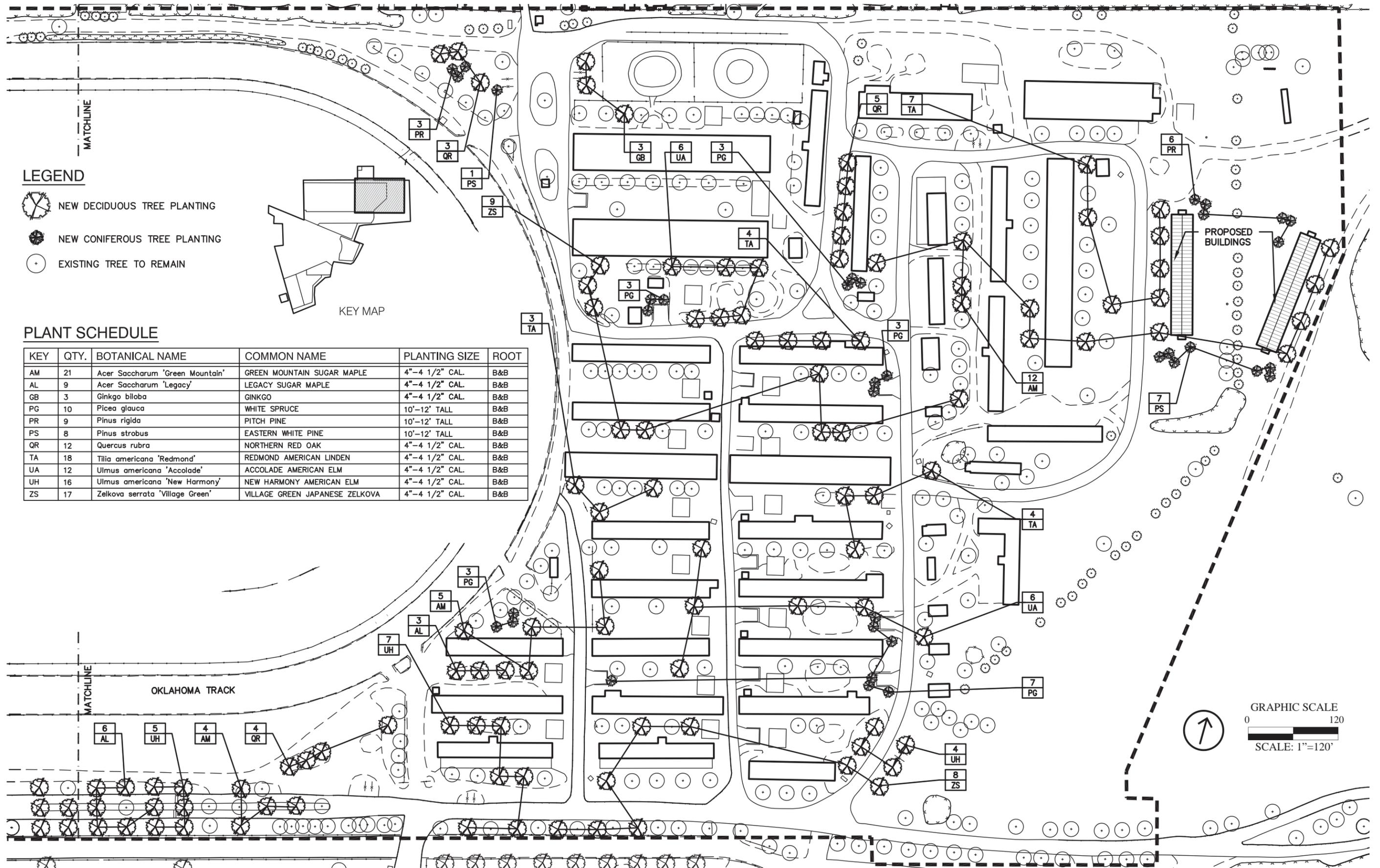
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-  NEW CONIFEROUS TREE PLANTING
-  EXISTING TREE TO REMAIN



PLANT SCHEDULE

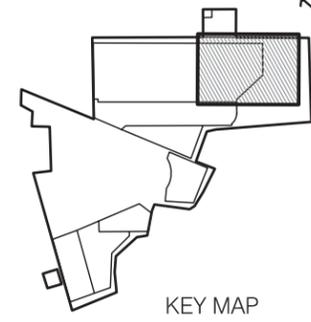
KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AM	4	Acer Saccharum 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	4"-4 1/2" CAL.	B&B
AL	12	Acer Saccharum 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
GB	4	Ginkgo biloba	GINKGO	4"-4 1/2" CAL.	B&B
LT	3	Liriodendron tulipifera	TULIP POPLAR	4"-4 1/2" CAL.	B&B
QR	6	Quercus rubra	NORTHERN RED OAK	4"-4 1/2" CAL.	B&B
UA	5	Ulmus americana 'Accolade'	ACCOLADE AMERICAN ELM	4"-4 1/2" CAL.	B&B
UH	8	Ulmus americana 'New Harmony'	NEW HARMONY AMERICAN ELM	4"-4 1/2" CAL.	B&B
ZS	12	Zelkova serrata 'Village Green'	VILLAGE GREEN JAPANESE ZELKOVA	4"-4 1/2" CAL.	B&B





LEGEND

- NEW DECIDUOUS TREE PLANTING
- NEW CONIFEROUS TREE PLANTING
- EXISTING TREE TO REMAIN



PLANT SCHEDULE

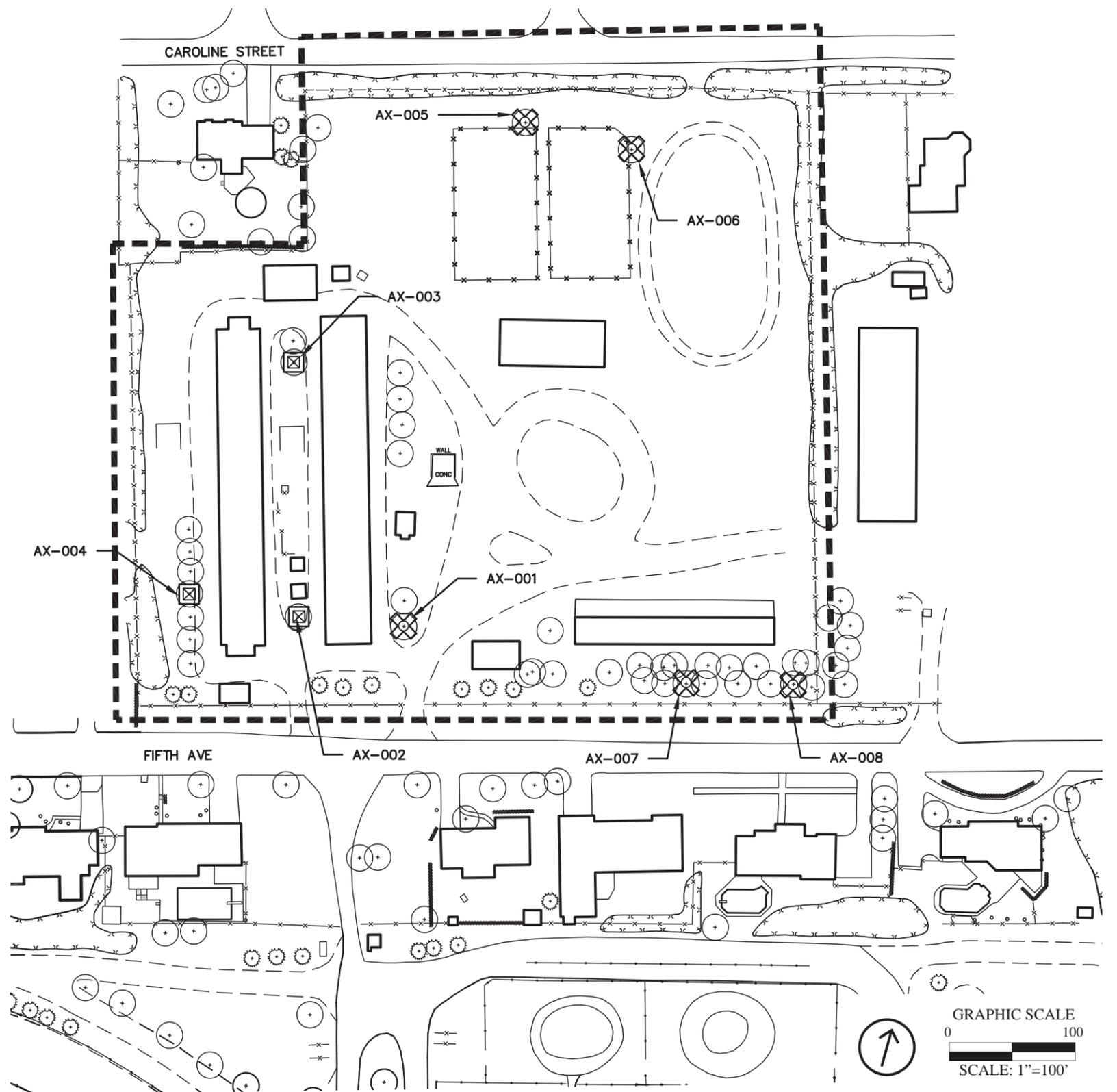
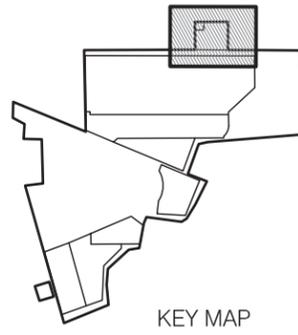
KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AM	21	<i>Acer Saccharum</i> 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	4"-4 1/2" CAL.	B&B
AL	9	<i>Acer Saccharum</i> 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
GB	3	<i>Ginkgo biloba</i>	GINKGO	4"-4 1/2" CAL.	B&B
PG	10	<i>Picea glauca</i>	WHITE SPRUCE	10'-12' TALL	B&B
PR	9	<i>Pinus rigida</i>	PITCH PINE	10'-12' TALL	B&B
PS	8	<i>Pinus strobus</i>	EASTERN WHITE PINE	10'-12' TALL	B&B
QR	12	<i>Quercus rubra</i>	NORTHERN RED OAK	4"-4 1/2" CAL.	B&B
TA	18	<i>Tilia americana</i> 'Redmond'	REDMOND AMERICAN LINDEN	4"-4 1/2" CAL.	B&B
UA	12	<i>Ulmus americana</i> 'Accolade'	ACCOLADE AMERICAN ELM	4"-4 1/2" CAL.	B&B
UH	16	<i>Ulmus americana</i> 'New Harmony'	NEW HARMONY AMERICAN ELM	4"-4 1/2" CAL.	B&B
ZS	17	<i>Zelkova serrata</i> 'Village Green'	VILLAGE GREEN JAPANESE ZELKOVA	4"-4 1/2" CAL.	B&B

Oklahoma Annex Tree Inventory

ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
AX-001	SUGAR MAPLE	12"	LOW	REMOVE	NONE	DECLINE
AX-002	SUGAR MAPLE	18"	LOW	PRUNE	NONE	DECLINE
AX-003	SUGAR MAPLE	18"	LOW	PRUNE	NONE	DECLINE
AX-004	SUGAR MAPLE	12"	LOW	PRUNE	NONE	DECLINE
AX-005	BOX ELDER	12"	LOW	REMOVE	NONE	DECLINE
AX-006	BOX ELDER	12"	LOW	REMOVE	NONE	DECLINE
AX-007	SPRUCE	10"	LOW	REMOVE	NONE	DEAD
AX-008	SPRUCE	10"	LOW	REMOVE	NONE	DEAD

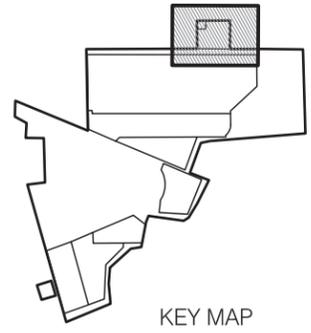
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-  MODERATE RISK TREES TO BE REMOVED
(0 TOTAL TREES)
-  LOW RISK TREES TO BE REMOVED
(5 TOTAL TREES)
-  TREES TO BE PRUNED
(3 TOTAL TREES)



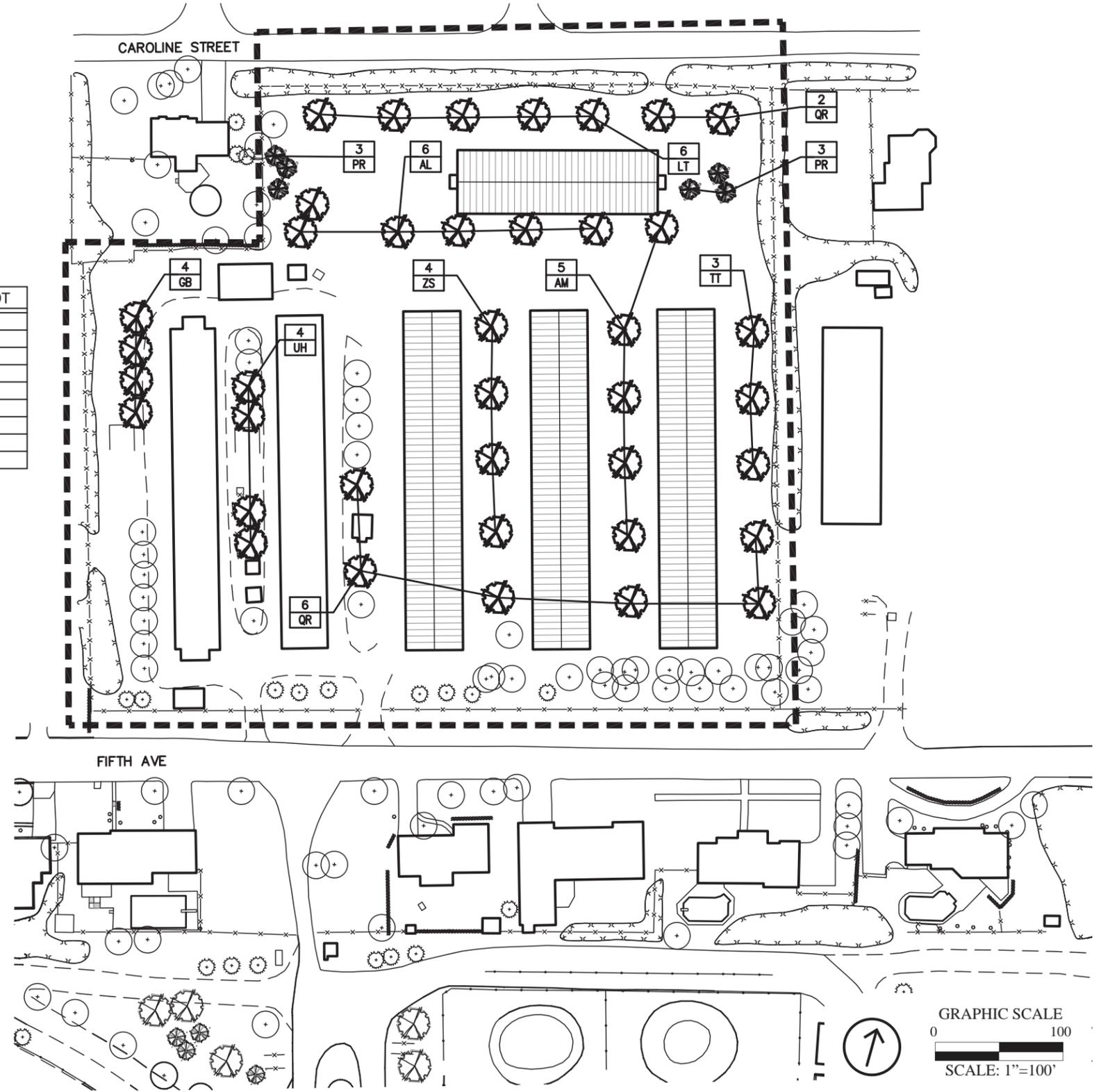
LEGEND

-  NEW DECIDUOUS TREE PLANTING
-  NEW CONIFEROUS TREE PLANTING
-  EXISTING TREE TO REMAIN



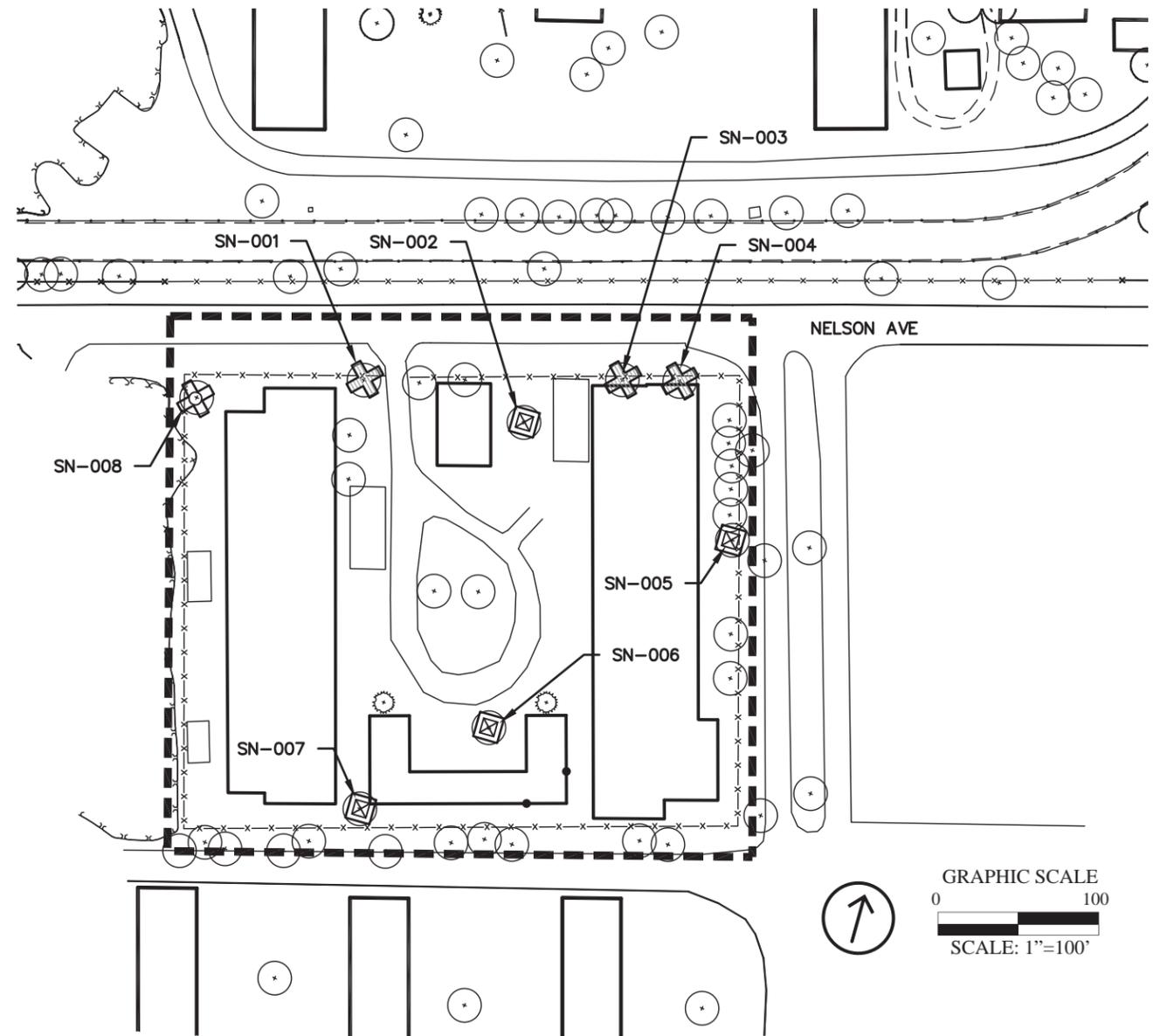
PLANT SCHEDULE

KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AM	5	<i>Acer Saccharum</i> 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	4"-4 1/2" CAL.	B&B
AL	6	<i>Acer Saccharum</i> 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
GB	4	<i>Ginkgo biloba</i>	GINKGO	4"-4 1/2" CAL.	B&B
LT	6	<i>Liriodendron tulipifera</i>	TULIP POPLAR	4"-4 1/2" CAL.	B&B
PR	6	<i>Pinus rigada</i>	PITCH PINE	10'-12' TALL	B&B
QR	8	<i>Quercus rubra</i>	NORTHERN RED OAK	4"-4 1/2" CAL.	B&B
TT	3	<i>Tilia americana</i> 'Continetal Appeal'	CONTINENTAL APPEAL AMERICAN LINDEN	4"-4 1/2" CAL.	B&B
UH	4	<i>Ulmus americana</i> 'New Harmony'	NEW HARMONY AMERICAN ELM	4"-4 1/2" CAL.	B&B
ZS	4	<i>Zelkova serrata</i> 'Village Green'	VILLAGE GREEN JAPANESE ZELKOVA	4"-4 1/2" CAL.	B&B



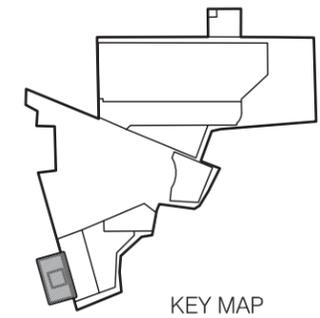
Sanford Tree Inventory

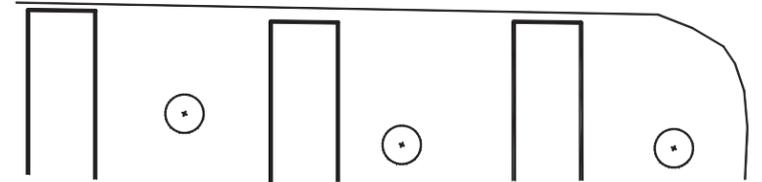
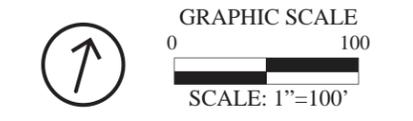
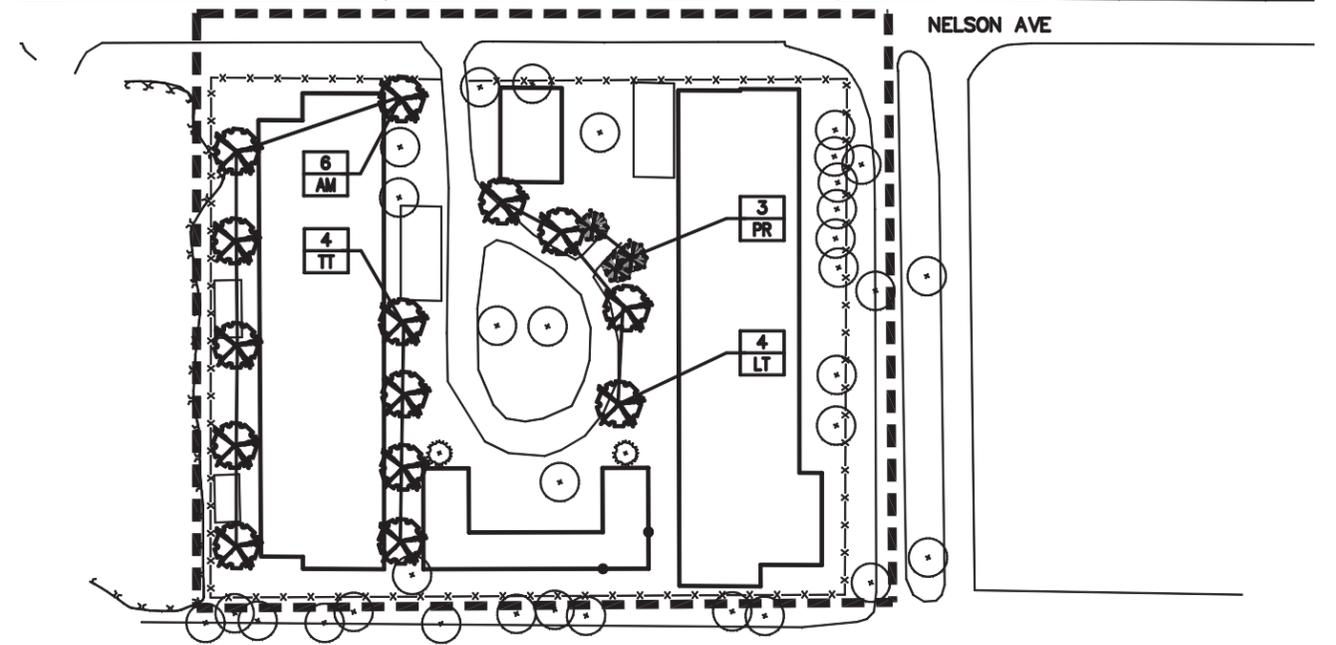
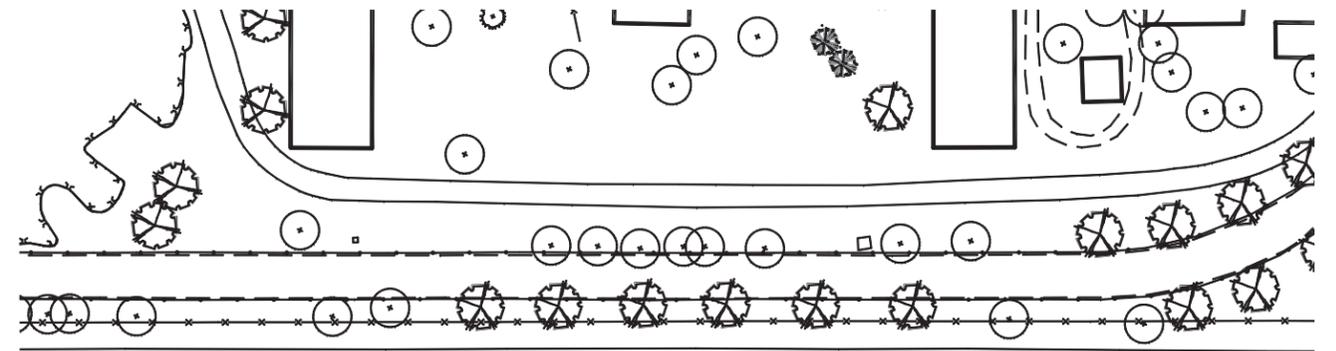
ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
SN-001	SUGAR MAPLE	30"	MODERATE	REMOVE	NONE	DECLINE
SN-002	SUGAR MAPLE	36"	LOW	PRUNE	NONE	DECLINE
SN-003	SUGAR MAPLE	30"	MODERATE	REMOVE	NONE	DECAY
SN-004	SUGAR MAPLE	30"	MODERATE	REMOVE	NONE	DECAY
SN-005	SUGAR MAPLE	18"	LOW	PRUNE	NONE	DECLINE
SN-006	SUGAR MAPLE	48"	LOW	PRUNE	NONE	MAJOR DIEBACK
SN-007	SUGAR MAPLE	36"	LOW	PRUNE	NONE	DECLINE
SN-008	SUGAR MAPLE	30"	LOW	REMOVE	NONE	DECAY



LEGEND

-  CRITICAL RISK TREES TO BE REMOVED
(0 TOTAL TREES)
-  MODERATE RISK TREES TO BE REMOVED
(3 TOTAL TREES)
-  LOW RISK TREES TO BE REMOVED
(1 TOTAL TREES)
-  TREES TO BE PRUNED
(4 TOTAL TREES)



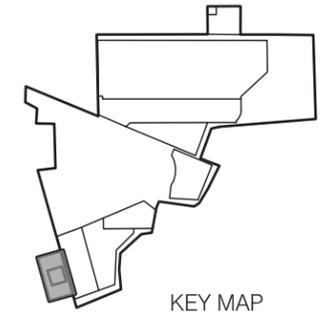


LEGEND

- NEW DECIDUOUS TREE PLANTING
- NEW CONIFEROUS TREE PLANTING
- EXISTING TREE TO REMAIN

PLANT SCHEDULE

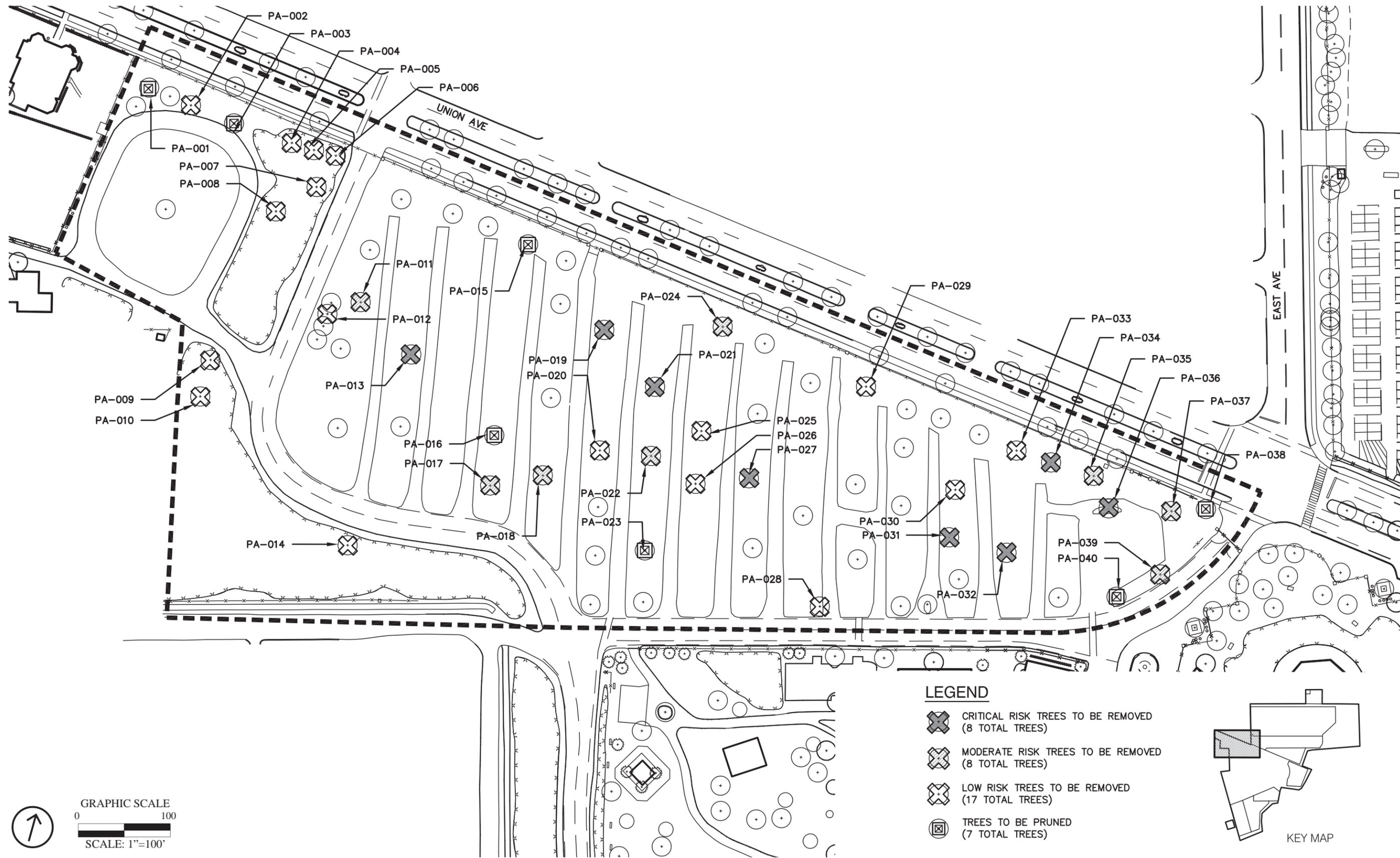
KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AM	6	Acer Saccharum 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	4"-4 1/2" CAL.	B&B
LT	4	Liriodendron tulipifera	TULIP POPLAR	4"-4 1/2" CAL.	B&B
PR	3	Pinus rigida	PITCH PINE	10'-12' TALL	B&B
TT	4	Tilia americana 'Continetal Appeal'	CONTINENTAL APPEAL AMERICAN LINDEN	4"-4 1/2" CAL.	B&B



KEY MAP

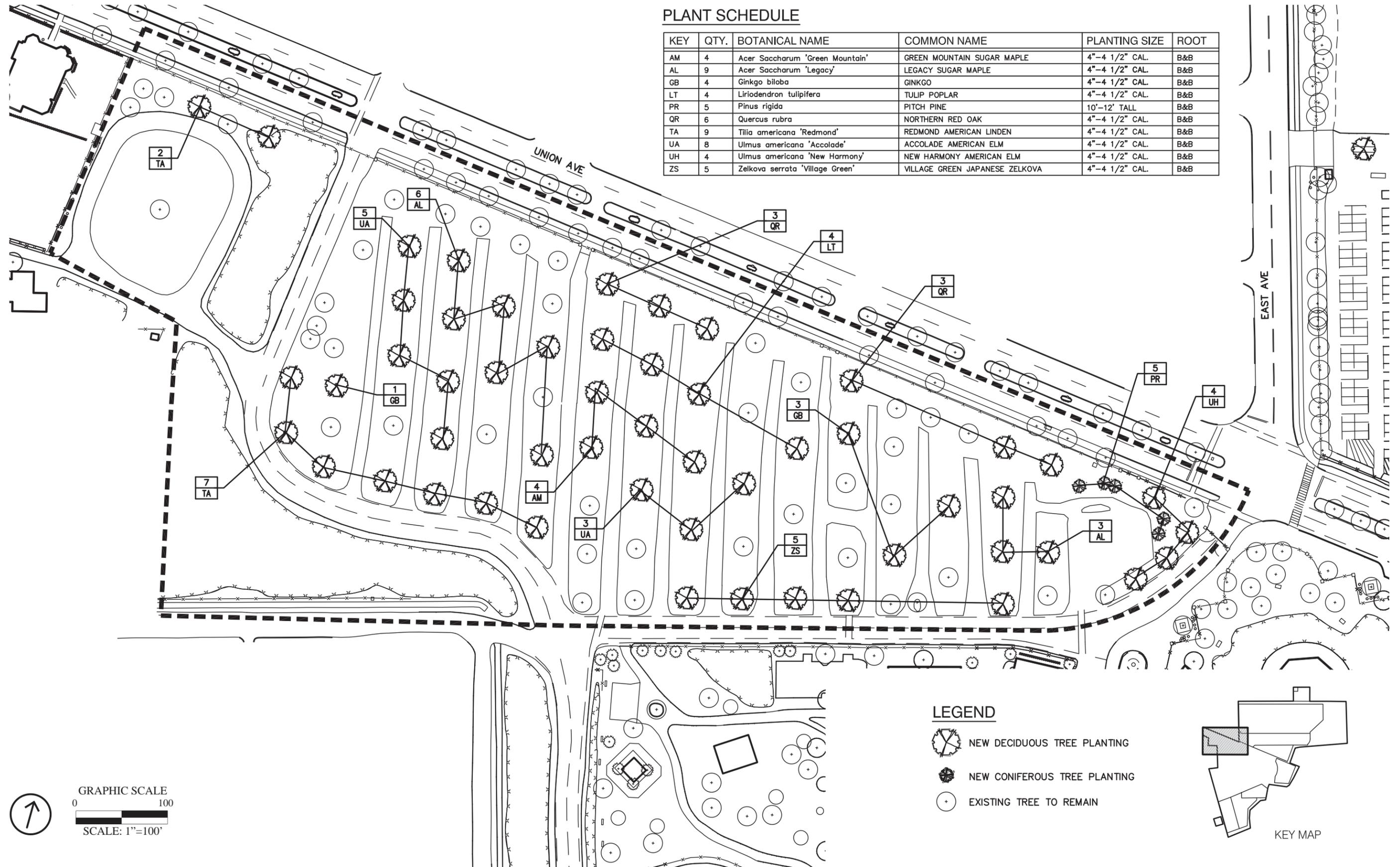
Frontside Autopark Area Tree Inventory

ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
PA-001	NORWAY MAPLE	31"	LOW	PRUNE	199	OVER ROAD
PA-002	NORWAY MAPLE	24"	LOW	REMOVE	200	DECAY
PA-003	NORWAY MAPLE	24"	LOW	PRUNE	198	DECAY
PA-004	NORWAY MAPLE	34"	LOW	REMOVE	196	DECAY
PA-005	NORWAY MAPLE	22"	LOW	REMOVE	195	CANKER
PA-006	NORWAY MAPLE	22"	LOW	REMOVE	194	DECAY
PA-007	WHITE PINE	23"	LOW	REMOVE	193	CANKER
PA-008	NORWAY MAPLE	21"	LOW	REMOVE	192	DECAY
PA-009	NORWAY MAPLE	21"	LOW	REMOVE	190	DECAY
PA-010	NORWAY MAPLE	23"	LOW	REMOVE	197	DECAY
PA-011	RED MAPLE	35"	MODERATE	REMOVE	156	DECLINE
PA-012	NORWAY MAPLE	10"	LOW	REMOVE	164	CANKER
PA-013	RED MAPLE	22"	HIGH	REMOVE	157	DECAY
PA-014	NORWAY MAPLE	14"	LOW	REMOVE	189	DECAY
PA-015	NORWAY MAPLE	26"	LOW	PRUNE	158	DECAY
PA-016	RED MAPLE	34"	HIGH	PRUNE	159	DEAD WOOD
PA-017	RED MAPLE	43"	MODERATE	REMOVE	160	DECAY
PA-018	RED MAPLE	29"	MODERATE	REMOVE	162	DECAY
PA-019	RED MAPLE	36"	HIGH	REMOVE	163	CRACK
PA-020	RED MAPLE	27"	LOW	REMOVE	161	DECAY
PA-021	RED MAPLE	30"	HIGH	REMOVE	169	DECAY
PA-022	RED MAPLE	28"	MODERATE	REMOVE	168	DECAY
PA-023	SUGAR MAPLE	44"	MODERATE	PRUNE	166	CAVITY
PA-024	NORWAY MAPLE	30"	MODERATE	REMOVE	172	DECAY
PA-025	RED MAPLE	34"	LOW	REMOVE	171	DECAY
PA-026	SUGAR MAPLE	38"	LOW	REMOVE	170	DECLINE
PA-027	RED MAPLE	35"	HIGH	REMOVE	167	DECLINE
PA-028	SUGAR MAPLE	26"	LOW	REMOVE	173	DECAY
PA-029	NORWAY MAPLE	34"	LOW	REMOVE	175	DECAY
PA-030	RED MAPLE	30"	LOW	REMOVE	176	DECLINE
PA-031	RED MAPLE	25"	HIGH	REMOVE	177	DECAY
PA-032	RED MAPLE	23"	HIGH	REMOVE	180	DECAY
PA-033	NORWAY MAPLE	28"	LOW	REMOVE	178	DECAY
PA-034	NORWAY MAPLE	33"	HIGH	REMOVE	179	DECAY
PA-035	NORWAY MAPLE	28"	MODERATE	REMOVE	181	DECAY
PA-036	RED MAPLE	26"	HIGH	REMOVE	183	DECLINE
PA-037	NORWAY MAPLE	26"	MODERATE	REMOVE	184	ROOTS
PA-038	NORWAY MAPLE	33"	MODERATE	PRUNE	185	DEAD WOOD
PA-039	RED MAPLE	25"	MODERATE	REMOVE	186	DECAY
PA-040	SUGAR MAPLE	41"	MODERATE	PRUNE	187	DECLINE



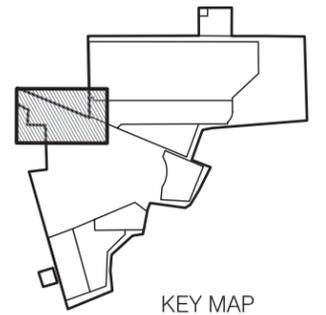
PLANT SCHEDULE

KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AM	4	Acer Saccharum 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	4"-4 1/2" CAL.	B&B
AL	9	Acer Saccharum 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
GB	4	Ginkgo biloba	GINKGO	4"-4 1/2" CAL.	B&B
LT	4	Liriodendron tulipifera	TULIP POPLAR	4"-4 1/2" CAL.	B&B
PR	5	Pinus rigida	PITCH PINE	10'-12' TALL	B&B
QR	6	Quercus rubra	NORTHERN RED OAK	4"-4 1/2" CAL.	B&B
TA	9	Tilia americana 'Redmond'	REDMOND AMERICAN LINDEN	4"-4 1/2" CAL.	B&B
UA	8	Ulmus americana 'Accolade'	ACCOLADE AMERICAN ELM	4"-4 1/2" CAL.	B&B
UH	4	Ulmus americana 'New Harmony'	NEW HARMONY AMERICAN ELM	4"-4 1/2" CAL.	B&B
ZS	5	Zelkova serrata 'Village Green'	VILLAGE GREEN JAPANESE ZELKOVA	4"-4 1/2" CAL.	B&B



LEGEND

-  NEW DECIDUOUS TREE PLANTING
-  NEW CONIFEROUS TREE PLANTING
-  EXISTING TREE TO REMAIN

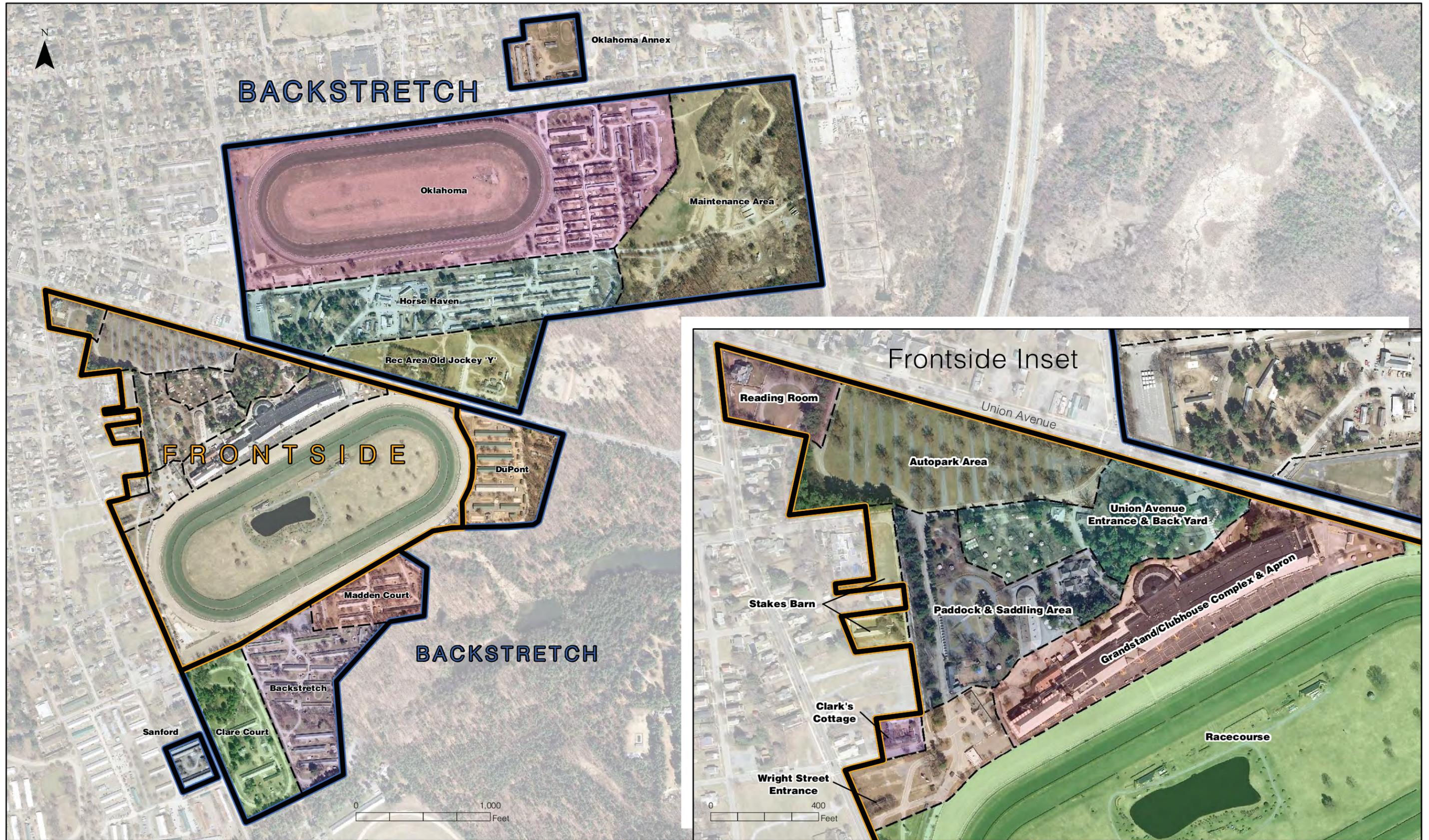


KEY MAP

Appendix:

Saratoga Racecourse Study Area Regions Map; AKRF Environmental and Planning Consultants

Saratoga Racecourse Tree Risk Assessment, Urban Forestry LLC, May 2012



Saratoga Racecourse Study Area Regions Map (Provided by: AKRF Environmental and Planning Consultants)

New York Racing Association

Saratoga Racecourse Tree Risk Assessment



May 2012

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Executive Summary

Introduction

This document reports the results of a tree risk assessment of the trees on the grounds of the Saratoga Racecourse executed at the request of the New York Racing Association. The important role of the trees in the Racecourse's appeal to visitors was stressed in the landscape assessment portion of the recent Frontside Redevelopment Study (April, 2011), where their declining condition was discussed as well. The extent of that decline is evident in the results presented here, where perhaps 10% of the total number of trees need priority maintenance work now. Many more will need it in the next decade or two.

Procedure

- Tree risk assessment was completed in spring 2012 using industry-defined methods.
- Grounds were divided into “Frontside” (grandstand and parking area south of Union Avenue) and Backside (remaining grounds and stable areas north and south of Union Avenue).
- Requirements to be on priority maintenance action list: adequate size to pose threat, likely target, and visible serious defect.
- Frontside trees were assessed with a “Basic method” employing a detailed examination of the tree and site. Backside trees near high use buildings along Union Avenue, as well as trees fronting Nelson and East Avenues, were evaluated with the same procedure.
- Remaining Backside tree assessments were made with a “Simple visual method,” where needs are identified from a slow moving vehicle followed by minimal individual tree inspections on foot.
- All trees requiring maintenance action were tagged with a numbered aluminum tag at about 6-7' off the ground. In addition, GPS locations were recorded with a Qstarz 818XT unit with a nominal accuracy of 10 ft.
- GPS locations were imported into Google Earth® to provide general orientation maps for approximate tree location.
- Risk levels were assigned as follows:
 - Basic Method: the ISA BMP on Risk Assessment.¹
 - Simple Visual: the standard simplified system.²

¹Smiley et al. Best management Practices. Tree Risk Assessment. International Society of Arboriculture, 2011.

²Matheny and Clark, A Photographic Guide to the Evaluation of Hazard Trees in Urban Areas. 2nd ed. International Society of Arboriculture, 1994. High risk: score of 9 and above (out of 12), Medium: 7-8, Low: 6 and below

Results

- 295 trees were identified for priority maintenance action
 - 47 High Risk: 43 remove, 4 prune
 - 132 Moderate Risk: 108 remove, 24 prune
 - 116 Low Risk: 81 remove, 35 prune
- Detailed records in Tables (Appendix I)
- Tree photos linked by timestamp to data files (both on CD)

Risk Management Recommendations

- Arboricultural maintenance should be scheduled based on risk ranking
 - High risk removal and pruning should be completed as soon as budgets and time permit
 - Moderate risk removal and pruning should be completed next, or along with high risk work if feasible
 - Low risk work should be completed last. Monitoring and discretionary selection of work may be appropriate for some trees
- Specification documents should be developed following ANSI A300 standards to bid, guide and allow oversight of pruning and removal work
- Risk assessment policy should be developed to prescribe annual risk reassessment
 - Policy also needed to define action and timeline once high risk trees are identified.
 - Important because of large population of large sized, over mature trees stand in close proximity to athletes, buildings and clients

Cautions

- Current assessment is a “snapshot” of existing conditions and cannot describe or predict all future risk
 - Branch failure on white pine is common on older trees, but not predictable
 - Some trees are in critical health but without predictable failure potential
- Decay and decline in large diameter maples is common but many trees are not currently actionable; expect high priority maintenance work to continue in the future
- Absence of past tree maintenance contributing to elevated work level in risk survey
- List of risk trees is not a list of maintenance needs; considerable other routine maintenance is needed on many trees
- Trees in middle of racecourse were not assessed. Similarly, trees outside NYRA's fence in the municipal ROW were omitted.
- Current practice of paving over tree root systems is hastening the death of older trees.

Additional Site and Management Considerations

- The requested work included only risk assessment; a general inventory would facilitate future management and preventive maintenance, especially on the Frontside.
- Unusually deep and sandy soil conditions are permitting high amounts of vehicle and foot traffic around trees with minimal apparent impact from root damage
- Recent construction activity is damaging some trees. Policy and protection methods for trees during future construction is highly recommended
- A number of impressive heritage trees growing on property, providing unique feel to campus
 - Very large diameter oaks in good condition
 - Many large diameter sugar maples, white and pitch pines in good condition
 - A reasonable Preservation Policy on heritage trees would aid management
- Future planting plans should consider native tree species and increased diversity, as well as the species-specific results of this risk assessment (e.g., avoid use of red and Norway maples).
- Development of long-term maintenance and planting plans through comprehensive management planning is a future goal for the site.

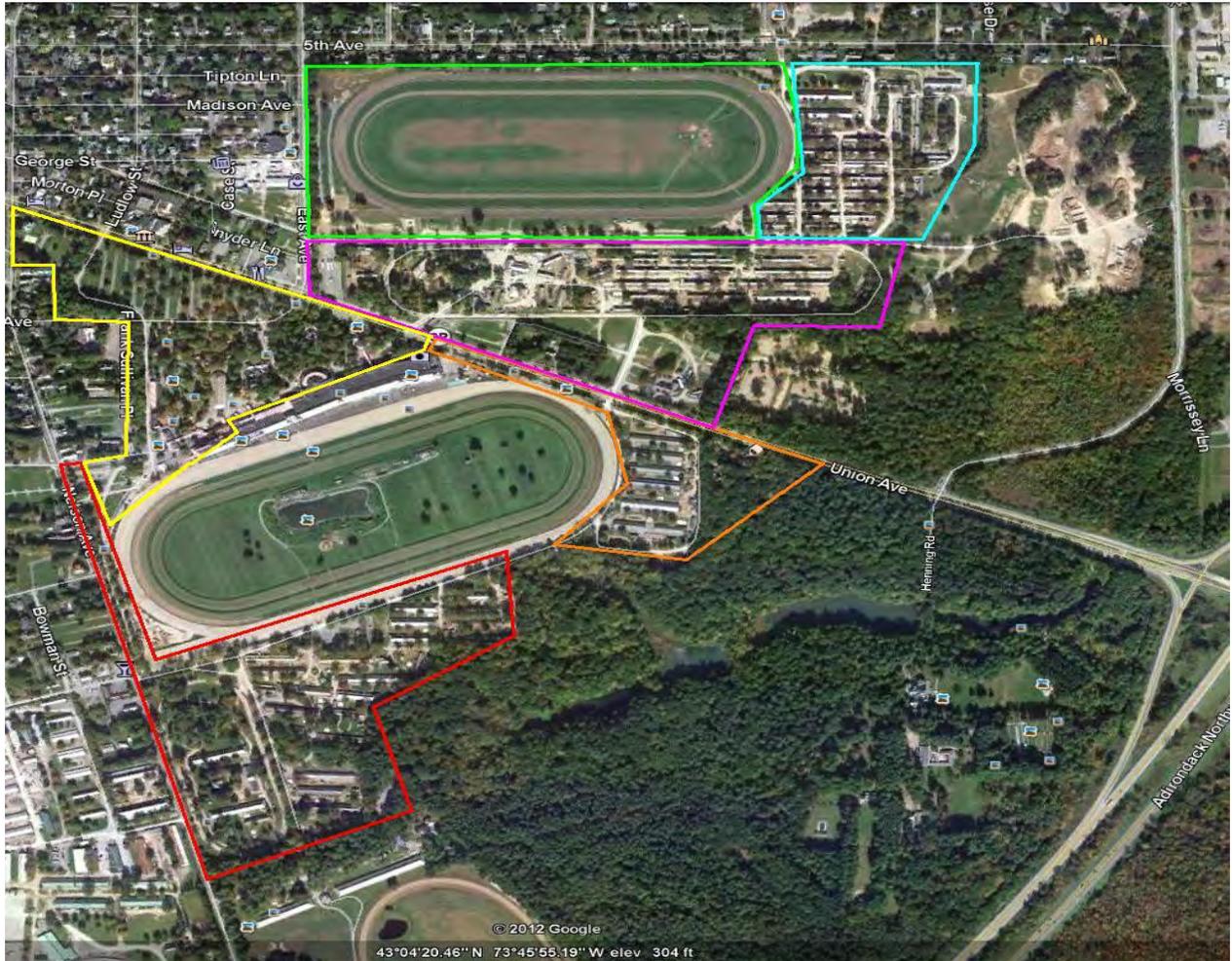
Maps

- A map of the area names that are used in the Tables follows below.
- Approximate tree locations are indicated on the maps in Appendix IV
 - Blue icons indicate Basic method, red indicate Simple Visual
 - Bright blue and bright red indicate high risk trees
- For maps with increased resolution, open the file in the Maps folder on the CD with Google Earth[®] and follow directions sheet in the folder.

Disclaimer

- Urban Forest Analytics is not responsible for discovery or identification of hidden conditions not contracted for, or conditions that would not normally be detected using the agreed upon method(s).
- Further, results may not remain accurate after inspection due to changes in conditions, passage of time, or variable deterioration of inspected material.
- Failures occurring during unusual weather events, including but not restricted to high wind speeds or severe glazing, are not predictable.
- Urban Forest Analytics will not be held liable for work other than the contracted assessment of the trees.

Map of Area Names Used in this Report



KEY

<i>Color outline</i>	<i>Area label</i>
Yellow	Frontside
Red	Backside_S_Nelson
Orange	Backside_S_Union
Pink	Backside_N_Union
Green	Backside_N_West
Blue	Backside_N_East

Appendix I: Result Tables

Result tables are presented by risk level (high, moderate, low), action (prune, remove) and tag number.

HIGH RISK (includes all trees, regardless of location or method)

REMOVE – High Risk					
Tag	Area	Species	Diam	Comment	Method
120	Frontside	Sugar maple	28	Decay	B
130	Frontside	Sugar maple	19	Decay	B
131	Frontside	Silver maple	30	Decay	B
133	Frontside	Sugar maple	27	Decay	B
157	Frontside	Red maple	22	Decay	B
163	Frontside	Red maple	36	Crack	B
167	Frontside	Red maple	35	Decline	B
169	Frontside	Red maple	30	Decay	B
177	Frontside	Red maple	25	Decay	B
179	Frontside	Norway maple	33	Decay	B
180	Frontside	Red maple	23	Decay	B
182	Frontside	Red maple	27	Decay	B
183	Frontside	Red maple	26	Decline	B
203	Backside_S_Nelson	Sugar maple	24	Dead	SV
205	Backside_S_Nelson	Sugar maple	47	Decay	SV
208	Backside_S_Nelson	Sugar maple	45	Decay	SV
209	Backside_S_Nelson	Sugar maple	27	Decay	SV
230	Backside_N_West	Douglas fir	22	Decay	SV
242	Backside_N_East	Red maple	31	Decay	SV
246	Backside_N_East	Norway maple	24	Decay	SV
248	Backside_N_East	Sugar maple	36	Decay	SV
290	Frontside	Sugar maple	17	Decay	B
316	Backside_S_Nelson	Black cherry	28	Decay	SV
318	Backside_S_Nelson	Norway maple	34	Decay	SV
319	Backside_S_Nelson	Norway maple	31	Decay	SV
324	Backside_S_Nelson	Red maple	29	Decay	SV
325	Backside_S_Nelson	Red maple	30	Decay	SV
326	Backside_S_Nelson	Red maple	34	Decay	SV
327	Backside_S_Nelson	Sugar maple	43	Canker	SV
328	Backside_S_Nelson	Sugar maple	47	Decay	SV
329	Backside_S_Nelson	Sugar maple	49	Decay	SV
330	Backside_S_Nelson	Red maple	24	Decay	SV
363	Backside_S_Nelson	Red maple	38	Decay	SV
364	Backside_S_Nelson	Black locust	19	Dead	SV
365	Backside_S_Nelson	Sugar maple	33	Decay	SV

368	Backside_S_Nelson	Sugar maple	30	Decay	SV
369	Backside_S_Nelson	Sugar maple	23	Decay	SV
373	Backside_S_Nelson	Sugar maple	35	Decay	SV
374	Backside_S_Nelson	Sugar maple	51	Decay	SV
375	Backside_S_Nelson	Black locust	16	Dead	SV
379	Backside_S_Union	White pine	30	Decay	SV
383	Backside_S_Union	Red maple	26	Decay	SV
387	Backside_S_Union	Red maple	36	Decay	SV

PRUNE – High Risk

<i>Tag</i>	<i>Area</i>	<i>Species</i>	<i>Diam</i>	<i>Comment</i>	<i>Method</i>
155	Frontside	Pin oak	22	Decay	B
159	Frontside	Red maple	34	Dead wood	B
250	Backside_N_East	Sugar maple	34	Decay	SV
297	Frontside	Sugar maple	40	Possible removal	B



MODERATE RISK (includes all trees, regardless of location or method)

REMOVE – Moderate Risk					
Tag	Area	Species	Diam	Comment	Method
129	Frontside	Sugar maple	26	Decay	B
147	Frontside	Red maple	11	Dead	B
149	Frontside	Red maple	14	Decay	B
160	Frontside	Red maple	43	Decay	B
162	Frontside	Red maple	29	Decay	B
168	Frontside	Red maple	28	Decay	B
172	Frontside	Norway maple	30	Decay	B
174	Frontside	Red maple	33	Dead	B
181	Frontside	Norway maple	28	Decay	B
184	Frontside	Norway maple	26	Roots	B
186	Frontside	Red maple	25	Decay	B
201	Backside_S_Nelson	Sugar maple	42	Decay	SV
207	Backside_S_Nelson	Sugar maple	37	Decay	SV
210	Backside_S_Nelson	Sugar maple	44	Decay	SV
213	Backside_S_Nelson	Norway maple	18	Decay	SV
215	Backside_S_Nelson	Norway maple	19	Canker	SV
216	Backside_S_Nelson	Norway maple	18	Decay	SV
217	Backside_S_Nelson	Sugar maple	13	Canker	SV
218	Backside_N_West	Sugar maple	31	Decay	SV
220	Backside_N_West	Red maple	22	Decay	SV
221	Backside_N_West	Red maple	34	Decay	SV
222	Backside_N_West	Red maple	26	Decay	SV
223	Backside_N_West	Sugar maple	31	Decay	SV
224	Backside_N_West	Red maple	22	Decay	SV
226	Backside_N_West	American elm	11	Dead	SV
227	Backside_N_West	Douglas fir	24	Dead	SV
228	Backside_N_West	Douglas fir	13	Dead	SV
229	Backside_N_West	Douglas fir	13	Dead	SV
231	Backside_N_West	Colorado blue spruce	12	Dead	SV
233	Backside_N_West	Colorado blue spruce	10	Dead	SV
234	Backside_N_West	Colorado blue spruce	13	Dead	SV
235	Backside_N_East	Norway maple	14	Decay	SV
236	Backside_N_East	Sugar maple	13	Dead	SV
237	Backside_N_East	Black cherry	23	Decay	SV
239	Backside_N_East	Sugar maple	18	Decay	SV
240	Backside_N_East	Norway maple	21	Canker	SV
241	Backside_N_East	Sugar maple	19	Decay	SV
244	Backside_N_East	Sugar maple	23	Decay	SV
249	Backside_N_East	Red maple	22	Decay	SV
251	Backside_N_East	Sugar maple	32	Decay	SV
255	Backside_N_East	Sugar maple	23	Decay	SV
256	Backside_N_West	Norway maple	19	Decay	SV

257	Backside_N_East	Sugar maple	29	Decay	SV
258	Backside_N_East	Black cherry	26	Decay	SV
259	Backside_N_East	Norway maple	13	Canker	SV
266	Backside_S_Nelson	Sugar maple	23	Dead	B
267	Backside_S_Nelson	Sugar maple	22	Decay	B
277	Frontside	Sugar maple	18	Decay	B
283	Frontside	Norway maple	25	Decay	B
291	Backside_N_West	Norway maple	23	Decay	SV
292	Frontside	Norway maple	15	Decay	B
299	Frontside	White pine	16	Roots	B
301	Backside_S_Nelson	Red maple	41	Decay	SV
302	Backside_S_Nelson	Sugar maple	45	Decay	SV
304	Backside_S_Nelson	Sugar maple	21	Decay	SV
305	Backside_S_Nelson	Sugar maple	54	Decay	SV
306	Backside_S_Nelson	American elm	20	Dead	SV
307	Backside_S_Nelson	Red maple	25	Decay	SV
308	Backside_S_Nelson	Sugar maple	28	Decay	SV
309	Backside_S_Nelson	Red maple	33	Decay	SV
310	Backside_S_Nelson	Red maple	22	Decay	SV
311	Backside_S_Nelson	Sugar maple	45	Decay	SV
312	Backside_S_Nelson	Red maple	19	Decay	SV
313	Backside_S_Nelson	Black cherry	12	Dead	SV
314	Backside_S_Nelson	Red maple	22	Decay	SV
317	Backside_S_Nelson	Sugar maple	23	Decay	SV
321	Backside_S_Nelson	Red maple	23	Decay	SV
322	Backside_S_Nelson	Norway maple	20	Decay	SV
323	Backside_S_Nelson	Norway maple	25	Decay	SV
331	Backside_S_Nelson	Sugar maple	34	Decay	SV
332	Backside_S_Nelson	Sugar maple	26	Decay	SV
333	Backside_S_Nelson	Red maple	22	Decay	SV
335	Backside_S_Nelson	Sugar maple	36	Decay	SV
336	Backside_S_Nelson	Red maple	27	Decay	SV
337	Backside_S_Nelson	Red maple	12	Decay	SV
339	Backside_S_Nelson	Sugar maple	27	Decay	SV
340	Backside_S_Nelson	Red maple	30	Decay	SV
341	Backside_S_Nelson	Red maple	32	Decay	SV
344	Backside_N_Union	Sugar maple	29	Decay	SV
346	Backside_N_Union	Sugar maple	35	Decay	SV
347	Backside_N_Union	Red maple	24	Decay	SV
348	Backside_N_Union	Sugar maple	33	Decay	SV
349	Backside_N_Union	Sugar maple	30	Decay	SV
350	Backside_N_Union	Red maple	13	Dead	SV
351	Backside_N_Union	Sugar maple	30	Decay	SV
352	Backside_N_Union	Pitch pine	26	Decay	SV
356	Backside_N_Union	White pine	27	Decay	SV
358	Backside_N_Union	Pitch pine	17	Dead	SV
359	Backside_S_Nelson	Sugar maple	20	Dead	SV
360	Backside_S_Nelson	Sugar maple	36	Dead	SV

361	Backside_S_Nelson	Sugar maple	32	Dead	SV
362	Backside_S_Nelson	Sugar maple	31	Crack	SV
371	Backside_S_Nelson	Sugar maple	26	Decay	SV
372	Backside_S_Nelson	Sugar maple	26	Decay	SV
376	Backside_S_Union	Boxelder	25	Roots	SV
377	Backside_S_Union	Boxelder	22	Roots	SV
378	Backside_S_Union	White pine	15	Decay	SV
380	Backside_S_Union	Red maple	26	Decay	SV
381	Backside_S_Union	Red maple	24	Decay	SV
384	Backside_S_Union	Red maple	25	Decay	SV
386	Backside_S_Union	Sugar maple	26	Decay	SV
388	Backside_S_Union	Sugar maple	20	Decay	SV
392	Backside_S_Union	American elm	29	Decay	B
393	Backside_S_Union	Norway maple	19	Canker	B
393	Backside_N_Union	Sugar maple	35	Dead wood	B
397	Backside_N_Union	Red maple	34	Dead wood	B
599	Backside_S_Union	Red maple	16	Dead	SV
600	Backside_S_Union	Black oak	48	Decay	SV

PRUNE – Moderate Risk

Tag	Area	Species	Diam	Comment	Method
110	Frontside	Red maple	23	Possible removal	B
156	Frontside	Red maple	35	Possible removal	B
166	Frontside	Sugar maple	44	Cavity	B
185	Frontside	Norway maple	33	Dead wood	B
187	Frontside	Sugar maple	41	Decline	B
202	Backside_S_Nelson	Pitch pine	23	Dead	SV
204	Backside_S_Nelson	Sugar maple	29	Decline	SV
206	Backside_S_Nelson	Sugar maple	35	Decay	SV
211	Backside_S_Nelson	Boxelder	30	Possible removal	SV
219	Backside_N_West	Sugar maple	18	Possible removal	SV
238	Backside_N_East	Sugar maple	36	Dead	SV
247	Backside_N_East	Sugar maple	28	Dead	SV
249	Backside_N_East	Sugar maple	31	Decay	SV
254	Backside_N_East	Sugar maple	28	Dead	SV
257	Backside_N_East	Sugar maple	35	Dead	SV
260	Backside_N_East	Black cherry	26	Decay	SV
278	Frontside	White oak	58	Decay	B
294	Frontside	American elm	33	Dead	B
295	Frontside	Sugar maple	35	Dead	B
320	Backside_S_Nelson	Norway maple	24	Possible removal	SV
345	Backside_N_Union	Sugar maple	25	Multtiple dead	SV
353	Backside_N_Union	Sugar maple	41	Possible removal	SV
367	Backside_S_Nelson	Sugar maple	21	Dead	SV

RAISE – Moderate Risk

Tag	Area	Species	Diam	Comments	Method
252	Backside_N_East	Sugar maple	24	Dead	



S

LOW RISK (includes all trees, regardless of location or method)

REMOVE – Low Risk					
Tag	Area	Species	Diam	Comment	Method
105	Frontside	Pitch pine	20	Dead	B
106	Frontside	Sugar maple	20	Decay	B
109	Frontside	Sugar maple	28	Decay	B
111	Frontside	Norway maple	21	Decay	B
113	Frontside	Red maple	25	Decay	B
118	Frontside	Red maple	14	Decline	B
122	Frontside	Red maple	21	Decay	B
123	Frontside	Sugar maple	25	Decline	B
125	Frontside	White pine	29	Decay	B
126	Frontside	White pine	29	Decay	B
127	Frontside	Sugar maple	26	Decay	B
128	Frontside	Sugar maple	32	Decay	B
132	Frontside	Sugar maple	23	Dead	B
135	Frontside	White pine	20	Decay	B
136	Frontside	Sugar maple	18	Decline	B
137	Frontside	Sugar maple	19	Decay	B
138	Frontside	Sugar maple	19	Decay	B
139	Frontside	Sugar maple	19	Decline	B
140	Frontside	Sugar maple	17	Decline	B
141	Frontside	Sugar maple	18	Roots	B
143	Frontside	Sugar maple	28	Decay	B
144	Frontside	Sugar maple	18	Decay	B
145	Frontside	American beech	19	Decay	B
146	Frontside	Red maple	14	Dead	B
148	Frontside	Sugar maple	13	Dead	B
150	Frontside	Red maple	15	Decay	B
151	Frontside	Red maple	14	Decay	B
152	Frontside	Red maple	25	Decay	B
153	Frontside	Hemlock	23	Decay	B
161	Frontside	Red maple	27	Decay	B
164	Frontside	Norway maple	10	Canker	B
165	Frontside	Black cherry	15	Decay	B
170	Frontside	Sugar maple	38	Decay	B
171	Frontside	Red maple	34	Decay	B
173	Frontside	Sugar maple	26	Decay	B
175	Frontside	Norway maple	34	Decay	B
176	Frontside	Red maple	30	Decline	B
178	Frontside	Norway maple	28	Decay	B
189	Frontside	Norway maple	14	Decay	B
190	Frontside	Norway maple	21	Decay	B
191	Frontside	Norway spruce	20	Decay	B

192	Frontside	Norway maple	21	Decay	B
193	Frontside	White pine	23	Canker	B
194	Frontside	Norway spruce	22	Decay	B
195	Frontside	White pine	22	Canker	B
196	Frontside	Norway maple	34	Decay	B
197	Frontside	Norway maple	23	Decay	B
200	Frontside	Norway maple	24	Decay	B
225	Backside_N_West	Red maple	27	Decay	SV
232	Backside_N_West	Red spruce	12	Dead	SV
243	Backside_N_East	Sugar maple	24	Possible removal	SV
263	Backside_S_Nelson	Sugar maple	23	Decay	B
264	Backside_S_Nelson	Sugar maple	25	Decay	B
265	Backside_S_Nelson	Sugar maple	19	Decay	B
268	Backside_S_Nelson	Hemlock	10	Dead	B
269	Backside_S_Nelson	Hemlock	15	Dead	B
270	Backside_S_Nelson	Sugar maple	10	Dead	B
272	Backside_S_Nelson	Red maple	10	Decay	B
273	Backside_S_Nelson	Sugar maple	16	Decay	B
274	Backside_S_Nelson	Norway maple	14	Decline	B
275	Backside_S_Nelson	Norway maple	14	Decay	B
276	Backside_S_Nelson	Red maple	20	Decay	B
279	Frontside	Norway maple	32	Decay	B
281	Frontside	White pine	20	Decay	B
282	Frontside	White pine	17	Decline	B
284	Frontside	White pine	19	Canker	B
285	Frontside	White pine	17	Possible removal	B
286	Frontside	Pitch pine	20	Dead	B
287	Frontside	Pitch pine	20	Decline	B
288	Frontside	Pitch pine	15	Dead	B
289	Frontside	Pitch pine	18	Dead	B
293	Frontside	Sugar maple	25	Decay	B
298	Frontside	White pine	24	Decline	B
300	Frontside	Norway spruce	14	Possible removal	B
303	Backside_S_Nelson	Sugar maple	58	Decay	SV
315	Backside_S_Nelson	White pine	15	Decay	SV
334	Backside_S_Nelson	Red maple	23	Decay	SV
343	Backside_N_Union	Sugar maple	30	Decay	SV
382	Backside_S_Union	Red maple	24	Decay	SV
390	Backside_S_Union	Sugar maple	30	Decay	B
398	Backside_N_Union	Sugar maple	24	Dead wood	B

PRUNE – Low Risk

Tag	Area	Species	Diameter	Comment	Method
101	Frontside	Sugar maple	20	Possible removal	B
102	Frontside	White oak	40	Over road	B
103	Frontside	White oak	48	Dead	B
104	Frontside	White pine	34	Possible removal	B
107	Frontside	Sugar maple	39	Dead	B
108	Frontside	Sugar maple	29	Dead	B
112	Frontside	Sugar maple	33	Decline	B
114	Frontside	White pine	31	Dead	B
115	Frontside	Red maple	23	Decay	B
116	Frontside	Sugar maple	25	Dead	B
117	Frontside	Pin oak	33	Decay	B
119	Frontside	Sugar maple	36	Dead	B
121	Frontside	Sugar maple	21	Dead	B
124	Frontside	Red maple	28	Decay	B
154	Frontside	Red oak	27	Split	B
158	Frontside	Norway maple	26	Decay	B
198	Frontside	Norway maple	24	Decay	B
199	Frontside	Norway maple	31	Over road	B
271	Backside_S_Nelson	Sugar maple	26	Dead	B
296	Frontside	Sugar maple	30	Possible removal	B
357	Backside_N_Union	Black locust	48	Dead wood	B
391	Backside_S_Union	Sugar maple	31	Possible removal	B
394	Backside_N_Union	Sugar maple	30	Dead wood	B
214	Backside_S_Nelson	Norway maple	25	Possible removal	SV
338	Backside_S_Nelson	Sugar maple	21	Possible removal	SV
354	Backside_N_Union	Sugar maple	40	Possible removal	SV
355	Backside_N_Union	Sugar maple	39	Decay	SV
366	Backside_S_Nelson	Sugar maple	33	Decay	SV
385	Backside_S_Union	Red maple	37	Possible removal	SV
389	Backside_S_Union	Sugar maple	21	Possible removal	SV

REDUCE – Low Risk

Tag	Area	Species	Diam	Comment	Method
280	Frontside	Sugar maple	42	Crack	B

MONITOR – Low Risk

Tag	Area	Species	Diam	Comment	Method
188	Frontside	White pine	24	Canker	B
212	Backside_S_Nelson	Sugar maple	14	Decline	SV
261	Backside_S_Nelson	Sugar maple	18	Decline	B
262	Backside_S_Nelson	Sugar maple	20	Possible removal	B

Appendix II: Data dictionary

Description of field data collected (data files on CD).

Basic

*Time Stamp-Time data was recorded

*ID- Unique number assigned to record

*Tag- Number on the aluminum tag installed in each tree in the field

*Species- Common name identified to species

*Diameter-Diameter in inches measured at 4.5 feet off the ground

*Latitude/Longitude-unique latitude and longitude coordinates recorded by GPS logger

*Area- General location of the tree on the grounds

PicTime- time picture was taken approximately corresponding to time stamp on each photo linking data to photo of the tree in the field

Ratio- percentage of total tree height with live branches in 20% categories

Opacity – percentage of light blocked by live crown in 20% categories

Vitality – percentage of live crown that is free recent mortality of branches with fine twigs

Part evaluated – tree part specifically assessed for risk of failure

*Size of part – size of the tree part assessed for risk

*Defect – severity of structural defect on the part assessed for risk

Load – exposure of the tree crown relative to protection by adjacent trees and structures

Action – recommended arboricultural maintenance action where remove = remove tree; prune = prune tree; raise = raise the lower crown by pruning; reduce = lower the upper crown (or shorten a branch) by pruning; monitor = monitor closely for changes in health or existing defects.

*Value/Target – relative target value (cars, buildings, people/athletes)

Comment1 – appropriate comments on the tree regarding type of defect or alternative management options

Comment2 – additional comments \

Simple

Asterisked fields under Basic

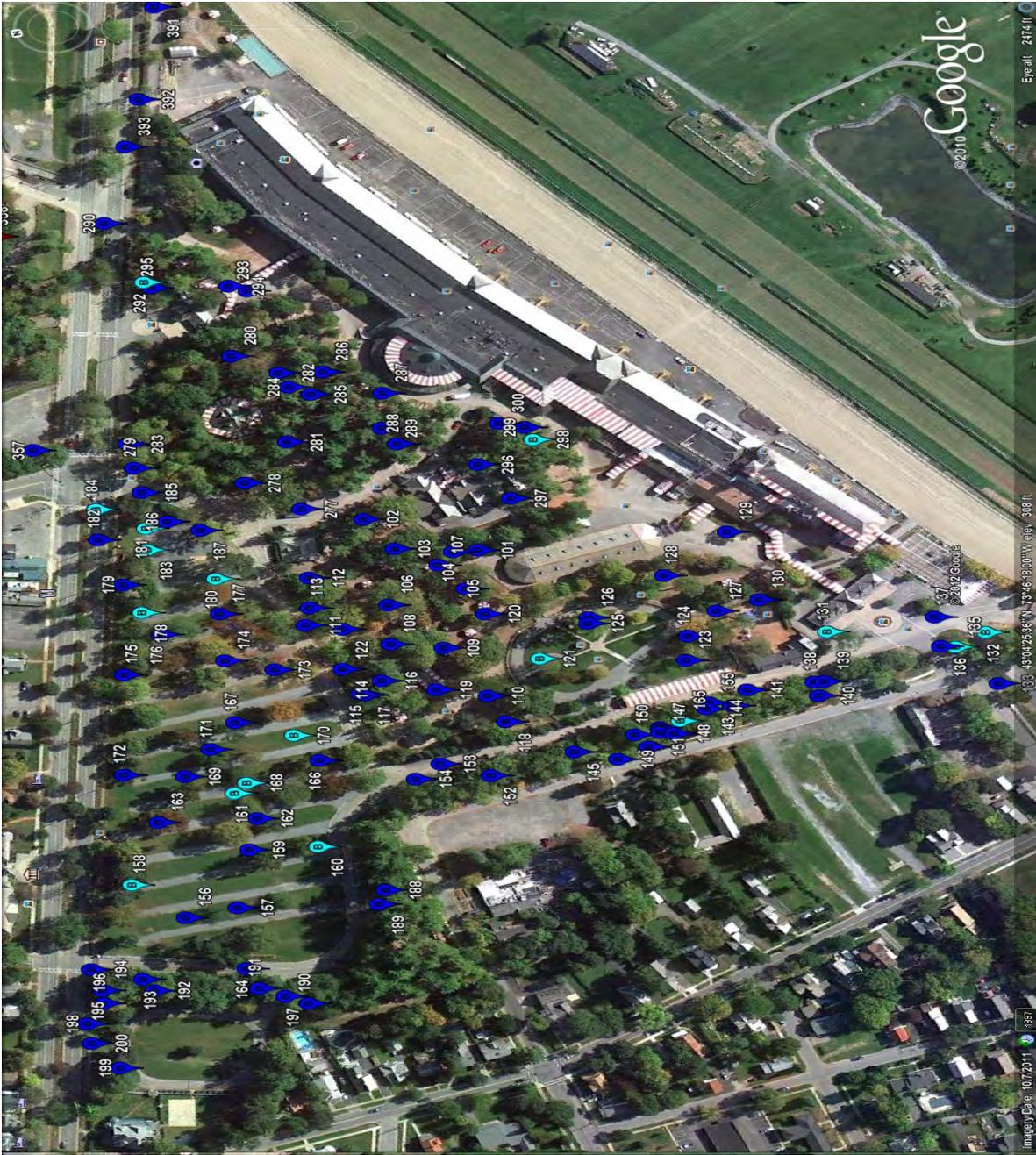
Appendix III: CD contents

CD contents

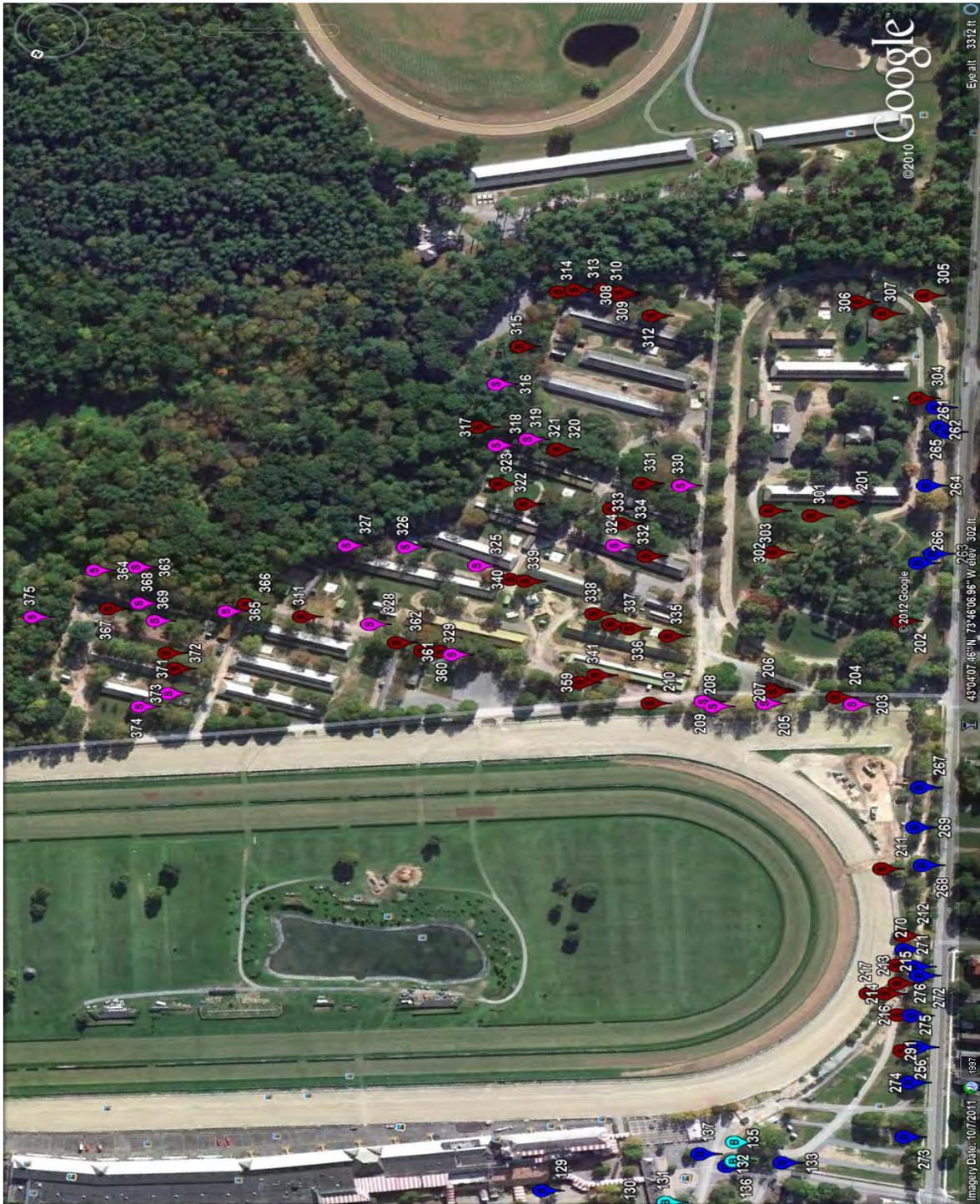
- Final Report
- Maps
- Field data
- Field photos
- Powerpoint® Presentation of Results

Appendix IV: Tree Location Maps by Tag Number

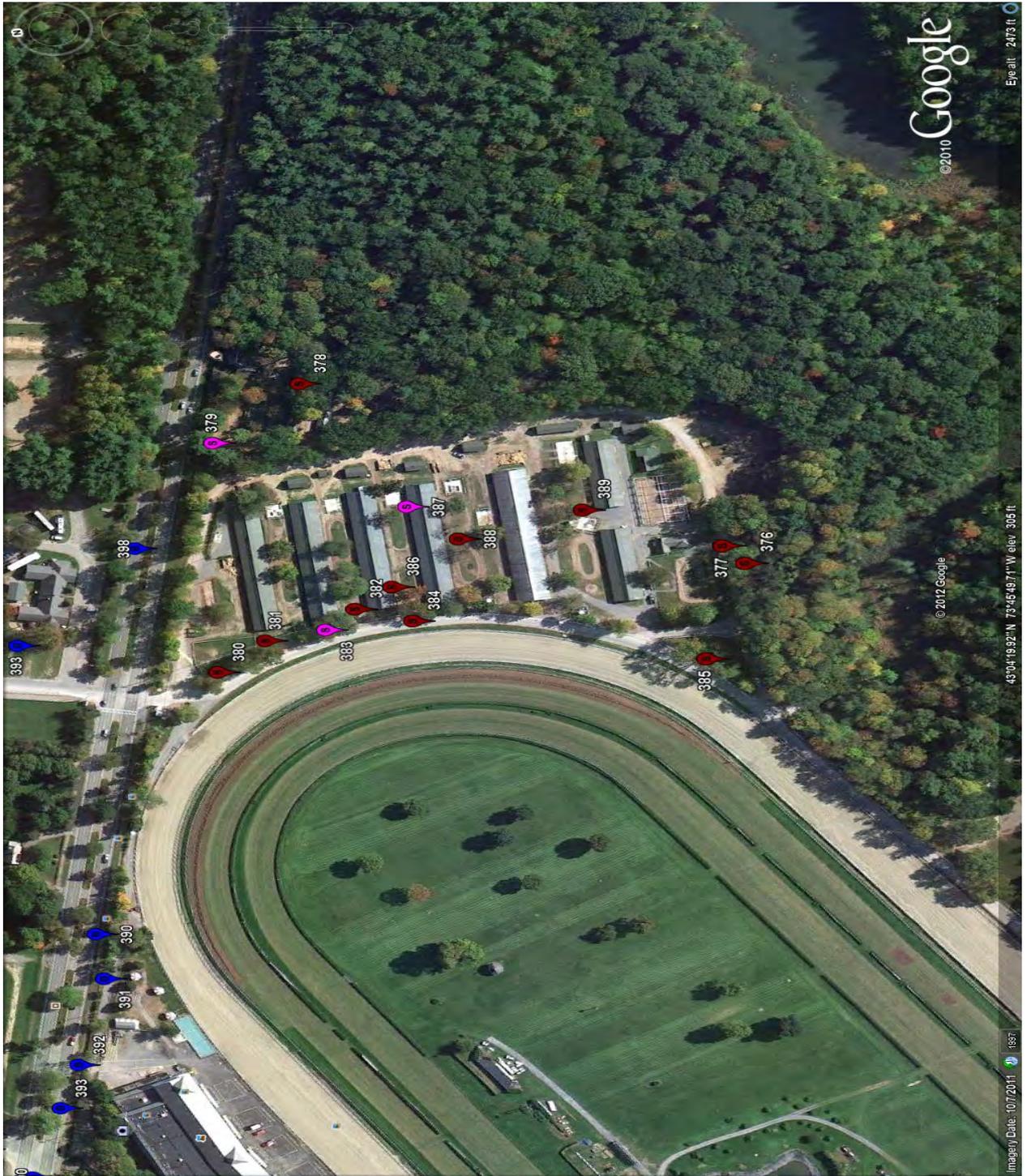
Frontside



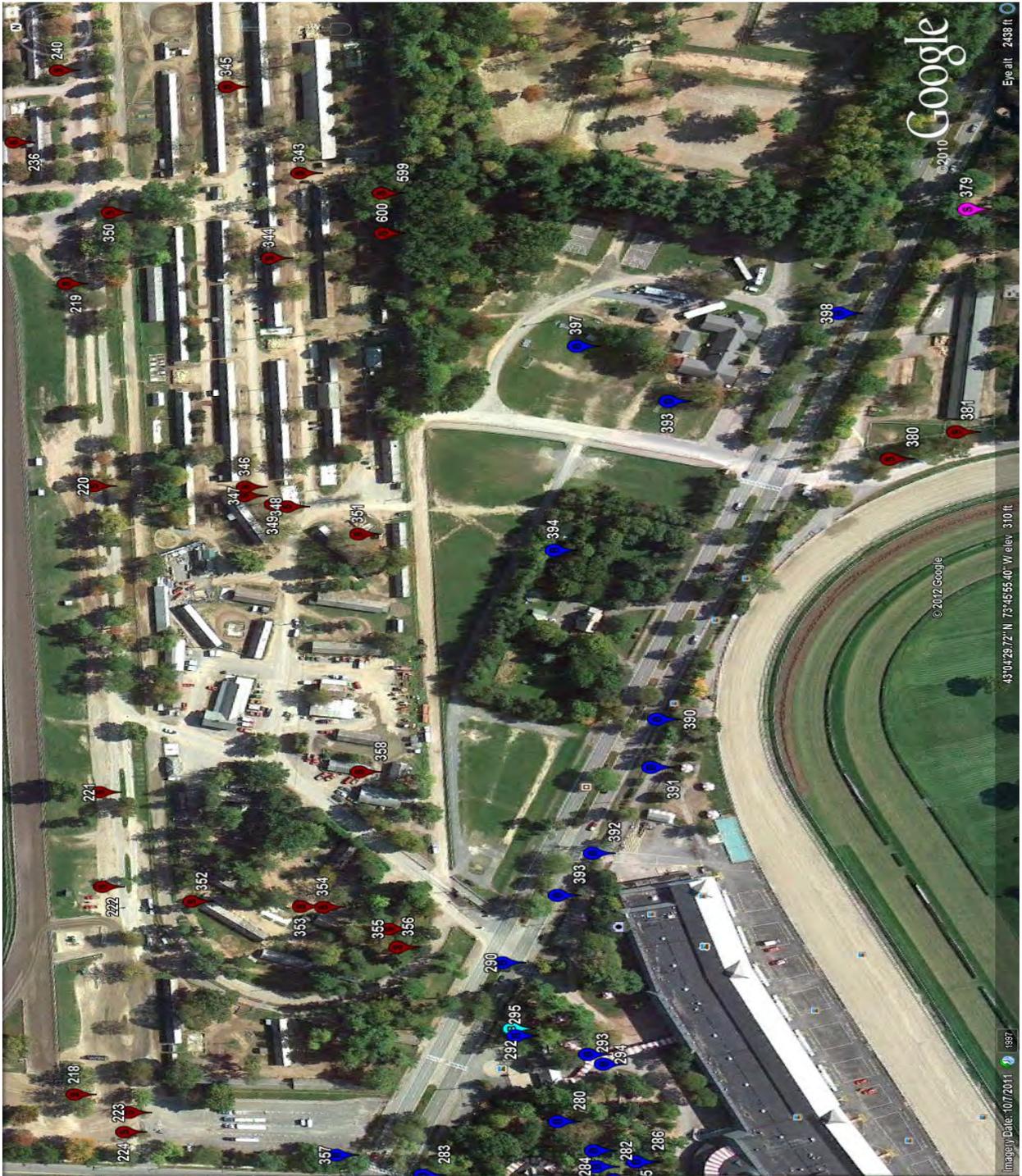
Backside_S_Nelson



Backside_S_Union



Backside_N_Union



Backside_N_East



Backside_N_West



GUIDE TO NEW CONSTRUCTION AND HISTORIC PROPERTIES

PREPARED BY THE NEW YORK STATE HISTORIC PRESERVATION OFFICE

- New additions to an historic property can include new construction physically attached to an historic resource—such as appendage to a building—or may be a separate new piece of construction having nearby historic counterparts, such as a new building, bridge, road or path adjacent to a similar historic resource. They may also include new installations that are completely contemporary in nature, such as utility towers and service, parking facilities, play equipment, street lighting or signage systems.
- Any new addition should be located in a manner that allows historic features to remain the primary visual and physical components of the historic property. Considerations include characteristics such as density, orientation, scale and form of features both within the historic property and its setting.
- Attached additions, such as a building appendage, should be somewhat smaller in scale although similar in overall form to the historic feature. Separate new construction, such as a new building along an historic street or a new path within an historic park, should be of the same general scale or size as adjacent historic counterparts. Considerations include overall dimensions, as well as size of significant features—such as roof slopes and overall height, or road width and general alignment. A general rule of thumb is that the new construction falls within 10% of the scale of historic equivalents.
- Additions to historic properties should reflect the shape or form of similar adjacent historic counterparts. When shape is determined by strict geometric arrangements—for example, the combination of rectilinear components to form buildings or the 90-degree grid of streets and blocks that delineate a village or neighborhood, these same forms should be reflected in contemporary additions. If historic forms are more organic or free flowing, as might be the case in the arrangement of structures on a farmstead or in the overall layout of a trail system, such forms should guide the design of new construction.
- New construction should be comprised of individual features comparable, but not identical, to those of similar historic properties. For example in an historic district characterized by dwellings having front porches, paired windows and dormers, new buildings should include these same features. The addition of contemporary new construction having no historic precedent—such as surface parking lots, accessibility ramps or security fencing—should be detailed in a manner that avoids false historicism, and instead consists of features typical of present-day stylistic trends.
- Materials used in new construction should be compatible with those of corresponding historic properties and their features. Additions having historic counterparts should reflect the overall pattern, texture and color of materials found at the historic property; for example, a new outbuilding should complement an historic main building in application of roof, cladding and foundation materials. Contemporary new additions, such as retaining walls or cross-walks, should use materials that complement those of an historic property without conveying a false historic image.

For further information, please contact:

Technical Services Unit, NYS State Historic Preservation Office, P.O. Box 189, Waterford, NY 12188-0189 (518) 237-8643

<http://nysparks.state.ny.us/shpo>

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Appendix F-2
Phase 1A



Phase IA Archaeological Survey

Saratoga Race Course Redevelopment Project

City of Saratoga Springs, Saratoga County, New York

Prepared for:

New York Racing Association
267 Union Avenue, Saratoga Springs, NY 12866

Prepared by:

AKRF, Inc.
440 Park Avenue South
New York, New York 10016

May 2014

Management Summary

SHPO Project Review Number: 13PR02870

Involved Agencies:

- Franchise Oversight Board
- New York State Office of General Services

Phase of Survey: Phase IA Archaeological Study

Location Information

Location: Bounded roughly by Nelson, Union, and Henning Avenues, City of Saratoga Springs, NY

County: Saratoga

USGS 7.5 Minute Quadrangle Map: Saratoga Springs Quadrangle

Report Author(s): Molly R. McDonald, RPA

Date of Report: May 2014

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A. PROJECT OVERVIEW

The Saratoga Race Course Redevelopment Plan (the Proposed Project) is being undertaken by the New York Racing Association (NYRA) with the Franchise Oversight Board (FOB) serving as the lead agency under the State Environmental Quality Review Act (SEQRA) (6 NYCRR 617.7(d)) and the New York State Historic Preservation Act (SHPA), Section 14.09. The Redevelopment Plan 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 in the future. The goal of the Proposed Project is to maintain and emphasize the historic character of the Race Course while responding to changes in the global racing landscape to ensure a sustainable future for racing at Saratoga. A Draft Generic Environmental Impact Statement (DGEIS) is currently being prepared to analyze the potential environmental impacts associated with the implementation of the Proposed Project in all phases of construction and operation.

The Project Site includes the entirety of the Saratoga Race Course property, which is located in the City of Saratoga Springs, Saratoga County, New York. As shown on **Figures 1 and 2**, it is roughly bounded by Nelson Avenue to the west, Fifth Avenue to the north, and Henning Avenue and the Yaddo property to the south and east, and includes several adjacent outlying parcels. Union Avenue bisects but is not included in the Project Site. The total area of the Project Site is approximately 337 acres.

B. RESEARCH GOALS AND METHODOLOGY

The present Phase IA Archaeological Survey has been completed to satisfy the requirements of SEQRA and SHPA and to follow the requirements of the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) and the guidelines of the New York Archaeological Council (NYAC). This survey was conducted to provide an evaluation of the archaeological sensitivity of the entire Project Site to be used as a tool to assess the need for further archaeological investigations in association with any projects planned as part of the Redevelopment Plan or as part of any applicable future projects that may be undertaken on the Project Site.

Two recent cultural resources surveys (submitted to NYSOPRHP on July 5, 2013) were prepared documenting the history, landscape, and structures located in the Saratoga Race Course. These were prepared by Martha Lyon and Kimberly Konrad Alvarez and were commissioned by the NYRA and the Saratoga Springs Preservation Foundation and a group of other entities known as the Race Course Preservation Coalition, which was established in 2007 to advocate the long-term preservation of the Race Course. The first document, prepared in 2010, is entitled *Phase I: Cultural Landscape Inventory & Architectural Resource Survey of Backstretch Structures*. The second, which is in the form of a draft dated December 2010, is entitled *Phase II*, and inventories the Frontside of the Race Course.

In consultation with NYSOPRHP, it was acknowledged that because the two recent Cultural Resources Studies presented extensive information relating to the history of the Project Site, a relatively limited amount of new primary research and documentation beyond what was presented in those studies would be required for the purposes of providing historic context and documentation of the history or the Race Course facility in this Phase IA Report. Instead, where relevant, this report synthesizes, briefly summarizes, and/or references information presented in previous surveys; examines and expands upon the information most pertinent to this evaluation; and presents the results of new research for those portions or periods of the Project Site history that were not studied in detail as part of the previous surveys. New research conducted for areas not previously addressed in sufficient detail involved analysis of various primary and secondary resources, including historic maps and atlases, historic photographs, newspaper articles, and published and unpublished local histories. Individuals knowledgeable about the history of the Saratoga Race Course and the modern history of construction and in-ground disturbance were consulted, including facility managers and grounds crew members as well as the Saratoga Springs Preservation Foundation. The archaeological site files of the NYSOPRHP and the New York State Museum (NYSM) were accessed in order to determine the locations of previously identified archaeological sites and previously conducted cultural resources

surveys in the Project Site vicinity. An archaeologist also conducted a reconnaissance walkover of the entirety of the Project Site. The walkover survey was conducted to document historic and modern impacts to Project Site ground surfaces and the area's natural resources and topographical features. Project Site conditions were documented with photographs and field notes.

C. AREA OF POTENTIAL EFFECT

For the purposes of this Phase IA archaeological study, the Area of Potential Effect (APE) for archaeological resources has been delineated to include the entirety of the Saratoga Race Course property. This area encompasses all locations that could potentially be subject to direct ground disturbing activities and alteration of existing buildings or landscape features as part of this project. It also includes areas for which no physical improvements are currently planned. It is intended to serve as a planning document that may be referenced when future projects are undertaken. As described above, the APE is roughly bounded by Nelson Avenue to the west, Fifth Avenue to the north, and Henning Avenue and the Yaddo property to the south and east, and includes several adjacent outlying parcels (see Figures 1 and 2). The total area of the APE is approximately 337 acres.

The Race Course property is commonly divided into two geographical areas known as the Frontside and the Backstretch. In essence, the Frontside is the public area and includes the Grandstand and Clubhouse complex, and the visitor entrances, among other features. The Backstretch comprises areas north, south, and east of the Frontside, and chiefly services horses, jockeys, trainers, and other staff. Within the Backstretch there are numerous stables, bunkhouses, kitchens, and restroom buildings, the Oklahoma training track, and other features. Both the Frontside and the Backstretch are commonly divided into a number of subareas. The Frontside and Backstretch are identified on **Figure 2** and are described in greater detail in Chapter 4, "Project Site History and Site Walkover."

The entirety of the Project Site is located within the Union Avenue Historic District, which was listed on the State and National Registers of Historic Places (S/NR) in 1977. In addition to the Race Course, the Union Avenue Historic District includes the Yaddo property (an artists' community and public garden which is also an individually designated National Historic Landmark), which borders the Race Course to the east and multiple other properties, chiefly high-style residences dating to the late 19th century, located along Union Avenue.

A. GEOLOGY, TOPOGRAPHY, & HYDROLOGY

The project site is underlain by Canajoharie Shale (Oc) bedrock of Ordovician age.¹ Unconsolidated deposits of glacial origin that overlie the bedrock are mapped as Lacustrine sand (Lc), consisting of well sorted, stratified, generally quartz sand of variable thickness (6-65 feet).² The project site lies within the Hudson-Mohawk Lowlands physiographic province. The geology and soils of the Saratoga region have been substantially influenced by glacial events that resulted in the deposition of a substrate of sandy material. At the close of the Pleistocene Epoch, with the retreat of the Wisconsin Glacier between 15,000 and 12,000 years ago, substantial amounts of meltwater created temporary lakes in the lowland areas. The lakes served as receiving basins for large quantities of sediment transported by glacial meltwater streams. The largest temporary lake in the Saratoga County region was glacial Lake Albany, reaching a length of nearly 140 miles and a width of 8 to 12 miles in the mid and upper Hudson Valley and including the region now occupied by the City of Saratoga Springs. Surficial deposits in the eastern portion of Saratoga County reflect material deposited in and near this glacial lake. Stratified deposits of fine to coarse sand occupy a substantial portion of the county including the Saratoga Springs region. These sands are the most productive source of groundwater in the county and are usually underlain by glacial till but in some areas may lie directly on bedrock. The sands have also contributed to the formation of pine barren habitats, such as the Albany Pine Bush, which have locally rare plants and animals.³

The project site's topography is generally level throughout the developed region of the property, sloping gradually towards the east. Elevation ranges from 310 to 260 feet above sea level. The vast majority of the site is uniformly level, varying little from elevation 310. Nearly the entire project site contains slopes less than 10%. Steep slopes (>15%) are minimal and located solely in the easternmost portion of the Backstretch parcel where the site slopes downwards towards Interstate 87 and the Saratoga Lake region (see **Figure 3**).

Saratoga's mineral springs, which were attracting tourists to the region by the beginning of the 19th century, occur along the line of the north-south Saratoga Springs-McGregor fault zone, which allows water trapped in subsurface shale layers to reach the surface. One of the City's designated springs, the Big Red Spring, is located on the Frontside of the Saratoga Race Course property near the paddock at the back of the picnic area. Many of Saratoga's active springs have been in use since the 19th century or earlier; however, the Big Red Spring was first drilled and plumbed in 1966.⁴ In the mid-1970s the Big Red Spring was given its name and dedicated to Secretariat and Man O'War, two famous thoroughbred champions whose chestnut hues earned them both the nickname "Big Red." No other springs used presently or historically are known within or immediately adjacent to the project site.

The U.S. Fish and Wildlife Service National Wetlands Inventory (NWI) has mapped three wetlands on the project site. These include a small pond within the Main Race Course Infield, which was apparently created in the early 20th century and is maintained as an aesthetic feature and for capturing stormwater runoff. It discharges water subsurface in piped conveyances to the east, eventually contributing to the wetlands and streams located offsite on the adjacent Yaddo property. In addition, within the undeveloped, eastern portion of the project site in a subarea of the Backstretch known as the Lowlands, NWI has mapped two small, forested wetlands. The locations of these wetlands are shown on **Figure 4**.

Drainage from these onsite wetlands flows eastward, following the surface topography, which descends towards the Yaddo property. From Yaddo, unnamed streams convey surface runoff to Bear Swamp and Spring Run east of site. Bear Swamp, which is located three-quarters of a mile southeast of the project site, is a large wetland system

¹ Geologic Map of New York, Hudson-Mohawk Sheet, New York State Museum, Fisher et al, 1970.

² Surficial Geologic Map of New York, Hudson-Mohawk Sheet, New York State Museum, D. Cadwell, R. Dineen, 1987.

³ Soil Survey of Saratoga County New York, NRCS, 1993.

⁴ Edward Hotaling *They're Off! Horse Racing at Saratoga*. Syracuse University Press: Syracuse 1995, p.78.

through which Kayaderosseras Creek conveys surface water to Saratoga Lake, which in turn is ultimately tributary to the Hudson River. The Spring Run River is a little over half of a mile east of the Project Site. Loughberry Lake, a 64-acre lake on the Spring Run River, is approximately three-quarters of a mile north of the project site. Spring Run lets into Lake Lonely, a 136-acre lake located a mile and a quarter southeast of the project site, which in turn lets out into Kayaderosseras Creek and Saratoga Lake. Kayaderosseras Creek, the largest river in Saratoga County, is approximately one and half miles south of the project site. Saratoga Lake is roughly a mile and a half southeast of the project site.

B. PROJECT SITE SOILS

The U.S. Department of Agriculture (USDA) identifies major classifications of soils that have similar characteristics, such as texture and drainage, as distinct series. Each soil series differs in slope, drainage, and other characteristics that may affect soil use. On the basis of these differences, soil series are further divided into phases. Different soil phases exhibit variable water storage, erosion potential, and other characteristics that are significant from a development perspective.

The Project Site consists of seven different soil series as mapped by the USDA. In order of prevalence, the soil types within the project site are Windsor loamy sand (WnA, WnB, and WnC) and Deerfield loamy fine sands (DeA and DeB); and at the extreme northeastern edge of the project site, Scarboro mucky loamy sand (Sa) and Palms Muck (Pm). **Figure 5** depicts the distribution of soil types across the project site as documented by the USDA Soil Conservation Service in the *Soil Survey of Saratoga County, New York* (1993). The soil types are further described in **Table 1**, below.

Table 1
Project Area Soils

Symbol	Depth to Bedrock	Soil Series (Taxonomic Name)	Drainage Characteristics
DeA	More than 60 inches	Deerfield loamy fine sand, 0 to 3 percent slopes	Very deep, moderately well-drained soil, formed in water-sorted sand, found in glacial outwash plains and terraces. Typical surface layer (0-10 inches) is very dark grayish brown loamy fine sand. Subsoil (10-26 inches bgs) is mottled, dark yellowish brown loamy fine sand. Erosion hazard slight, surface run-off rapid, water capacity low.
DeB	More than 60 inches	Deerfield loamy fine sand, 3 to 8 percent slopes	Very deep, moderately well-drained soil, formed in water-sorted sand, found in glacial outwash plains and terraces. Typical surface layer (0-10 inches) is very dark grayish brown loamy fine sand. Subsoil (10-26 inches bgs) is mottled, dark yellowish brown loamy fine sand. Erosion hazard slight, surface run-off slow, water capacity low.
WnA	More than 60 inches	Windsor loamy sand, 0 to 3 percent slopes	Very deep, excessively drained soil, formed in water-sorted sand, found in glacial outwash plains, kames, and terraces. Typical surface layer (0-2 inches) consists of moderately decomposed pine needles. Beneath that (2- 11 inches) is very dark grayish brown loamy sand. Subsoil consists of two layers: the first (11-21 inches) a yellowish brown loamy sand, and the second (21-25 inches) is a yellowish brown sand. Erosion hazard slight, surface run-off very slow, water capacity low or moderate.
WnB	More than 60 inches	Windsor loamy sand, 3 to 8 percent slopes	Very deep, excessively drained soil, formed in water-sorted sand, found in glacial outwash plains, kames, and terraces. Typical surface layer (0-2 inches) consists of moderately decomposed pine needles. Beneath that (2- 11 inches) is very dark grayish brown loamy sand. Subsoil consists of two layers: the first (11-21 inches) a yellowish brown loamy sand, and the second (21-25 inches) is a yellowish brown sand. Erosion hazard slight, surface run-off slow, water capacity low or moderate.
WnC	More than 60 inches	Windsor loamy sand, 8 to 15 percent slopes	Very deep, excessively drained soil, formed in water-sorted sand, found in glacial outwash plains, kames, and terraces. Typical surface layer (0-2 inches) consists of moderately decomposed pine needles. Beneath that (2- 11 inches) is very dark grayish brown loamy sand. Subsoil consists of two layers: the first (11-21 inches) a yellowish brown loamy sand, and the second (21-25 inches) is a yellowish brown sand. Erosion hazard moderate, surface run-off medium, water capacity low or moderate.
Sa	More than 60 inches	Scarboro mucky loamy sand, 0 to 3 percent slopes	Very deep, poorly drained soil, formed in water-sorted sand, found in depressions in glacial outwash and lake plains. Typical surface layer is (0-3 inches) black mucky peat, followed by (3-10 inches) black mucky loamy sand. Substrata consist of various gray and olive sands. Erosion hazard slight, surface run-off very slow or ponded, water capacity moderate.
Pm	More than 60 inches	Palms muck	Very deep, nearly level, poorly drained soil, formed in deposits of organic materials over mineral soil material. It is found in swamps and bogs in glaciated uplands, lake plains or outwash plains. Typical surface layer (0-11 inches) consists of black muck. Subsurface layer (11-28 inches) is very dark gray muck. Erosion hazard none, surface run-off very slow or ponded, water capacity very high.

Source: Saratoga County Soil Survey, New York, U.S.D.A. Soil Conservation Service

A. PREHISTORIC AND HISTORIC CONTEXT**PREHISTORIC CONTEXT**

In general, Native American sites in the area are located at high elevations in areas with well-drained soils and sources of fresh water. Areas near watercourses and wetlands were also commonly used by Native Americans for habitation or camping sites. The project site is identified in SHPO's online GIS model as potentially sensitive for precontact period archaeological resources based on its natural topographical setting and proximity to previously identified archaeological sites.

For the purposes of this report, the terms prehistoric or precontact are used to describe the period prior to the use of formal written records. The precontact period also refers to the time before European exploration and settlement of the New World. Archaeologists and historians gain their knowledge and understanding of precontact Native Americans in New York State from ethnographic reports, artifact collections, archaeological investigations, and oral tradition.

The Paleo Indian Period (c. 10,500 B.C. - c. 8000 B.C.) represents the earliest known human occupation of New York. Approximately 14,000 years ago the Wisconsin Glacier retreated from the area leading to the emergence of a cold dry tundra environment. Sea levels were considerably lower than modern levels during this period (Boesch 1994). For many years, archaeologists characterized Paleo Indians as "big game hunters" however more recent studies have redefined how we think of these early Americans. The recovery of fish scales, charred nutshells and plant and animal remains, has resulted in a changing picture of the Paleoindian diet, settlement, and subsistence patterns suggesting a complex and flexible lifestyle among the earliest Americans. Mobile nomadic bands of this period specialized in hunting large game animals such as mammoth, moose-elk, bison, and caribou and gathering plant foods. It has been theorized that the end of the Paleo-Indian Period arose from the failure of over-specialized, big-game hunting (Snow 1980:150-157). Based on evidence from excavated Paleo-Indian sites in the Northeast, there was a preference for high, well-drained areas in the vicinity of streams or wetlands (Boesch 1994). Sites have also been found near lithic sources, rock shelters and lower river terraces (Ritchie 1980).

During the Archaic Period (c. 8000 B.C. - 1000 B.C.) a major shift occurred in the subsistence and settlement patterns of Native Americans. Archaic period peoples still relied on hunting and gathering for subsistence, but the emphasis shifted from hunting large animal species, which were becoming unavailable, to smaller game and collecting plants in a deciduous forest. The settlement pattern of the Archaic people consisted of small bands that occupied larger and relatively more permanent habitations sites along waterways (Boesch 1994). Typically such sites are located on high ground overlooking watercourses. This period has been divided up into four sub-periods, the Early, Middle, Late and Terminal Archaic. The environment during the Early Archaic (c. 8000 B.C. - 6000 B.C.) displayed a trend toward a milder climate and the gradual emergence of a deciduous-coniferous forest (Ritchie and Funk 1971). The large Pleistocene fauna were gradually replaced by modern species such as elk, moose, bear, beaver, and deer. New species of plant material suitable for human consumption became abundant. A more complex set of tools is associated with the increasing diversification of utilized food sources, including bifurcated or basally notched projectile points and a wide variety of plant processing equipment such as grinding stones, mortars and pestles. A population increase took place during the Middle Archaic Period (c. 6000 - c. 4000 B.C.), which is characterized by a moister and warmer climate and the emergence of an oak-hickory forest. The settlement pattern during this period displays specialized sites and increasing cultural complexity. The exploitation of the diverse range of animal and plant resources continued with an increasing importance of aquatic resources such as mollusks and fish (Snow 1980). In addition to projectile points, grinding stones, mortars, and pestles, are found in Middle Archaic period sites (Boesch 1994). Late Archaic people (c. 4000 - c. 1000 B.C.) were specialized hunter-gatherers who seasonally exploited a variety of upland and lowland settings. As the period progressed, the dwindling melt waters from disappearing glaciers and the reduced flow of streams and rivers promoted the formation of swamps and mudflats,

favorable environments for migratory waterfowl, edible plants and shellfish. The new mixed hardwood forests of oak, hickory, chestnut, beech and elm attracted white-tailed deer, wild turkey, moose and beaver. The large herbivores of the Pleistocene were rapidly becoming extinct and the Archaic Indians depended increasingly on smaller game and the plants of the deciduous forest. The tool kit of these peoples included new projectile point types as well as milling equipment, stone axes, and adzes (Boesch 1994). During the Terminal Archaic Period (c. 1700 B.C. - c. 1000 B.C.), native peoples developed new and radically different broad bladed projectile points (Boesch 1994).

The Woodland Period (c. 1000 B.C. - 1600 A.D.) is generally divided into Early, Middle and Late Woodland on the basis of cultural materials and settlement-subsistence patterns. The Early Woodland was essentially a continuation of the tool design traditions of the Late Archaic. During this period, clay pottery vessels gradually replaced the soapstone bowls. Cord marked vessels became common during the Middle Woodland Period (c. A.D. 1 to c. 1000 A.D.). The Early and Middle Woodland periods display significant evidence for a change in settlement patterns toward a more sedentary lifestyle. The discovery of large storage pits and larger sites in general has fueled this theory. Some horticulture may have been utilized at this point but not to the extent that it was in the Late Woodland period. In the Late Woodland period (c. 1000 A.D. - 1600 A.D.), triangular projectile points such as the Levanna and Madison types, were common throughout the Northeast (Lenik 1989:27). Made both of local and non-local stones, these artifacts bear witness to the broad sphere of interaction between groups of native peoples in the Northeast. This period saw the emergence of collared ceramic vessels, many with decorations. Horticulture flourished during this period and with it, the appearance of large, permanent or semi-permanent villages. Plant and processing tools became increasingly common, suggesting an extensive harvesting of wild plant foods. Maize cultivation may have begun as early as 800 years ago. The bow and arrow, pottery vessels, and pipe smoking, were all introduced at this time. A semi-sedentary culture, the Woodland Indians moved seasonally between villages within palisaded enclosures and campsites, hunting deer, turkey, raccoon, muskrat, ducks and other game and fishing with dug-out boats, bone hooks, harpoons and nets with pebble sinkers. Their shellfish refuse heaps, called "middens," sometimes reached immense proportions (Ritchie 1980).

CONTACT PERIOD AND BRIEF HISTORIC PERIOD CONTEXT

The Iroquois peoples, or Ho-de-no-sau-nee ("People of the Longhouse"), were originally composed of the Mohawk, Seneca, Oneida, Onondaga, and Cayuga tribes, and are believed to have established the Iroquois Confederacy or Five Nations shortly prior to the Contact period. The Five Nations was a political and cultural association with the goal of keeping internal peace and uniting against common enemies. When the Tuscarora moved north from the Carolinas, they would be admitted into the Iroquois Confederacy in 1712, to become the sixth nation in the league. A Grand Council of chiefs, or Sachems, made decisions on a central level, while systems of community consensus were used on a local level. The Iroquois inhabited much of what is today the northern part of New York from the Hudson River area west to the Great Lakes. The Mohawk territory encompassed the eastern section of that area, extending south to the Mohawk River area (Aquila 1983). What is now the Saratoga Springs area would have been located in the southeastern portion of the Mohawk territory.

Giovanni de Verrazano is credited as the first European to 'discover' New York in 1524; areas along the Hudson River including present-day Albany were explored and claimed for the Dutch by Henry Hudson in 1609, thus marking the beginning of European occupation in what is now New York State. The first documented Iroquois contact with Europeans was that of Mohawk warriors on Lake Champlain in 1609. At that time, most Iroquois people, like other Northeastern Native Americans, cultivated crops such as corn, beans, squash, and tobacco. As European goods reached Native American settlements, new tools (often metal) gradually replaced traditional versions of stone, clay, and other materials in the many spheres, including agriculture and food preparation (Grumet 1995:337).

Albany was first settled ca. 1614. In 1621, the States-General in the Netherlands chartered the Dutch West India Company to consolidate Dutch activities in the New World and the Dutch West India Company began to purchase large tracts of land from the Native Americans. The Native Americans believed that land was for hunting and planting, and did not share the European view that it could be owned in perpetuity. The English camped in the area in the late 17th century and established Fort Saratoga in 1702 and shortly thereafter a settlement was established about a mile north of the Fort, near the present-day village of Schuylerville on the Hudson River (Schuylerville would be known as Saratoga until 1831). Rights to the area were disputed between the British and French colonial

forces. The earliest settlement and the fort would be destroyed by the French and their Indian allies in 1744. The fort was rebuilt and destroyed again in subsequent years (Chartrand 2010).

The Mohawk, from whose language the name Saratoga is derived, are said to have used the Saratoga area as a hunting ground, in particular the portion of present-day Saratoga County that borders the Hudson River. Kayaderosseras Creek and Saratoga Lake were also said to be popular fishing grounds (Sylvester 1878). The mineral springs located in and around what is now Saratoga Springs are also thought to have been visited by Native Americans from an early period, who valued the spring water for its curative properties. In 1684, Mohawk chiefs “sold” a large area of land to Colonel Peter Schuyler, Johannes Schuyler, Robert Livingston and a group of other Albany-based proprietors. This area was confirmed as a land grant by the English colonial government and was known thereafter as the Saratoga patent. A few years later, according to Nathaniel Bartlett Sylvester, a Saratoga historian writing in the late 19th century, Governor Dongan of New York invited a group of “Christian Iroquois” to return and settle in the area to form a barrier between Albany and “hostile French and Indians” to the north. Descendants of this group continued to reside, at least seasonally, in Saratoga through the 19th century. A separate land patent known as the Kayaderossera was “purchased” from local Mohawk leaders by Samuel Shelton Broughton, attorney-general of the province, in 1703, under license of the Governor. In the 1770s, the Kayaderossera and Saratoga land patents were combined and the resulting district was known as Saratoga. After the Europeans began to settle in the Saratoga Springs vicinity in the 18th century, the native population was quickly diminished as a result of land sales, violence, and disease (Sylvester 1878). Many moved east, joining other groups of Native Americans to form the Stockbridge Indians in what is now western Massachusetts.

The Saratoga area is well known as the locus of one of the turning points of the American Revolutionary War. British General John Burgoyne surrendered to American General Horatio Gates at the Battle of Saratoga on October 17, 1777. The fighting occurred not within the bounds of present-day Saratoga Springs, but near the locations of what are now the villages of Stillwater and Schuylerville (Ketchum 1997).

Sir William Johnson, Superintendent for Indian Affairs to King George III, was introduced to High Rock Spring by the Mohawks in 1771. Johnson reported the discovery to his associate, Philip Schuyler, who would in 1783 create a road leading from his house on the Hudson River to the spring (Holmes and Stonequist 2000). Several publications by physicians touting the health benefits of the local mineral waters attracted some public attention in the late 18th and early 19th century (Sterngass 2001). Among the early settlers of what is now the City of Saratoga Springs, Gideon Putnam, of Sutton, Massachusetts, came to the area in 1789 at the age of 25. He established a hotel, Putnam’s Tavern in 1802 (which later became the Union Hotel) and continued to play a central role in the initial development of the burgeoning town (Holmes 2008). Putnam tubed, bottled and promoted local spring water, laid out the thoroughfare now known as Broadway, and set aside land for a church, school, and cemetery. He also established a second hotel, Congress Hall, in 1811 (Roberts and Taylor 2011). Many of those who traveled to Saratoga in the early 19th century to “take the waters,” noted in journals and other records that unlike many spa locales of the day, visitors came to Saratoga not only for medical treatment, but also to take advantage of growing opportunities for amusement and social interaction (Sterngass 2001). Dr. John H. Clarke, the proprietor of Congress Spring, was another early landowner who was instrumental in the development of the locality. Congress Spring (located west of the Project Site) had been leased by Gideon Putnam from a group of proprietors whose interest in the associated landholding dated back to the late 18th century Kayaderossera patent. Clarke, a native of Yorkshire, England, purchased the land containing Congress Spring after Putnam’s death, ca. 1823. Credited with having run the first soda fountain in New York City prior to arriving in Saratoga, Clarke made a profitable business of bottling and exporting his Saratoga mineral water as far away as Europe. He gradually expanded his landholdings to comprise a total of approximately one thousand acres (including the Project Site). Clarke laid out Circular Street and other thoroughfares in what is now the heart of Saratoga Springs and also created Congress Park (Sterngass 2001). The mineral springs increasingly became famous for their curative properties and within decades were center of one of the nation’s most popular resorts. In 1819, the Town of Saratoga was officially incorporated (Holmes and Stonequist 2000). Competition with other resort towns in the region that boasted mineral springs, such as nearby Ballston Spa, spurred local proprietors to offer additional amusements and attractions (Sterngass 2001).

By the mid-19th century, pavilions and bathhouses surmounted the mineral springs and the spa city attracted a wide variety of visitors, including the very wealthy. Bottling spring water also continued to thrive as a local industry throughout the 19th century. When railroad connections reached Saratoga in 1832, the city’s popularity soared. The

town's population of approximately 2,000 rose to 8,000 during the summer of 1833. Gambling venues were first established in the 1830s and horse racing followed soon after, attracting new groups of visitors and adding new dimensions to the town's character (Roberts and Taylor 2011). Saratoga Springs would be incorporated as a City in 1915.

C. PREVIOUSLY IDENTIFIED ARCHAEOLOGICAL RESOURCES

A review of the files of NYSOPRHP, NYSM, and cultural resource surveys of projects in the immediate vicinity showed that within one mile of the project site, 13 cultural resources surveys have been conducted (see **Table 2**). The closest of these to the Project Site, a Phase I Archaeological Study associated with the Saratoga Casino and Raceway, was located approximately 2,000 feet to the southwest. Five precontact period archaeological sites (**Table 3**) and six historic period archaeological sites (**Table 4**) were identified within one mile of the project site, as described in greater detail below.

PRECONTACT PERIOD ARCHAEOLOGICAL SITES IN PROJECT SITE VICINITY

Five known archaeological sites associated with the precontact period are located within one mile of the project site. They are listed in Table 3, their approximate locations are shown on **Figure 6**, and they are briefly described below in order of their proximity to the project site. Three of the five sites are NYSM sites that were identified in the 1920s by A.C. Parker; little information is known regarding the content or integrity of these sites. It should also be noted that locational information relating to A.C. Parker sites is often vague or approximated. The closest precontact period archaeological site is located approximately 800 feet from the project site: NYSM #6907 was identified by Parker as consisting of Native American camps "along the escarpment." No other information regarding this site was found. Site NYSM #4698, located approximately 2,000 feet from the project site, was also identified by Parker in 1922. It was described by Parker as a "gravel hill." The NYSM file also notes that a 2005 report by J. Walsh relating to the site noted "finds of large sherds (since lost) reported by Arthur Lollias (local collector) to J. Walsh, said to have been included in fill of old well...near Lollias House."

Located approximately 4,000 feet from the project site, OPRHP# 09140.01508 (Karner Habitat Precontact Isolated Find #1), was identified by Michael Roets of NYSOPRHP as part of the *Phase I Archaeological Reconnaissance Survey: Saratoga Spa State Park Endangered Butterfly Habitat Restoration Project, Saratoga Springs, NY*. Roets encountered one Neville Point in disturbed soils on New York State parkland as part of the Endangered Butterfly Restoration Project, in which 60 shovel test pits were excavated. The projectile point, which was dated to the Middle Archaic period (6000-4000 BC), was classified as a stray find. No other potentially significant archaeological deposits were encountered.

Two additional NYSM sites are located within a mile of the project site, each at a distance of at least 5,000 feet. NYSM Site #4697 was identified as a Native American village site, "near Saratoga Springs." No other information on this site was found. Lastly, NYSM Site #9248, was identified by R.E. Funk in 1947. No information about its content was found.

HISTORIC PERIOD ARCHAEOLOGICAL SITES IN PROJECT SITE VICINITY

Six known historic period archaeological sites are located within one mile of the project site. They are listed in Table 4, their approximate locations are shown on **Figure 6**, and they are briefly described below in order of their proximity to the project site.

Table 2
Previous Cultural Resource Surveys in Project Site Vicinity

Project Name	Location	Findings	Reference
Report OGS S4284 Saratoga Gaming and Raceway	Saratoga Raceway property, Jefferson Street, Saratoga Springs	Six prehistoric artifacts found in fill contexts; historic period artifacts were considered random refuse from redeposited contexts	Public Archaeology Facility (August 18, 2009); (OPRHP Inventory #357)
Phase I Sensitivity Study: South Side Subdivision	Taylor Street & Richard Avenue, Saratoga Springs	Phase IB testing found no prehistoric deposits and no potentially significant historic-period deposits	Greenhouse Consultants Incorporated (April 2005); (OPRHP Inventory #223)
Phase IA Literature Search/Sensitivity Assessment and Phase IB Archaeological Survey: Proposed Subdivision PDD, McKenzie's Way	East Broadway and Cleveland Avenue, Saratoga Springs	Approximately 50 STPs yielded no precontact period artifacts and a 'thin scattering' of late 19th century and later artifacts in apparent disturbed soils redeposited in the 20th century	Curtin Archaeological Consulting, Inc. (April 2010); (OPRHP Inventory #369)
Phase I Archaeological Survey, Proposed Garfield Avenue Residential Subdivision	East Broadway, Saratoga Springs	Testing of 6.4 acre parcel yielded no precontact artifacts and an assemblage of late 19th to early 20th century domestic artifacts; no further testing recommended	Curtin Archaeological Consulting, Inc. (April 2010); (OPRHP Inventory #371)
Phase I Archaeological Reconnaissance Survey: Saratoga Spa State Park Endangered Butterfly Habitat Restoration Project	Saratoga Spa State Park, Saratoga Springs	60 STPs excavated, largely disturbed soils; one Neville Point (6000 to 4000 BC) classified as a stray find	Michael Roets (OPRHP), (December 2009) (OPRHP Inventory #364)
Archaeological Investigations at the Spencer Trask Memorial	Congress Park, Saratoga Springs	Remnants of the Congress and Empire Bottling Plant and Congress Hall apparently found 14 to 17 inches below ground surface	Hartgen Archaeological Associates (April 1985); (OPRHP Inventory #21)
Village Brook Storm Drainage Project Phase I and Addendum	Congress Park, Saratoga Springs	Research and field testing identified foundation remnants and artifact deposits associated with the Congress and Empire Spring bottling works; Determined a significant component of Congress Park NHL	Frank J. Schieppati (July 1987; and July 1989); (OPRHP Inventory #36)
Saratoga National Bank & Trust Company: Archaeological Investigation of New Bank Site, South Broadway	South Broadway south of Lincoln Avenue, Saratoga Springs	Disturbed soils to depth of 54 inches bgs, no significant deposits identified	Janice S. Henke (August 1987); (OPRHP Inventory #33)
Lake Ave Non-Owned MGP Remediation	South of Lake Avenue, west of Hodgeman Street, Saratoga Springs	Testing at manufactured gas plant resulted in identification of a gasholder and associated features in use from 1852-1875	Hartgen Archaeological Associates (December 2009); (OPRHP Inventory #398)
Gideon Putnam Cemetery Fence	South Franklin and Oak Streets, Saratoga Springs	Test pits associated with fence repair in cemetery yielded one coffin handle, no burials	Hartgen Archaeological Associates (December 2005); (OPRHP Inventory #256)
Saratoga Springs Long Term Water Source Study Phase IB	20,000 linear feet along Gilbert Road, Kaydeross Park Road, and Union Ave, Saratoga Springs	Two 19th century pipe bowls recovered from Gilbert Road area; largely modern debris in disturbed contexts encountered.	Hartgen Archaeological Associates (January 2002); (OPRHP Inventory #251)
Phase IB Survey: Widewaters	Southwest corner of Route 87 North and SR 50, Saratoga Springs	A 55-acre site slated for development was considered sensitive for precontact period deposits. Field testing did not yield archaeological deposits.	R. Joseph Murphy (November 1997); (OPRHP Inventory #91)
Phase II Survey: Historic Coal Gasification Works at the Niagara Mohawk Power Corporation Site	East Ave and Excelsior Ave, Saratoga Springs	Study recorded archaeological remnants of a late 19th century gasholder house and one extant gasholder house	Joel Grossman (1993); (OPRHP Inventory #65)

Table 3
Previously Identified Precontact Period Archaeological Sites In Vicinity of the Project Site

Site Name	Site #	Approx. Distance from APE	Period	Site Type
No Info	NYSM #6907	800 ft	Unassigned	Camps
No Info	NYSM #4698	2,000 ft	Unassigned	Village
Kamer Habitat Precontact Isolated Find #1	OPRHP# 09140.01508	4,000 ft	Middle Archaic	Stray Find: Neville Point
No Info	NYSM #4697	5,000 ft	Unassigned	Village
"Site?"	NYSM #9248	5,000 ft	Unassigned	No Info

Notes: See Figure 6 for approximate site locations.
Sources: Site files of NYSOPRHP and NYSM

Table 4
Previously Identified Historic Archaeological Sites Near the Project Area

Site Name	NYSOPRHP #	Approx. Distance from APE	Site Type	Reference
Congress Hall & Congress Spring Bottling Plant Historic Complex	OPRHP# 09140.00338	3,000 ft	A brick and stone foundation walls and cellar hole of the Bottling Plant, likely dating to the 1860s.	Hartgen Archaeological Associates Congress Park Spirit of Life (1985).
Saratoga RR Station	OPRHP# 09140.00307	3,500 ft	Location of former 19th century railroad (now under a supermarket) and traces of rail bed visible above ground	Identified by Richard Strunk of SUNY Adirondack (1979)
Gasholder Site	OPRHP# 09140.00097	4,000 ft	Archaeological remnants of a late 19th century gasholder house and one extant gasholder house	Grossman and Associates Stage 1B Cultural Resource Presence or Absence Survey of the Niagara Mohawk Power Corporation Site, Saratoga Springs, NY (1992)
Crescent Ave Farmstead Historic Site	OPRHP# 09140.00164	4,000 ft	Refuse middens and two cellar holes with walls	Field testing by Gary Berg (1976); Excavation by Mary Ivey (1978)
J. Marvin House and Associated Sites	OPRHP# 09140.01419	5,000 ft	Buried foundation remains and ceramics, kaolin pipes, food remains, and other materials associated with a mid-19th century dwelling.	Hartgen Archaeological Associates. Phase I Reconnaissance Survey PIN 1043.20.121, US 9, City of Saratoga Springs, NY. June 1998.
Marrin-Avenue of Pines Historic Sites	OPRHP# 09140.01420	5,000 ft	Early to mid-19th century domestic	Hartgen Archaeological Associates. Phase I Reconnaissance Survey PIN 1043.20.121, US 9, City of Saratoga Springs, NY. June 1998.

Notes: See Figure 6 for site locations.

The Congress Hall & Congress Spring Bottling Plant Historic Complex Site (OPRHP# 09140.00338) was identified when excavation of seven test units encountered brick and stone foundation walls and the rubble-filled cellar hole of the Bottling Plant, likely dating to the 1860s. Research showed that Congress Hall was built in 1811 and was of frame construction. It later burned and was rebuilt in brick. The bottling plant was first established ca. 1825. The building identified in the field was dated to the 1860s when the Congress and Empire Spring Company was established. In addition to the foundation remains, 19th century ceramics, glass, bone, and shell were found.

The Saratoga Railroad Station Site (OPRHP# 09140.00307) was identified by Richard Strunk of SUNY Adirondack (1979) to mark the location of a former 19th century railroad station. Traces of rail bed visible above ground were destroyed to make way for the Price Chopper supermarket in downtown Saratoga Springs. No subsurface investigation was conducted as part of the site identification.

The Gasholder Site (OPRHP# 09140.00097) was investigated by Joel Grossman as part of a Phase IB Survey of the Niagara Mohawk Power Corporation Site in Saratoga Springs. The complex included one extant gasholder house and archaeological remains of a second gasholder house, both constructed ca. 1873 and in use as part of a manufactured gas plant until 1929. The complex was evaluated by OPRHP and determined S/NR-eligible in 1993. As one of a handful of surviving gasholder complexes, the archaeological site was considered to have the potential to yield data on the layout and function of such complexes.

The Crescent Avenue Farmstead Historic Site (OPRHP# 09140.00164) was identified in 1976 by Gary Berg. The site consisted of two cellar holes and a refuse midden, dated to the mid-19th century; it was subsequently the subject of an excavation by Mary Ivey in 1978. The site is located on the south side of Crescent Avenue near the intersection of Northway Court, near a historic cemetery known as the Whitford Cemetery.

Hartgen Archaeological Associates conducted a Phase I Survey in 1998 in connection with improvements to US Route 9 near its intersection with Avenue of Pines, and a series of sites and groups of sites were identified. The J. Marvin House and Associated Sites (OPRHP A09140.001419), identified through the excavation of ten shovel tests, consisted of buried foundation remains, as well as ceramics, pipe fragments, bone and other food remains, as well as other materials associated with the mid-19th century domestic occupation of the J. Marvin family. Also identified by Hartgen, the Marrin-Avenue of Pines Historic Sites (OPRHP A09140.001420), yielded construction materials, such as brick, cut nails, window glass as well as fragments of bottle glass and ceramics. The site was dated to the early to mid-19th century.

D. HISTORIC ARCHITECTURAL RESOURCES IN PROJECT SITE VICINITY

As noted above, the Saratoga Race Course is a contributing property within the Union Avenue Historic District. Historic features within the Race Course that contribute to the Historic District are described in detail in Chapter 4. The character of the larger Union Avenue Historic District as a whole, and other previously designated architectural resources in the immediate vicinity of the Project Site, are described briefly below. The locations of known and potential architectural resources are also shown on **Figure 2**.

UNION AVENUE HISTORIC DISTRICT

The Union Avenue Historic District, which was listed on the S/NR in 1977, includes the Project Site and a larger area that encompasses both sides of Union Avenue from Congress Park on the west to the Adirondack Northway (Interstate [I]-87) on the east. It also includes the Yaddo property, which occupies approximately 207 acres east of the Race Course and west of I-87. Yaddo, an artists' community and public garden, is a contributing property within the Union Avenue Historic District, and was recently individually designated as a National Historic Landmark; it is described in greater detail below. In addition to Yaddo (described below) and the Saratoga Race Course (described under "Project Site"), approximately forty high-style residences, chiefly dating to the late 19th century and situated along both sides of Union Avenue, contribute to the Historic District. These structures, predominantly elaborate examples of late Victorian styles, were the mansions of many of Saratoga's preeminent elite. Many of the families that built the residences were closely associated with the Race Course; by the early 20th century, some occupants were also associated with Skidmore College. Many of the mansions have been attributed to distinguished architects, many based in Saratoga or Albany. In general, the most opulent residences are located on the western end of Union Avenue towards Congress Park, and the less ostentatious are located to the east, near the Race Course.

EAST SIDE HISTORIC DISTRICT

The S/NR-listed East Side Historic District (including portions of Caroline, Circular, Court, and George Streets and Lake, Fifth, Nelson and Madison Avenues) is located within the northwestern portion of the Project Impact Area, immediately west across East Avenue from the Project Site. The East Side Historic District, located on the "East Side" of Saratoga Springs (east of Broadway) is a primarily residential historic district that includes approximately 400 contributing resources. It was listed on the S/NR in 1984. The residences in the district primarily date to the 19th century and represent a variety of architectural styles, including Greek Revival, Gothic Revival, Italianate, Second Empire, and Queen Anne. Some early 20th century structures also contribute to the Historic District; these were constructed in the Colonial Revival, Tudor Revival, and Craftsman styles. The architecture of the district reflects the prosperity of the neighborhood in the 19th century, which was chiefly populated by upper-middle-class merchant families whose businesses catered to tourists and the elite. Others in the neighborhood were associated with nearby Skidmore College, one of the leading women's educational institutions of the era.

YADDO

The Yaddo property, which is a contributing resource within the S/NR-listed Union Avenue Historic District since that Historic District was listed in 1977, was individually designated as a National Historic Landmark in March 2013. The 207-acre property includes 61 contributing buildings and 10 non-contributing buildings. Spencer and

Katrina Trask constructed the Yaddo mansion, a large masonry Normanesque structure with a four-story tower and masonry terrace, in 1892-3 in collaboration with architect William Halsey Wood. The extensive grounds were laid out in large part by Spencer Trask himself, and include landscaped gardens, walks, fountains, and several ancillary buildings. The Trasks also built a model farm, south of the mansion. As the Trasks had no surviving children, in 1901, Katrina Trask formed a corporation to develop the estate into an artists' retreat. Many great American writers, artists, and composers have spent time at Yaddo. The property remains a retreat, with its gardens open to the public. The mansion is used as a communal dining and gathering place, with bedrooms and writers' studios on the upper floors; the buildings associated with the model farm were adapted for artists' use and still stand. Because NHL designations are concerned only with the aspects of the property that make it nationally significant, the property is considered significant for the period 1926-1962 as one of the country's earliest artists retreats and for its association with the many great artists that spent time there.

POTENTIAL ARCHITECTURAL RESOURCES

As part of the DGEIS for the Proposed Project, 14 architectural resources that may meet the S/NR eligibility criteria but have not been previously reviewed by OPRHP were identified in the immediate vicinity of the Project Site. These are reviewed briefly below and their locations are illustrated on Figure 2.

The *Saratoga Casino and Raceway* is a 160-acre property with entrances on Nelson Avenue, Jefferson Street, and Crescent Avenue. The facility was established in 1941 as Saratoga Harness, and is said to be the first facility in the country that was specifically constructed for harness racing. Harness racing gained popularity through the mid-20th century and reached its peak of popularity in 1970; it declined after off-track betting was introduced in 1973. The scope of the facility was increased over the following decades, featuring video-based gaming and restaurants.

The *Fasig-Tipton Barn Complex* is located along Madison and George Streets and Tipton Lane between Ludlow Street and East Avenue, immediately across East Avenue from the Project Site. The Fasig-Tipton Company, a thoroughbred auction company, established a permanent presence on this site in Saratoga Springs in 1917, selling the famous horse Man O' War at their 1918 auction. The property includes nine barns that date to the early 20th century, as well as a complex of modern structures located along the north side of George Street.

The *Race View* property at 75 Nelson Avenue at the corner of Crescent Street, located immediately across Nelson Avenue from the Project Site, consists of a two-story Second Empire-style brick structure that long served as a hotel and rooming house and a wood-frame barn.

The *Former Jock Whitney Estate*, also known as Greentree Stables, is located at 36 Nelson Avenue, immediately adjacent to the southern edge of the Project Site. This 106-acre estate includes two-story mansion built for John Hay "Jock" Whitney (1904-1982), stables, a horse exercise track, and another two-story building. The mansion and exercise track are believed to date to 1926. Whitney was the grandson of William C. Whitney, who was instrumental in shaping the Saratoga Race Course at the turn of the century. Jock Whitney was a newspaper publisher, venture capitalist, producer, and US Ambassador to the United Kingdom, as well as a racing enthusiast.

A number of other residences dating date between the mid-19th century and the mid-20th century are located in the immediate vicinity of the Project Site. The late 19th century Queen Anne-style residence and barns at *360 Caroline Street* abuts the Oklahoma Annex area of the Race Course, between Caroline Street and Fifth Avenue. The residence at *33 Nelson Avenue* is an early 20th century Colonial Revival-style house located across Nelson Avenue from the Project Site. The house at *40 Schuyler Drive* is a Queen Anne-style structure located approximately one block north of the Project Site. Residences at *73 and 77 Wright Street*, between Nelson Avenue and Jackson Street, approximately one block west of the Project Site, date to the late 19th century. The residences at *147 Nelson Avenue and 151 Nelson Avenue*, which date to the turn of the century, are located directly across Nelson Avenue from the Project Site, and retain much of their original appearance. The early 20th century residence at *152 Nelson Avenue*, built in the English Cottage style, abuts the west side of the Project Site. The late 19th century residence at *122 White Street* and a *Grouping of Residences on Nelson Avenue at Webster Avenue* dating to the mid- 19th through the early 20th century, are immediately adjacent to or within one block of the Project Site. Lastly, a *Possible Historic District on Fifth Avenue between East Avenue and Schuyler Drive* was identified populated chiefly by residences on relatively small lots constructed during the first half of the 20th century. The houses located along the south side of Fifth Avenue immediately abut the Oklahoma area of the Project Site.

A. INTRODUCTION

This chapter divides the history of the APE into two basic periods: the history of the site prior to its development as a Race Course, and its history as a Race Course. The history of the APE prior to the Race Course is examined first chronologically as illustrated on historic maps. Then, the specific buildings identified on historic maps on the pre-Race Course APE are examined in more detail, using other documentary sources such as censuses, directories, historic newspapers, and other materials. The chapter goes on to address the history of the APE as a racing facility, presenting a brief overview of the Race Course's history, followed by a more development history of each Race Course subarea during the Race Course period. The summary of each Race Course subarea also uses documentary sources and site walkover surveys to identify the buildings and landscape features that currently occupy each subarea. It notes some of the Race Course buildings and features that once existed but are no longer extant in each subarea. This section serves as a basis for identifying areas of historic-period archaeological sensitivity in the APE and provides information relevant to the evaluation of recent ground disturbance on site. As noted earlier, additional detail on the current and former conditions of each subarea may be found in the Phase I and Phase II Cultural Landscape Inventories prepared by Martha Lyon and Kimberly Konrad Alvarez in 2011 and in the analysis of contributing and non-contributing historic features prepared by AKRF in February 2014 and submitted to OPRHP as part of this project.

B. HISTORY OF THE PROJECT SITE PRIOR TO THE RACE COURSE

Historic maps and other records suggest that in general, the Project Site was sparsely populated prior to being developed as part of the Race Course. However, several residential properties did exist in the APE by the last quarter of the 19th century. The Race Course, which originally occupied a much smaller geographic area than it does at present, was first established in the late 1840s within what is now the Horse Haven subarea of the Project Site. It gradually expanded during the second half of the 19th century and throughout the 20th century.

For much of the first half of the 19th century, the majority of the Project Site, as well as the entire southeastern portion of what is now Saratoga Springs, were part of a large landholding owned by Dr. John H. Clarke of Yorkshire, England. As noted in Chapter 3, Clarke was the proprietor of the Congress Spring Water Company and was instrumental in the early development of Saratoga Springs. According to the Phase I Survey, "Dr. Clarke's often expressed opinion, even when there were few houses built or streets laid out there, that the village would increase most rapidly to the southeast" (Lyon and Alvarez 2011: Section II, p.3). Clarke died in 1846, leaving his land to his sons, George and Thomas, and to his daughter Eliza's husband, Isaac Thayer. Thayer would die shortly after inheriting his share of the Clarke land, and ownership reverted to his wife, who later married Cornelius Sheehan. A map created in 1851 entitled *Map of Lands Lately Owned by J. Clarke, deceased, Saratoga Springs*, (see **Figure 7**) illustrates Clarke's landholdings at the time of his death and indicates which of the three heirs had inherited each portion of land. The map shows no buildings or building lots within or adjacent to the Project Site. The 1847 State Fair, which immediately preceded the development of the earliest portion of the Saratoga Race Course, (the Trotting Course, now Horse Haven), is thought to have occurred on land owned by the Clarke heirs. As noted in the Phase I Survey, some sort of barn structures may have been constructed in what is now Horse Haven or adjacent areas prior to the formal establishment of the Race Course. Any such pre-Trotting Course barns or other State Fair buildings may still stand as some of the earliest mid-19th century buildings in Horse Haven, or may no longer be extant.

HISTORIC MAP RESEARCH

As detailed below, no structures have been identified within the APE on historic maps pre-dating 1866. However, between 1866 and the beginning of the 20th century, a number of residential properties were developed within the APE in areas that had not yet been annexed to the Race Course. The vast majority of the buildings on these private parcels were removed when they were added to the Race Course property and redeveloped for racing purposes. The development history of the APE as illustrated on historic maps is presented below. While all developed properties

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within or immediately adjacent to the APE are discussed below, the emphasis of this analysis is on properties that appear to have contained dwellings (rather than exclusively stables), as residential properties would have been more likely to leave behind significant archaeological deposits including domestic shaft features such as wells or privies. The text below provides a reference number for each of these former buildings or clusters of buildings, and **Figure 8** illustrates their approximate location on a current map of the APE. A summary of the results of the map research is provided in **Table 5**.

Table 5
Summary of Map-Documented Pre-Race Course Structures in APE

Historic Sensitivity Area ID*	Subarea Location	1866 Beers Map	1876 Beers Map	1879 Cramer & Mott Map	Sanborn Maps (1885-1932)
1	Backstretch/ Outside APE	Cole & Gridley (buildings outside APE)	R. Gridley (buildings outside APE)	Robt. Gridley (one building in APE)	(not shown)
2	Superintendents Residence	R. McM	(not shown)	R. McMichael	(not shown)
3	Madden Court	(not shown)	Trumbull	(not shown)	(not shown)
4	Madden Court	(not shown)	Gaffney	(not shown)	(not shown)
5	Autopark Area	(not shown)	Ford & King	(not shown)	Address at 280 Union Avenue (1900 Sanborn)
6	Union Avenue & Backyard East	(not shown)	Mrs. H.H. Van Antwerp	(not shown)	Address at 162 Lincoln Avenue (1900 Sanborn)
7	Clark's Cottage	(not shown)	Brownell	(not shown)	115 Wright Street (1932 Sanborn)(present Clark's Cottage)
8	Wright Street Entrance/ Paddock & Saddling Area	(not shown)	W. McDaniels	(not shown)	15 High Street (1885 and 1900 Sanborns)
9	Wright Street Entrance	(not shown)	Unlabeled residence	(not shown)	Residence shown (possibly part of 15 High Street) (1885 and 1900 Sanborns)
10	Main Race Course	(not shown)	L.S. Noyes	I. Fuller	(not shown)
11	Stakes Barn north subarea/ outside APE	(not shown)	E.Hodges (outside/ adjacent to APE)	(not shown)	168 Lincoln Avenue (1932 Sanborn)
12	Main Race Course	(not shown)	(not shown)	G. Sterret	(not shown)
13	Main Race Course/Madden Court	(not shown)	(not shown)	A. Belmont	(not shown)
14	Madden Court	(not shown)	(not shown)	Doswell & Commack	(not shown)

Notes: *See Figure 8 for Reference

THE 1856 GEIL MAP

The 1856 Samuel Geil map of Saratoga County shows no indication of development within the archaeological APE. The nearest buildings to the APE are two neighboring structures labeled Dr. Childs, which shown at what is now the intersection of Union Avenue and Henning Road on the southwest side (part of what is now the Yaddo property). The location of these former structures appears to be approximately 1,000 feet east of the Race Course, closest to the DuPont subarea. Other developed properties belonging to Childs are adjacent but further from the APE to the east. A sawmill located between Childs properties may also belong to Childs. A property to the southeast labeled 'Lake Side Res' is shown in the approximate location of the current Yaddo mansion, also apparently belonging to Childs. In addition to these properties, a few buildings are shown across Nelson Avenue from the APE.

THE 1866 BEERS MAP

The 1866 Beers atlas of Saratoga County included a map of the Town of Saratoga (see **Figure 9**) that illustrates several developed properties that are in close proximity to the Race Course. The Dr. R. S. Childs property, containing one building (near the present site of the Yaddo mansion), is shown just southwest of the intersection of Union Avenue and Henning Road, in the location of the structure depicted on the 1856 Geil map discussed above.

Another developed property in close proximity to the APE is shown a short distance southeast of present-day Madden Court, labeled “Cole and Gridley.” This property is depicted as containing one building, accessed via a long driveway off of Nelson Avenue (see **Figure 8, Reference #1; and Figure 9**).

The 1866 Beers map of Saratoga appears to illustrate only one building within the current boundaries of the Project Site. This is a building labeled “R. McM.,” on the north side of Union Avenue, within the area now known as the Superintendent’s Residence and Recreation Unit subarea (see **Figure 8, Reference #2; and Figure 9**). The scale of the map and its relative lack of detail make it difficult to identify the location of the “R. McM” structure with greater specificity.

In addition to producing a map of the Town of Saratoga, Beers also produced a map of the downtown portion of Saratoga Springs in this year, which illustrates the eastern portion of the Project Site in greater detail. No structures are illustrated within the APE. The closest structure is a building on the northeast corner of Nelson Avenue and Wright Street, approximately 200 feet west of the present-day Clark’s Cottage subarea. Also, a property labeled the “Fair Grounds” is depicted across Nelson Avenue from the Project Site, at the southwest corner of Nelson Avenue and Crescent Street.

THE 1876 BEERS MAP

In 1876, J. W. Beers and Company produced an atlas of Saratoga County that included a map of the Town of Saratoga as well as a more detailed map of the downtown portion of Saratoga Springs. The 1876 Beers map of the Town of Saratoga depicts the following structures within the APE:

- A structure labeled “S. Trumbull” located in the northwestern portion of what is now Madden Court (or possibly the northeast portion of what is now the Backstretch); possibly in the area between present-day bunkhouse BH31 and barns B21 and B22 (see **Figure 8, Reference #3; and Figure 10**).
- Another structure labeled “Gaffney” appears to be within or immediately outside of the present boundaries of the Race Course, at the southeastern edge of Madden Court, probably in the area just southeast of present-day barn B23 (see **Figure 8, Reference #4; and Figure 10**).

Two structures are shown near, but well outside of what is now the Race Course property:

- A building belonging to J. Morrissey (probably John Morrissey, long at the helm of the Race Course) located on what is now the Yaddo property, just southwest of the intersection of Union Avenue and Henning Road. This appears to be one of the structures attributed to Dr. R. S. Childs on the 1866 Beers map.
- A property marked “R. Gridley,” is located southeast of what is now Madden Court, apparently near the northeast corner of a pond visible on aerial photographs. This building appears to be the same as the structure marked “Cole and Gridley” on the 1866 Beers map (see **Figure 8, Reference #1; and Figure 10**).

The eastern portion of the Project Site is shown in greater detail on the 1876 Beers map of downtown Saratoga Springs. This area is divided into numerous lots owned by a variety of landowners, the vast majority of which appear undeveloped. Six developed parcels are shown within the present-day Race Course boundaries on this map. They include the following:

- Within a series of many small lots in owned by “Sheehan” (Cornelius Sheehan, one of the Clarke heirs, as described above) in what is now the Autopark Area, only one lot is developed: labeled “Lot 8” and owned by “Ford & King.” The lot contains two structures, possibly a residence and an outbuilding (see **Figure 8, Reference #5; and Figure 11**). The lot was located in the eastern portion of what is now known as the Autopark Area. One of the buildings fronted on, and was immediately north of Lincoln Avenue (which

formerly extended east past its current terminus at the Race Course property; its original location is now occupied by an internal roadway dividing the Autopark Area from the Backyard). The other building fronted on Union Avenue, and was immediately north of the first building.

- Immediately south of the Ford & King structure was a larger developed parcel owned by Mrs. H. H. Van Antwerp (see **Figure 8, Reference #6; and Figure 11**). This lot is also shown as containing two buildings, also possibly a residence and outbuilding. These buildings were located on the south side of Lincoln Avenue in the western portion of what is now the Union Avenue & Backyard East subarea. The eastern of the two Van Antwerp buildings was in the approximate present-day location of the East Mutuel Building (EMB) and the western of the two buildings would have been approximately 100 feet west of the East Mutuel Building.
- The area now known as Clark’s Cottage contained a structure labeled “Brownell” (see **Figure 8, Reference #7; and Figure 11**). While this may represent the present Clark’s Cottage residence (which based on its architecture could be dated to the third or fourth quarter of the 19th century), it appears to be located slightly east of the present residence location, more in line with the eastern barn that now occupies the subarea.
- Immediately across Frank Sullivan Place (then High Street) from the former Brownell structure and present-day Clark’s Cottage, another apparent residence sits on a relatively large parcel labeled with the name W. McDaniels (see **Figure 8, Reference #8; and Figure 11**). The location of the building depicted on McDaniels’ lot appears to be in the present Wright Street Entrance subarea, just east of Frank Sullivan Place and immediately south of (or partially overlapping with) the Paddock & Saddling Shed subarea. The location now appears to be occupied chiefly by a row of trees and other vegetation between Frank Sullivan Place and an interior Race Course roadway that parallels it to the east. A trailer and fencing are also located in this area.
- Another structure on a large parcel is located immediately south the McDaniels parcel, immediately southeast of the intersection of High Street (Frank Sullivan Place) and Wright Street (see **Figure 8, Reference #9; and Figure 11**). Neither the parcel nor the structure is labeled. The building is located in what is now the Wright Street Entrance subarea, in a location now occupied partly by a grassy traffic island and partly by an interior roadway, northwest of the current At-the-Rail Complex kitchen.
- A property labeled “L.S. Noyes” was located southeast of what was then the intersection of Nelson Avenue and Crescent Street, and west of High Street (which no longer exists in this area, and would be a southern continuation of the present trajectory of Frank Sullivan Place) (see **Figure 8, Reference #10; and Figure 11**). The property was subdivided into several smaller parcels with a ‘paper’ street (likely never constructed) dividing them. On the largest parcel of the L.S. Noyes lot is a large structure, likely a residence, which appears to be on the scale of a mansion. A driveway is depicted, accessing both the front and rear of the building. The structure appears to be located in the Main Race Course subarea, on the eastern margin of the Race Course itself and just east of Nelson Avenue, in a location currently occupied by informal dirt roadways, wood fences, and trees.

In addition to these six structures shown within the boundaries of the current Race Course Project Site, another structure is located in close proximity to the Project Site. A structure labeled “E. Hodges” is shown west of the present-day intersection of Frank Sullivan Place and Lincoln Avenue (see **Figure 8, Reference #11; and Figure 11**). The structure was approximately 100 feet west of the present Project Site boundary; however, the eastern portion of the lot on which the house stood is now part of the Race Course property. It is now an undeveloped parcel just north of the Stakes Barn, at the southwestern intersection of Frank Sullivan Place and Lincoln Avenue.

THE 1879 CRAMER AND MOTT MAP

Several developed properties are shown within the Project Site on the 1879 L.H. Cramer and J.W. Mott map of the Town of Saratoga.

- The former Cole and Gridley property is shown on the 1879 map as the property of “Robt. Gridley” (see **Figure 8, Reference #1; and Figure 12**). As discussed in the last section, the majority of this property is outside of the APE, located southeast of Madden Court. Approximately seven structures and several ponds are shown on this property. The label “ice house” is positioned next to two structures on a loop driveway adjacent to two ponds. A cluster of small outbuildings and small ponds on the property is labeled “Trout

Ponds.” Another building, apparently a small residence, is located just west of the Trout Ponds cluster; a short distance east of what is now the Backstretch subarea of the Race Course’s Backstretch. A final building on the Gridley property, apparently a barn is located within the APE, at the northwestern corner of the property. It appears to be in the northern portion of what is now the Backstretch subarea, in the approximate location of a relatively modern building known as Barn 33C. This building appears to be only a short distance west of the structure labeled “S. Trumbull” on the 1876 Beers map.

- A property containing two buildings located in the vicinity of the present-day Superintendent’s Residence subarea (likely near the present location of the ca. 1900 residence itself), on the north side of Union Avenue, is labeled “R. McMichael” (see **Figure 8, Reference #2; and Figure 12**). This was likely the “R. McM.” property shown with one building on the 1866 Beers map. The fact that no structures and no name is depicted in this location on the 1876 Beers map may indicate that an error was made on the 1876 map in leaving the property out, or that the earlier building on the McMichael property was removed and the property remained vacant for a period of time prior to 1879.
- The location shown on the 1876 map as containing a mansion belonging to L.S. Noyes is shown as belonging to I. Fuller on the 1879 map, and a second building a short distance northeast of the first, is depicted (see **Figure 8, Reference #10; and Figure 12**). This property was located in what is now the Main Race Course subarea, on the eastern margin of the Race Course itself and just east of Nelson Avenue.
- A property labeled “G. Sterret” contains three buildings in the western portion of the property, in the present location of the Main Race Course, likely within the Race Course footprint, near the western turn of the track’s backstretch (see **Figure 8, Reference #12; and Figure 12**).
- Another small parcel neighbors the Sterret property to the east, labeled “A. Belmont,” containing a building that appears to have been located near the present-day border between Madden Court and the Main Race Course (see **Figure 8, Reference #13; and Figure 12**).
- Another small parcel labeled “Doswell & Commack” contains a relatively large building at the northeast corner of what is now Madden Court (see **Figure 8, Reference #14; and Figure 12**).

In addition to the parcels described above (all of which appear to contain at least one building that may have been a private residence), a long rectangular-plan barn labeled “P. Lorillard” is shown at the southwestern edge of what was in 1879 the alignment of the main Race Course. This location would now be situated within the Main Race Course infield, just west of the pond. The building appears to have been a private stable constructed within the Race Course.

Many of the buildings illustrated on the 1876 Beers map as being within the APE are not shown and in some cases this appears to be an indication that the structures were removed to make way for the expanding Race Course. In other cases, however, it appears that they were simply left off the 1879 map, since some do appear on Sanborn maps of the late 19th and early 20th centuries as described below.

LATE 19TH AND EARLY 20TH CENTURY SANBORN MAPS

The earliest Sanborn map to cover a portion of the study area is the 1889 edition, which illustrates the Horse Haven area of the Race Course and little else in the immediate vicinity. Barns, many of which are still standing, are shown throughout Horse Haven. Kitchens also dot the landscape; many of these were later converted for use as small bunkhouses during the 20th century. Wells and pumps are shown on the Sanborn map in at least seven locations distributed throughout Horse Haven. One dwelling is illustrated in Horse Haven: a two-story structure composed of three components arranged in a courtyard; this dwelling appears to be an extant structure now known as **Building 68** (see **Figure 8, Reference #15; and Figure 13**). This building is believed to date as early as the 1840s. It served a variety of functions over the course of its existence and currently serves as an office. Its original function is not known.

The 1895 Sanborn map also illustrates a portion of the Race Course and its immediate vicinity. The following buildings are depicted in areas that were not yet fully annexed to the Race Course at that time:

- Three small dwellings fronting on High Street that may be on the same property as the building labeled W. McDaniels on the 1876 Beers map are shown in the area that is now the border of the present Wright Street Entrance area and Paddock & Saddling Area along the east side of Frank Sullivan Place (see **Figure 8, Reference #8**). The location of the W. McDaniels residence, which would have been immediately north of

these dwellings, is not shown on the 1895 map; however, a subsequent 1900 Sanborn map suggests that the former McDaniels residence still stood at that time.

- A building located immediately south of the small dwellings described above is depicted as a dwelling, and may be the same as the unlabeled building on the 1876 Beers map, in the present-day Wright Street Entrance area (see **Figure 8, Reference #9**). It is shown with four outbuildings to the rear, likely barns. One appears to be a relatively large rectangular-plan horse barn with porches on all four sides.

In addition to these structures, apparently erected separate from Race Course function, the 1895 Sanborn map shows a Race Course betting room structure occupying the easternmost corner of what is now the Autopark Area at the intersection of Lincoln, Union, and East Avenues.

On the 1900 Sanborn map, several buildings are shown in the eastern portion of the Race Course.

- A residence and outbuilding are shown in the location of the “Ford & King” property of the 1872 Beers map, in the present location of the Autopark Area (see **Figure 8, Reference #5; and Figure 14**). The residence is shown as the structure fronting on Union Avenue with an address at 280 Union Avenue. A small outbuilding (probably the same shown on earlier maps) is depicted as the structure fronting on Lincoln Avenue.
- A two-story dwelling is shown on the 1900 Sanborn map in the location of the house of Mrs. H.H. Van Antwerp on the 1876 Beers map (see **Figure 8, Reference #6; and Figure 14**). A greenhouse is shown to the southwest of it. This area is shown as having been annexed to the Race Course, but the dwelling appears to have been still standing. The location is within the present Union Avenue & Backyard East subarea in the vicinity of the East Mutuel Building.
- 15 High Street appears to be the same residence as the building labeled W. McDaniels on the 1876 Beers map in the present Wright Street Entrance area and Paddock & Saddling Area (see **Figure 8, Reference #8; and Figure 14**). Three other smaller residences to the south (also shown on the 1895 Sanborn) are labeled “B, C, and D.” Two outbuildings are located to the rear of buildings “B, C, and D.” These buildings are all in the present location of the western border of the Wright Street Entrance area, across Frank Sullivan Place from Clarks Cottage.
- The dwelling shown just south of 15 High Street (also shown on the 1895 Sanborn), labeled “A” on the 1900 Sanborn, may be the same as the unlabeled building on the 1876 Beers map, in the present-day Wright Street Entrance area (see **Figure 8, Reference #9; and Figure 14**). It is shown with four outbuildings to the rear, likely barns. One appears to be a relatively large rectangular-plan horse barn with porches on all four sides. The Phase I Cultural Landscape Inventory for the Race Course (Section V.d-4) identifies these as early Madden and Belmont stables.

In addition to these, a building labeled “Pine Grove Cottage” is shown in the area now part of the Union Avenue & Backyard East subarea (see **Figure 14**). The two-story building appears to be a residence, but it is shown as being within the property that then comprised the Race Course, only approximately 200 feet west of the original Grandstand and Clubhouse location. Horse barns, probably associated with the Race Course, are located north and south of the dwelling. The name of the cottage may refer to a pine grove that was known as a location where horses could rest in the shade (Lyon and Alvarez 2010: Section III.a-81). The structure was likely constructed not long before 1900 as it does not appear on the earlier maps, but it is not clear if it was constructed as part of the Race Course. This building may represent the original component of the present Jockey House, which underwent several expansions during the later 20th century.

Race Course maps of the early 20th century, such as Charles Leavitt’s plan of 1902, show that the Backstretch south of Union Avenue had taken the approximate form that it retains today. The main Race Course had been rotated, and the three properties shown on earlier plans along what was previously the south edge of the Race Course (**Reference #s 12, 13 and 14**) had been removed. Madden Court, the small area that now comprises the southeast corner of the Main Race Course, had been developed with stables and other buildings, similar to its current condition. As the Grandstand was moved and trackside buildings reconfigured to the north of the Main Race Course, remaining (originally private) residences and other buildings located north and west of the Main Race Course were removed (such as **Reference #s 5, 6, 8, and 9**). Pine Grove Cottage, the two-story dwelling constructed by 1900 is no longer

depicted as such, but the Jockey House, which does appear on Leavitt's Plan, appears to be in the same location, and may be the same structure.

The 1932 Sanborn confirms that the buildings along High Street (such as **Reference #s 5, 6, 8, and 9**) were no longer extant. The 1932 Sanborn map also shows that the portion of the APE immediately north of the Stakes Barn subarea had been developed with two residences: 174 Lincoln Avenue, a 2-story dwelling at the corner of Lincoln Avenue and High Street (Frank Sullivan Place); and 22 High Street, a 2-story dwelling fronting on High Street (Frank Sullivan Place) just south of Lincoln Avenue (see **Figure 15**). These buildings were apparently constructed in the early 20th century, when municipal water and sewer was available on adjacent streets (as indicated on Sanborn maps), and would not be expected to have left behind significant archaeological deposits. Further, with their location adjacent to streets piped with municipal water supply, they likely did not include privies or private wells. However, the 1932 Sanborn shows the building adjacent to what is now Stakes Barn North subarea (likely the building labeled E. Hodges on the 1876 Beers map) (see **Figure 8, Reference #11 and Figure 15**). This building is shown on the 1932 Sanborn map with an address at 168 Lincoln Avenue and is labeled as a 2-story "Rest."

A number of buildings that historically and/or currently function as residences or bunkhouses are located within the Race Course. In addition to the ca. 1900 Jockey House on the Frontside, (probably the same building as "Pine Grove Cottage" discussed above), several other residences in the Backstretch south of Union Avenue were constructed as part of private stabling complexes during the first decade of the 20th century and were shortly thereafter annexed to the Race Course. While these are described further in the next section of this chapter, they are generally not considered to be as likely to yield significant archaeological deposits because of their late dates; the likelihood that they were connected to municipal water and sewer services when constructed; and because the Race Course during the 20th century is generally relatively well documented.

A residence at 148 Union Avenue, which still stands within the APE and is now known as the Reading Room, is first observed on the 1932 Sanborn map. While stylistically, the extant building could be dated to the late 19th century, the evidence of historic maps appears to suggest that it was built in the early 20th century. While the 1900 Sanborn map appears to omit the location of the Reading Room, the structure may have been built shortly after 1900. The Reading Room is discussed further in the next section.

ADDITIONAL RESEARCH AND SUMMARY OF PRE-RACE COURSE PROPERTIES

REFERENCE #1: THE GRIDLEY PROPERTY

The vast majority of the former Gridley Property is now part of the Yaddo property, adjacent to the APE. Yaddo was the estate of Spencer and Katrina Trask in the late 19th century, and later became an artists' retreat. Yaddo is individually designated as an NHL and also contributes to the S/NR-listed Union Avenue Historic District. Many histories document that in the first half of the 19th century, what is now the Yaddo property was the estate of Jacobus Barhyte and his family. The Barhyte property included a house, a popular tavern, a gristmill, and a farm, as well as stocked fish ponds open to the public for a fee. The house was located in the approximate location of the current Yaddo mansion, a considerable distance east of the Race Course. As one recent history notes, "In the piney woods just east of today's track were the Revolutionary veteran Jacobus Barhyte's fish ponds. He offered anglers a chance to hook 'the most delicate and well flavored trout,' but they had to eat them right there at Jacobus's tavern" (Hotaling 1995: 12). Among the many visitors to the "Barhyte trout ponds" was Edgar Allen Poe, who according to myriad sources, wrote the poem "The Raven" while visiting in the 1840s. The Barhytes sold the Saratoga estate later in the 1840s.

The property is shown as belonging to "Cole and Gridley" on the 1866 Beers map appears to comprise the western portion of what is now Yaddo. (The eastern portion, including the Barhyte house near the present site of the Yaddo mansion, further from the Race Course, was under the ownership of Dr. Childs). In 1866, one building was located on the Cole and Gridley property, southeast of what is now Madden Court, outside of the APE (**Figure 9**). The 1876 Beers map shows "R. Gridley," with a structure in approximately the same location (the Barhyte house to the east is shown on this map as the property of J.H. Stewart) (**Figure 10**). Finally, the 1879 map shows the property of "Robt. Gridley" (**Figure 12**) with seven structures; all but one of them is located outside of the APE. The one building within the APE appears to be a barn, in the approximate location of what is now a newer building known as Barn 33C. An "ice house," several outbuildings, and "Trout Ponds" are shown outside of the APE. Another building,

apparently a small residence, is located just west of the Trout Ponds, just east of what is now the Backstretch subarea. A larger apparent residence is located to the east, likely corresponding with the location of the original Barhyte house (now the site of the Yaddo mansion), and probably not part of the same parcel at that time.

According to a recent history of the Race Course entitled *They're Off!*, “Robert Gridley and Ben Scribner founded the first highly successful [gambling] house [in Saratoga Springs] in 1841 in an alley off United States Hotel. It changed the face of the Springs for good. By 1847, Gridley was also operating thirteen bowling alleys, located opposite the hotel’s bar room and backed by its owner, James Marvin” (Hotaling 1995: 26). Marvin was also a backer of the Trotting Course (which became the Saratoga Race Course), also established in 1847 by Alfonso Patten and James M. Cole. The same James M. Cole may have been the “Cole” who is shown as the co-owner of the subject property with Gridley on the 1866 Beers map, although this connection has not been verified.

The 1871 *Gazeteer and Business Directory of Saratoga County* lists Robert Gridley of Saratoga Springs as proprietor of the “Pavilion Hotel, trout pond and farmer” (Child 1871: 251). Other sources indicate that the Pavilion Hotel was at that time located in downtown Saratoga; however, the reference to a trout pond likely refers to the subject property. Sylvester’s 1878 *History of Saratoga County* describes Robert Gridley as the proprietor of Gridley Trout Pond and an “Ice Dealer,” born in New Haven, Connecticut (Sylvester 1878: 505).

A number of tourist guides of the 1870s and 1880s describe Gridley’s Trout Ponds. *Saratoga and How to See It*, written in 1871, reports extensively on the facility, referring to its location as “a beautiful little ravine... just beyond the race course” and describing “a succession of small ponds... one below the other, supplied with water of the brilliancy of a crystal, gushing from the banks.” The proprietor: “ ‘Old Gridley,’ as he is familiarly called, formerly kept the Pavilion, near the depot.” It further notes, “Visitors are very cordially received by Mr. G., and provided with fishing tackle etc.—and sometimes a bottle of Rhine wine gratis...” (Dearborn 1873). An 1876 guidebook similarly describes the ponds as being “in a picturesque little dell near the race course” where the proprietor, Mr. Gridley, offered visitors an opportunity to fish for brook trout from a series of stocked ponds, open “during the season.” “The visitors are provided with lines and bait and chairs if they wish them; and under the shade of trees, they may pick out as much speckled liveliness as they want.” The account goes on to note that “Half a hundred carriages often gather around these ponds on a pleasant summer’s day, while their occupants go a fishing in style.” (Taintor 1876: 94).

A guide to Saratoga Springs written by Seneca Ray Stoddard in 1881 also recommends the trout ponds, echoing much of the earlier account:

To Gridley’s Trout Ponds near the race course is a short drive liked by many. The proprietor has a series of ponds well stocked with trout and keeps them open to all disciples of Walton who are willing to pay one dollar per pound for the privilege of catching them. The fishing ground is reached by taking the third turn from Congress Park on Union avenue and following that road to a large brick house where a lane on the left leads down to the pond. When visitors reflect that the market price of trout is a dollar per pound they will wonder at and admire Gridley’s philanthropy in furnishing them the delightful sport for nothing, and in doing it so that they may cast the rod from an arm chair or hammock, and that ladies and children may fish in full toilet (Stoddard 1881: 61).

Gridley, who was born in 1810 in New York State, is shown on the 1860 federal census as residing in Saratoga Springs with his wife, Eliza, six children, an elderly woman named Martha Gridley (possibly his mother), and three servants. His profession is listed as farmer. It is not clear if Gridley was living on the subject property at that time or elsewhere in the city at that time. The 1870 federal census also shows that Gridley was living in Saratoga Springs, but it is not clear where; neighboring names and professions imply he may have been living downtown at that time, probably near the railroad station. At that time, his household consisted of his wife and two of his daughters. His profession is given as “fish propagator.” The 1880 federal census indicates that Gridley was living near the Race Course (almost certainly on the subject property), as can be deduced from the names of the neighboring families and the presence of many individuals in the vicinity whose professions related to horse racing. At that time he resided with his wife and his daughter, Amelia, as well as a boarder. Gridley, then 70 years old, is described as a farmer; and his boarder as a farm laborer.

Exactly when Gridley’s Trout Ponds ceased operation is not clear. However, Spencer and Katrina Trask established their estate in 1881. They originally resided in the old Barhyte house. After the latter burned in 1891, they

constructed the present Yaddo mansion in 1893, in roughly the same location. No buildings currently appear to stand in the former locations of the buildings shown on the Gridley property on the maps of the 1860s and 1870s. Portions of the former Gridley property that are now part of the Race Course were conveyed to the Race Course owners by 1901 and the private access road known as “old” Gridley Street was officially closed by 1902 (Lyon and Alvarez 2010: Section II, p.12).

REFERENCE #2: THE RICHARD MCMICHAEL PROPERTY

The only building shown in the APE on the 1866 Beers map is a building labeled “R. McM.,” located on the north side of Union Avenue, within the area now known as the Superintendent’s Residence and Recreation Unit subarea (see **Figure 9**). On the 1879 Beers map, two buildings located in the vicinity of the present-day Superintendent’s Residence, are labeled “R. McMichael” (**Figure 12**). A property to the east (outside of the APE) also bears McMichael’s name and a large pond is labeled “Lake McMichael.”

Richard McMichael purchased an interest in Congress Hall in 1858 (Durkee 1929: 15). He was the proprietor of the American Hotel on Broadway in the mid-1860s. (Disturnell 1864: 68). The 1860 federal census lists Richard McMichael (born 1824) as a hotelkeeper living with his wife, three children, and servants. The 1870 federal census also lists Richard McMichael as a hotelkeeper with a wife, two children, and four domestic and/or hotel workers. By all indications, McMichael appears to have transitioned from hotelkeeper to clergyman at some point in the 1870s or early 1880s. The 1884 Saratoga Springs directory lists Rev. Richard McMichael as a pastor of the Regent Street Baptist Church. The 1888 and 1890 Saratoga Springs directories also list Rev. Richard F. McMichael as a pastor, now of the 2nd Baptist Church. His address is listed variously as 158 and 171 Union Avenue. The 1892 Saratoga Springs Directory lists Rev. Richard McMichael but notes, “removed to New York.” McMichael died in 1903 and was buried in Greenridge Cemetery in Saratoga Springs. The inscription on his gravestone reads: “Born at Schenectady, Dec. 8, 1924; Died at Brooklyn, June 7, 1903.”

Based on late 19th and early 20th century maps of the Race Course and its immediate vicinity, the Richard McMichael house was likely in or near the present location of the Superintendent’s Residence. Based on its architectural style, the present residence has been tentatively dated to ca. 1900; however, little information has been found regarding who built it or when it was constructed. The land on which the McMichael House stood (and the current Residence) stands was apparently annexed to the Race Course ca. 1922.

REFERENCE #3: THE S. TRUMBULL PROPERTY

A structure labeled “S. Trumbull” is shown on the 1876 Beers map (**Figure 10**) in the northwestern portion of what is now Madden Court. The building does not appear to be shown on any earlier or later maps. Stephen Trumbull is listed in the 1870 census in a location that (based on the names of neighbors) probably corresponds to the subject property. Trumbull was 46 years old in 1870, was born in Vermont, and was listed as a painter. He was living with his Pennsylvania-born wife, Celia, and young son, Stephen. Trumble (sic) is also enumerated in the 1880 census living on or near the subject property with his wife, his son (now employed as a farm hand), and his son’s wife Kate. Trumbull is listed in a late 1880s city directory as a farmer living “near Crescent Ave.” (This was probably a reference to the subject property, though the he Trumbull property shown on the 1876 map is near the eastern terminus of Crescent Street and several blocks north of Crescent Avenue).

REFERENCE #4: THE GAFFNEY PROPERTY

A structure labeled “Gaffney” on the 1876 Beers map (**Figure 10**) appears to be within or immediately adjacent to the APE, at the southeastern edge of Madden Court. The building does not appear to be shown on any earlier or later maps.

The 1875 New York census lists a Walter Gaffney of Ireland, his Irish wife Kate, and daughter Anne, living in a wood-frame house next to the Trumbles and the Gridleys, apparently the subject property. It is possible that the name Walter was written in error, since later sources identify the Gaffney that appears to be associated with the subject property as Bartholomew (the names of his wife and eldest daughter remain the same). Bartholomew Joseph Gaffney was born in County Roscommon, Ireland, ca. 1849. As detailed in his obituary, he emigrated to the United States in 1870, and lived in Worcester, Massachusetts, for two years before coming to Saratoga Springs, where they settled permanently (Anon 1907). He married his wife Catherine (or Katherine) (nee Coggins), also of Roscommon,

while in Massachusetts. The 1880 federal census indicates that Bartlett Gaffney [sic] headed a household located near the Race Course, doubtless the subject property. Gaffney's occupation is listed as laborer and his household included his wife and now four young children. Directories of Saratoga Springs dating to 1884 and 1886 list Gaffney's residence as "Gridley's Ave," likely a reference to the subject property, which was located near the eastern terminus of Gridley Street. Beginning in 1890, directories list Gaffney's address as 8 Jumel Place in Saratoga Springs (outside of the APE); the residence on Jumel Place, where he would live with his family for the remainder of his life, still stands. According to his obituary, "Later by his industry and knowledge of his business he became one of the foremost contractors of the village," founding a contracting firm called Gaffney and Sons. "On many of the largest buildings in the village built within the past thirty years Mr. Gaffney has had the contract for the stonework." Gaffney was a Democrat and an active member of the local Knights of Columbus. He died of "cerebral apoplexy" at his home and was buried in Saint Peter's Cemetery (Anon 1907).

REFERENCE #5: THE FORD & KING PROPERTY

On the 1876 Beers map (**Figure 11**) a lot owned by "Ford & King" is shown in the eastern portion of what is now known as the Autopark Area; an area that is part of the "Sheehan" property (formerly lands of John Clarke as described earlier) which was divided into many small lots. The Ford & King lot is developed with two structures, possibly a residence and an outbuilding. A residence and an outbuilding with an address at 280 Union Avenue are shown in the same location on the 1900 Sanborn map (**Figure 14**).

Limited information has been found on "Ford & King," who were presumably the developers of the lot. Information in the Phase I Survey Cultural Landscape Inventory suggests that these individuals were Benjamin King and Stephen Ford, who (based on property record information) were former owners of other portions of what is now the Race Course (Lyon and Alvarez 2010: Section II, p.11). A Stephen W. Ford is listed in the 1880 federal census in Saratoga Springs living on Lake Avenue (not in the APE) with a wife and three children. Born in 1837, Ford is listed as an agent in a collar factory. No Benjamin King is listed on censuses of the period in Saratoga Springs; however, one is enumerated on Green Island in Albany County. This individual is listed as an engineer, born in 1825, and living with a three children. Ford & King may have developed the lot as an investment; it is considered unlikely that either of them inhabited the property.

A classified advertisement in the *Daily Saratogian* newspaper in 1905 that notifies of a "furnished cottage" to let at 280 Union Avenue: "linen and silver included, until Oct. 1st, at reasonable price. Possession given at once." The owner's name is not mentioned in the advertisement; responders are requested to send their replies to "P.O. Box 25" (Anon 1905: 2). This area was annexed to the Race Course in 1919 and the buildings appear to have been removed shortly thereafter. They do not appear on 1920 plans of the Race Course.

REFERENCE #6: THE VAN ANTWERP PROPERTY

The 1876 Beers map (**Figure 11**) shows a property belonging to "Mrs. H. H. Van Antwerp," containing two buildings, a residence and outbuilding, on the south side of Lincoln Avenue in the western portion of what is now the Union Avenue & Backyard East subarea near what are now the East and West Mutuel Buildings. On the 1900 Sanborn map, a two-story dwelling is shown in this location with the address 162 Lincoln Ave. A greenhouse is located to the southwest of it. The buildings are shown as being on land annexed to the Race Course. They were likely removed shortly thereafter.

The 1876 map's reference to Mrs. H. H. Van Antwerp apparently refers to Huldah Van Antwerp. In the 1875 New York State census, Huldah Van Antwerp is listed as the head of a household near the intersections of Union Avenue, Nelson Avenue, and Lincoln Avenue (then called South Street), almost certainly the subject property. According to this census, the house was of wood frame construction. The 46-year-old Huldah, a native of Rensselaer County, inhabited it with her son, Lewis H., who is listed as "idiotic;" her brother, Francis Crabb, a carpenter; and a boarder and friend, Jane Althoute of Albany. The property is enumerated in the 1880 census as being the household of F. L. Van Antwerp and his wife Huldah. The 50-year-old Huldah was effectively the head of the household, as her 65-year-old husband (formerly a "laborer") was documented as an invalid due to "rheumatism." The couple lived in the subject property in 1880 with a 32-year-old daughter, Mary, and their 24-year-old son (now employed as a laborer). The entire family was listed as having been born in Saratoga County. The 1888, 1889, and 1890 directories for the City of Saratoga Springs lists Huldah Van Antwerp and her son Lewis with an address 302 Caroline Street,

suggesting that they had moved from the subject property by this time. The daughter, Mary, is listed as a housekeeper, with an address on Broadway in downtown Saratoga Springs. The 1896 directory notes that she is the widow of Lewis (likely the name that her husband F.L. Van Antwerp had gone by). The 1900 federal census indicates that Huldah was then living in an Alms House in Wilton, Saratoga County.

REFERENCE #7: THE BROWNELL/ CLARK'S COTTAGE PROPERTY

On the 1876 map, the area now known as Clark's Cottage contained a structure labeled "Brownell" (**Figure 11**). As observed earlier in this chapter, this may represent the present Clark's Cottage residence (which based on its architecture could be dated to the third or fourth quarter of the 19th century); however, the structure on the 1876 map appears to be located slightly east of the present residence. The building that is now Clark's Cottage appears on 20th century Sanborn maps with an address at 115 Wright Street. No information has been found regarding the Brownell that was associated with the property on the 1876 map. Censuses of the 1870s and 1880s indicate that while many Brownells inhabited Saratoga County and neighboring Washington County at that time, none appear to have lived in Saratoga Springs during this time period. Additional research, possibly including a property record search, would be necessary to elucidate the history of this property.

REFERENCE #8: THE W. MCDANIELS PROPERTY/ 15 HIGH STREET

On the 1876 Beers map (**Figure 11**), a residence belonging to W. McDaniels is shown immediately across Frank Sullivan Place (then High Street) from what is now Clark's Cottage. On the 1895 and 1900 Sanborn maps, the property apparently retains the former W. McDaniels house as well as three small dwellings immediately to the south fronting on High Street. On the 1900 Sanborn, the property has the address 15 High Street and the smaller houses are labeled "B, C, and D." Two outbuildings are located to the rear of the smaller buildings.

The identity of W. McDaniels is not clear. Censuses of the 1870s and 1880s do not appear to list anyone of that name living in Saratoga Springs. The *Daily Saratogian* newspaper of August 16, 1869 notes in its "Hotel Arrivals" column that one W. McDaniels Jr. of Philadelphia is staying at the Continental Hotel in Saratoga. However, no link has been found to this McDaniels and the subject property. No references to the address 15 High Street have been found in historic newspapers, directories, or other documents. Additional research, possibly including property record searches, may help elucidate the history of these buildings if necessary in the future.

REFERENCE #9: UNLABELED RESIDENCE/ BUILDING "A" (SOUTH OF 15 HIGH STREET)

On the 1876 Beers map (**Figure 11**), another unidentified structure on a large parcel is located immediately south the McDaniels parcel described above, immediately southeast of the intersection of High Street (Frank Sullivan Place) and Wright Street in what is now the Wright Street Entrance subarea. The structure is also shown on the 1895 Sanborn map with four outbuildings to the rear, likely barns. One appears to be a relatively large rectangular-plan horse barn with porches on all four sides. A "well and pump" are also indicated immediately east of the barns on the Sanborn map. The same building and outbuildings are shown on the 1900 Sanborn map. The residence is labeled with an "A," while three other small residences with addresses at 15 High Street (see above) are labeled "B, C, and D." The Phase I Cultural Landscape Report (Section V.d-4) identifies this series of buildings as early Madden and Belmont stables, however, no further information is provided. No other historic information has been found pertaining to this parcel or its inhabitants in historic newspapers, directories, census records or other documents. Additional research, possibly including property record searches, may help elucidate the history of these buildings if necessary in the future.

REFERENCE #10: THE NOYES-FULLER PROPERTY

On the 1876 Beers map (**Figure 11**), a property labeled "L.S. Noyes" is shown southeast of what was then the intersection of Nelson Avenue and Crescent Street, and west of High Street (in what is now Main Race Course subarea). The L.S. Noyes lot is a large structure, possibly a mansion, has a driveway accessing both the front and rear of the building. The same property is shown on the 1879 map (**Figure 12**) as belonging to I. Fuller and includes the both the original building and a second building a short distance northeast. The building does not appear to be shown on subsequent maps and was apparently removed when the racing facility expanded.

The 1870 census shows that Levi Noyes lived Saratoga Springs in a location that would appear to indicate the subject property, based on the names of neighbors (the 1870 census does not provide street names or addresses).

Noyes is listed as a 47-year-old “cattle broker,” living with his wife, Catherine, (who was keeping house) four children (all of whom were at school but an infant), and seven other young adults, one of whom was a domestic servant. The rest, presumably boarders or renters, were employed as carpenters, schoolteachers, and farm laborers. The 1875 New York census indicates that Levi S. Noyes lived in a house built of brick with his family and one other person; he was employed in “keeping [a] boarding house.” Earlier censuses suggest that Levi Noyes was born in Edinburg in Saratoga County and lived there in 1860. Thus, he likely moved to the subject property during the 1860s, and appears to have left by 1879, based on the Cramer and Mott map. Directories of the 1880s list Levi Noyes as a real estate broker, and his son Lewis S. as a painter, with home addresses at 53 South Street (now Lincoln Avenue).

Little information has been found on the I. Fuller that is shown as the owner of the property on the 1879 map. The individual may be Isaiah Fuller who appears on censuses in Saratoga County (but never Saratoga Springs). The 1875 New York State census shows Isaiah Fuller as a 30-year-old sawyer living in Moreau, Saratoga County, with his wife, Lucinda, and son, Charles. In the 1880 census, the family is also shown in Moreau and Isaiah is shown as working in a sawmill. Several neighboring households are occupied by Fullers, likely family members, almost all of whom were either engaged at a sawmill or in making shirts. As Fuller is enumerated in Moreau in both 1875 and 1880, he apparently Fuller did not occupy the property at the time the map was made. However, Saratoga Springs city directories of 1892 and 1894 list an Isaiah Fuller living in Saratoga Springs, at the “south end of Nelson Avenue.” This description may or may not indicate the subject property, which is located off of Nelson Avenue, but would not necessarily be considered the south end. In the 1894 directory, Fuller’s profession is listed as “shirt manufacturer.”

REFERENCE #11: THE E. HODGES PROPERTY/ 168 LINCOLN AVENUE

On the 1876 Beers map (**Figure 11**) a structure labeled “E. Hodges” is shown west of the present-day intersection of Frank Sullivan Place and Lincoln Avenue, outside of and approximately 100 feet west of the APE boundary. The eastern portion of the lot on which the house stood is now part of the Race Course property (the vacant parcel just north of the Stakes Barn). The 1932 Sanborn map (**Figure 15**) shows that the north Stakes Barn portion of the APE had been developed with two two-story residences: 174 Lincoln Avenue and 22 High Street. These buildings were apparently constructed in the early 20th century and are not themselves considered archaeologically sensitive. Both are shown as two-story buildings without basements. The 1932 Sanborn also suggests that the earlier building labeled E. Hodges on the 1876 map was still standing, with an address at 168 Lincoln Avenue. It is labeled as a 2-story “Rest.”

The building that currently stands at 168 Lincoln Avenue is Siro’s restaurant. This building is a two-story front-gable structure with a single-story addition. It appears to be the same structure shown on the 1932 Sanborn map as a restaurant, and may be the same building that was owned by Hodges in 1876. Edward Hodges is listed on the 1870 census as living in Saratoga Springs (address not indicated) with his wife and children. Hodges was 53 in 1870 and his profession is listed as “porter.” On the 1880 census, Hodges is listed as living on Lincoln Avenue (then called South Street) (likely the subject property) with his wife, Laura, and a granddaughter. Hodges is listed as being a gardener by trade and his birthplace is listed as England. Incidentally, one of Hodges sons (whose trade is also listed as ‘gardener’) appears to live in a neighboring house with his family in 1880.

According to the website of the restaurant that now occupies the site, Siro’s, “the origin of the restaurant’s name dates back to 1945 when Jimmy Siro, maître d’ at the Waldorf Astoria, purchased the Lincoln Avenue eatery that was known as the Maranese Restaurant.” Several other sources, including historic newspaper advertisements, locate the 1940s Maranese Inn at 139 Union Avenue rather than 168 Lincoln Avenue. The name of the restaurant that occupied the site in 1932 has not been identified.

REFERENCE #12: THE G. STERRET PROPERTY

A property labeled “G. Sterret” containing three buildings first appears on the 1879 map (**Figure 12**) in the present location of the Main Race Course, near what is now the western turn of the track’s backstretch. At least one of these may have been a residence; the other two were likely barns or stables. The buildings were apparently built between 1876 and 1879; and were probably removed by 1901-2 to make way for the new alignment of the Race Course.

George Sterrett is enumerated on the 1880 census living on Spring Street in Saratoga Springs (outside of the APE). Sterrett, a “retired merchant” who was 72 in 1880, lived there with his wife and son, George D. In an 1889 Saratoga city directory, Sterret’s wife is listed as a widow and she and their son are listed with an address on Spring Street. Thus, based on the information found, there is no indication that Sterret and his family ever occupied the subject property. No other information has been found on the buildings on the property or their possible inhabitants.

REFERENCE #13: THE A. BELMONT PROPERTY

The 1879 map (**Figure 12**), shows another small parcel near the present-day border between Madden Court and the Main Race Course, labeled “A. Belmont,” and containing a building. It is not clear from the map whether this was a residence, a stable, or another building type. However, research suggests that the building was a stable.

The name on the map refers to well-known financier and racing enthusiast, August Belmont (1813-1890). In 1902, Belmont would develop the subarea now known as Clare Court as a private stabling complex. According to the Phase I Cultural Landscape Inventory, “Belmont had owned eight acres along the southwest turn of the old track on which stood three barn from the late 1870s until 1902 [the subject property]. A land exchange was contracted between Belmont and the Saratoga Association in order for the new rotated track to be built as designed by Whiney and Leavitt.” The study also cites a 1902 newspaper article that noted that when Belmont built his new residence and stabling complex, he moved several barns from his former property “to the north” to the new location in what is now Clare Court (Lyon and Alvarez 2010: Section II, p.11).

REFERENCE #14: THE CAMMACK PROPERTY

The 1879 map (**Figure 12**) shows a small parcel labeled “Doswell & Commack” with a relatively large building at the northeast corner of what is now Madden Court. It is not clear from the map what building type is shown.

According to the Phase I Cultural Landscape Inventory, the area now known as Madden Court “was originally owned by John Morrissey who sold it to Addison Gammack (sic) in 1874. Gammack then sold the land to [John E.] Madden” in December 1900 (Lyon and Alvarez 2010: Section II, p.10). The structure shown on the map may have been a barn; Madden developed the property with additional barns before conveying the property to the Saratoga Association in 1902. When the location of the Main Race Course was shifted in 1901-1902, “it is presumed that these barns were either demolished and replaced with three new barns or relocated to the east and modified” (ibid).

Addison Cammack (his name is often misspelled Commack or sometime Gammack) was a prominent stockbroker, said to have provided services to the likes of the Vanderbilts and Goulds. Cammack was born in Kentucky, the son of a tobacco planter, and worked his way into a position as a partner in a shipping company. During the Civil War, he won both wealth and a dubious reputation by establishing a headquarters in Cuba and running “a fleet of blockade runners.” With his newfound wealth, Cammack became a powerful Wall Street mogul and member of the New York Stock Exchange. His obituary noted that “outside of his Wall Street environment, Cammack’s tastes were for blooded horses, although he never owned what is generally classed as a stable, but kept a few clever nags...” (Anon 1901). He was a noted member of the Saratoga Springs social scene during the racing season in the late 19th century, cited in many social columns of the day. It is likely that the building depicted on the 1879 map was a stable owned by Cammack and a partner and likely did not contain a residence.

C. HISTORY OF THE RACE COURSE

The history of the Race Course is documented in detail in several books and two recent cultural landscape reports. Because the two recent inventories commissioned by NYRA and the Saratoga Preservation Foundation document the Race Course in such detail, the history of the site will be summarized relatively briefly in this document. Unless otherwise noted, information presented in this section was abstracted from the cultural landscape inventories and/or from the DEIS for this project, which includes an evaluation of the historic status of each building on the project site.

Recognized as oldest extant sports venue in North America, Saratoga Race Course has a long history as a horse racing facility. Beginning in the 1820s, Saratoga began hosting County Fairs. Horse racing increasingly became a centerpiece of these fairs as it was discovered that when presented as a country agricultural show, it was possible to circumvent anti-wagering laws that prohibited racing in other contexts. A series of agricultural fairs were hosted in Saratoga during the second quarter of the 19th century. In 1847, Saratoga hosted the New York State Fair, and invested resources in creating grounds and buildings on lands formerly owned by John Clarke (who died in 1846),

who held a large tract east of downtown Saratoga Springs. What is now Horse Haven subarea was the site of a Trotting Course first developed by Alfonso Patten and James M. Cole in 1847 to coincide with the State Fair; it was also built on former Clarke land.

The Trotting Course, which initially hosted various equine events including harness racing and jumping, was run successfully through the early 1860s. In 1863, the first thoroughbred horse meet occurred there and its popularity paved the way for the future of the Race Course, drawing the interest of John Morrissey, an Irish-American prizefighter and gangster, who had ascended from his working-class roots to become a gambling tycoon with powerful Tammany Hall connections. In the midst of the Civil War, Morrissey and his investors, William Travers, Commodore Vanderbilt, and others, took over Race Course ownership as the Saratoga Association. They determined that the existing track was too small for thoroughbreds, and constructed a larger track south of Union Avenue in 1864 (roughly on the site of the current Main Race Course) and an accompanying 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, though its growth was challenged to some extent by leadership difficulties and anti-gambling movements. In 1891, Gottfried Walbaum, a figure remembered for crooked underworld connections as well as business acumen, took control of the Race Course. Although the era of his leadership is often seen as a dark one, many of the facility's iconic buildings were constructed during his tenure. The present Grandstand, designed by Herbert Langford Warren, was erected and new attention was given to landscape design and course layout.

In 1901, William Collins Whitney, a figure in stark contrast to Walbaum, assumed leadership of the Race Course. Whitney, a public-spirited politician from one of New York's prominent families, is credited with restoring a reputation of quality and respectability to the racing operations at Saratoga. Whitney also 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 early 20th century was marked by waves of anti-gambling sentiment and the disturbance of World War I. However, the 1920s and 30s 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. Larger crowds resulted in the continued expansion of Race Course facilities and mid-century updates were marked by modern construction materials and a more utilitarian design. One exception was the fanciful equine-themed cast-iron and wood decorations commissioned of architect Marcus T. Reynolds. After a brief closure during World War II, the Race Course received new attention following the 1950s founding of NYRA. The firm 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 80s altered the earlier landscape design and introduced new structures. Although the facility struggled to effectively respond to the changing landscape of racing in the late 20th century, the Race Course remains strong in the 21st century and is widely recognized as a world-class racing facility that attracts a large number of visitors to the area.

Further historical information pertaining to each of the Race Course's subareas is presented below. The narrative has been divided in this manner both for organizational purposes and because each subarea has a distinct history. Following the historical narrative for each subarea, a brief physical description of that subarea is given based on recent site walkovers. The physical description for each subarea notes the locations and conditions of historic structures and landscape features and the locations and characteristics of any areas where modern ground disturbance is evident. It should be noted that with the exception of some portions of the Lowlands subarea and some portions of the eastern fringe of the property, the entire site appears to have experienced some degree of ground disturbance as a result of the grading, landscaping, and construction activities that has taken place in connection with the site's long history as a racing facility. Only the limited areas noted are currently partially wooded and undeveloped.

Overall, 252 buildings are located on the project site; 227 of these are located in the Backstretch and 25 are located within the Frontside. Of those buildings, 168 buildings within the Backstretch and 8 buildings within the Frontside have been identified as features that contribute to the character of the Race Course and thus the S/NR-listed Union Avenue Historic District. In addition, the historic landscape of the Race Course is considered a contributing feature and the components that make up the historic landscape have been considered character-defining landscape features. Information identifying and describing each of these buildings and features was submitted to SHPO in February 2014. Contributing and non-contributing features are also illustrated on aerial maps showing each subarea (see **Figures 16 through 33**). For the purposes of the narrative that follows, contributing buildings and character-defining landscape features will be referred to as “historic” features. In general and unless otherwise described in the descriptions below, the buildings on the Race Course, including barns, bunkhouses, and other function types, are of wood-frame construction and are one or two stories in height. The vast majority do not have basements, and many (particularly on the Backstretch) stand on piers or blocks rather than having full foundations.

BACKSTRETCH

The Backstretch comprises 228 acres and is located both north and south of Union Avenue (see **Figure 8**). 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 includes the Oklahoma Practice Track, a recreation area for the grooms, and the track maintenance area. The earliest portion of the Race Course, now known as Horse Haven is located within the Backstretch, immediately north of Union Avenue. The Backstretch is divided into 10 subareas described below. The location of these ten areas is shown on **Figure 8**. In each Backstretch subarea certain modern features can be noted on the landscape, all of which would have resulted in some degree of ground disturbance at installation. These include concrete straw storage structures; overhead utilities connected by poles; and fencing. Concrete wash pads for horses, some as large as 30 feet by 30 feet, were also systematically constructed throughout the Backstretch as recently as 2013 in order to meet Combined Animal Feeding Operation (CAFO) standards. In addition, underground utilities in the Backstretch, illustrated on utility plans for the site include water, sewer, gas, and stormwater. In some areas (including Horse Haven), there are septic tanks and leach fields. Utility plans are included in this report as an **Appendix**.

OKLAHOMA

The Oklahoma area, located immediately south of Fifth Avenue and east of East Avenue in the northern portion of the Project Site, includes the Oklahoma Practice Track and an adjacent area to the east containing barns and dormitories, comprising 22 acres in total (see **Figure 16** and **Photos 1 and 2**). As head of the Saratoga Association, which managed the Race Course, William C. Whitney purchased this area in 1902. The Oklahoma Training Track was created soon after the purchase; prior to that time, the Horse Haven track had been used as the Race Course’s practice track. The complex of buildings to the east of the track currently represents the largest single stabling area in the Race Course and also includes a large number of dormitories. A number of the buildings in this area were developed in the early 1920s based on plans drawn by engineer S.J. Mott. The origin of the name Oklahoma is not known, but it has generally been assumed that it refers to the relatively great distance of the area in relation to the main Race Course.

There are 47 buildings in the Oklahoma area: 21 of these are barns, 19 are bunkhouses, and seven serve other functions such as restrooms and offices. The majority of the historic buildings were constructed between 1902 and 1932. Fifteen of the buildings in the Oklahoma area are modern, including two of the barns, 12 of the bunkhouses, and one of the other function types. The Oklahoma Training Track itself was identified as a historic landscape feature, as were exercise rings (turf areas for horses to practice). There are many large shade trees located near stall openings, many planted in the early 20th century.

OKLAHOMA ANNEX

The Oklahoma Annex is located across Caroline Street from the main body of the Race Course (see **Figure 17**). This area was acquired and developed by the Fasig-Tipton thoroughbred auction company in 1926; the two barns currently standing in the area were built during that period. The area was conveyed to the Saratoga Association, which then managed the Race Course, in 1939. There are now seven buildings in the Oklahoma Annex, three of which are considered historic. The buildings in the Oklahoma Annex include two historic barns, two bunkhouses (one historic), and three other buildings (a pony barn, a restroom, and an office, all post-1950 non-historic).

buildings). The historic buildings, many originally Fasig-Tipton sales stables, were built ca. 1926. Two square paddocks (horse enclosures) along the northern edge of the area and two dirt and turf exercise rings in the eastern portion of the area are early landscape features.

THE LOWLANDS

The partially wooded maintenance area located east of the Oklahoma area is known as the Lowlands (see **Figure 18**). No information has been found to suggest that the Lowlands was ever developed with buildings. Historic maps depict the area as vacant land. Today, the area is used primarily as a maintenance area, where soil and other materials are stored. The majority of the area is cleared, while some locations along the perimeter are wooded. Relatively steep slopes characterize some sections of this area.

There are currently no permanent buildings in the Lowlands. The majority of the area appears have been subject to extensive ground disturbance as a result of grading, cutting, movement and stockpiling of soils, and heavy truck traffic. A large concrete pad with concrete-block bays for soil storage has been installed in one portion of the cleared area (see **Photos 3 and 4**). In addition to the frequent movement of large trucks, several semi-permanent trailers are located in this area. A cut of up to six feet in height has been made in one small hill in this area (see **Photo 5**).

Two wetlands are located in the Lowlands (see Figure 4). One of these is a one-acre wetland mitigation (wetland creation) area that was built on the property between 2010 and 2013 (see **Photos 6 and 7**). Another is within a wooded portion of the Lowlands; this feature appears to consist of a boggy ravine containing little visible standing water at the time of the site visit.

HORSE HAVEN

Horse Haven, the oldest portion of the Saratoga Race Course, is located between Union Avenue and the Oklahoma area (see **Figure 19**). As described earlier in this chapter, what is now Horse Haven was the site of a Trotting Course first developed by Alfonso Patten and James M. Cole in 1847 to coincide with the State Fair, which was being held on a neighboring site. The Trotting Course hosted various equine events including harness racing and jumping. The first thoroughbred horse race was held on the site in 1863. As a result of the popularity of this event, John Morrissey and his partners formed the Saratoga Association and assumed ownership of the facility. Determining that the existing track was too small for thoroughbreds, they constructed a larger track south of Union Avenue in 1864. The oval-shaped Trotting Course became known as the “old track” and was used as a practice track until the Oklahoma Training Track was developed ca. 1902.

Horse Haven is commonly subdivided into four smaller subareas, known as Elm Court, Campfire Court, West Horse Haven, and East Horse Haven (see **Figure 19**). As the oldest section of the Race Course, many of the buildings that stand in Horse Haven today, particularly the irregularly laid out buildings in Campfire Court and West Horse Haven, date to the earliest period of racing, between the 1840s and 1860s; some may even slightly pre-date the establishment of the Race Course. The earliest buildings in the area are timber-framed structures with detailing typical of the Greek Revival style (see for example **Photo 8**). Horse Haven was given its name in the 1880s when the area became known as the rest and retreat area for horses; the area within the track was fully developed with barns by the 1880s and groves of pines provided shade for the stables. Elm Court, the westernmost portion of Horse Haven is located immediately outside the Horse Haven track and was developed in the 1860s-1880s. The buildings in this area are arranged in an orderly cluster. East Horse Haven’s development generally came slightly later in the 19th century than the other sections and the barns and bunkhouses in this area laid out in linear rows with avenues named after famous thoroughbreds placed running each row. During the Walbaum era of Race Course management in the 1890s, the track around the perimeter of Horse Haven was extended slightly further east to make it a full mile and additional buildings were added to this area. The layout of the Horse Haven track is still in place and easily readable today as the dirt path that runs along the perimeter of Horse Haven. The fence that currently defines the perimeter of the Horse Haven track is also an early feature. Sanborn maps of the 1880s and 1890s illustrate Horse Haven in detail, even showing the location of wells in this area.

There are currently 65 buildings in Horse Haven, 50 of which are considered historic. As noted above, the historic buildings in Horse Haven include the earliest extant buildings within the Race Course property. Within Elm Court there are four barns and one bunkhouse; all five of these buildings date to the 1860s-1880s. There are 11 buildings in Campfire Court, including four barns, one bunkhouse, and six buildings serving other functions (such as restrooms,

offices, and maintenance buildings). Three buildings within Campfire Court (one bunkhouse and two maintenance buildings) are considered non-historic. The historic buildings in the subarea principally date to the mid- to late-19th century. Of particular note in the context of this study is the structure now known as **Building #68** in Campfire Court (see Figure 8, **Reference #15**; **Figure 19**; and **Photo 9**). This building is, according to the Phase I Cultural Landscape Inventory, “believed to have been on the site prior to the building of the oval trotting track and may have been part of an earlier farm complex. It is possible what is now considered the “west ell” ... was the earliest part of the house, with the taller clapboarded section built after the 1860s.”

There are 19 buildings within West Horse Haven, eight of which are barns, two of which are bunkhouses, and nine of which serve other functions (principally maintenance-related). Six are non-historic; those that do contribute chiefly date to the mid- to late 19th century. Within East Horse Haven there are 30 buildings, including 14 barns, 12 bunkhouses, and four other buildings (three restrooms and a kitchen). Six of the buildings in this subarea are modern, including five bunkhouses and a kitchen, all constructed of concrete block. Historic buildings in this subarea principally date to the late 19th and early 20th centuries.

In general, Horse Haven is characterized by dirt paths, and small grass patches, however, paved road surfaces are also found throughout the area. In Campfire Court and West Horse Haven, paved surfaces are predominant. A fueling station adjacent to Building 71 (see **Photo 10**).

SUPERINTENDENT’S RESIDENCE AND RECREATION UNIT

Two small adjacent subareas, the Superintendent’s Residence and the Recreation Unit, are located along the north side of Union Avenue, immediately south of the Horse Haven area (see **Figure 20**). These locations were part of the property of William C. Whitney in ca. 1900. The Superintendent’s Residence and associated garages appear to date to this period or slightly later. Based on historic maps, the land on which the residence stands was added to the Race Course by 1922. The land on which the Recreation Unit now stands is labeled on S.J. Mott’s 1922 map as being part of the Spencer Trask estate. It is not clear when this property was annexed to the Race Course but that certainly occurred prior to 1960.

The Superintendent’s Residence and the Recreation Unit area contains a total of six buildings. Three of these are in the Superintendent’s Residence subarea. They include a Colonial Revival-style Superintendent’s Residence believed to date to ca. 1900 (see **Photo 11**) as well as two associated early 20th century wood-frame garages. To the north, east, and west of the Superintendent’s Residence are flat grassy areas.

The Recreation Unit subarea includes the historic Recreation building itself, a large early 20th century Neoclassical gymnasium (see **Photo 12**). Also located in this subarea is a small freestanding wood-frame kitchen building and an open wood-frame pavilion, both non-historic. In addition, a grassy area and outdoor playing fields and ball courts are located to the rear of the buildings (see **Photo 13**).

BACKSTRETCH

This 17.3-acre area within the larger Backstretch of the Race Course is located along the backstretch of the Main Race Course (see **Figure 21**). Barns were constructed in this area beginning in the late 19th century. By 1902, the area had been developed with 12 barns and a perimeter roadway. There are currently a total of 39 buildings in this subarea. Thirteen barns, twelve of which are considered historic, date primarily to the early 20th century. There are 22 bunkhouses, fifteen of which are considered historic and mainly date to the early 20th century. Four other buildings include two non-historic kitchen buildings and two historic restroom buildings. Exercise rings and mature trees, some arranged in allees, are early landscape features in the area. As with most areas in the Backstretch, concrete wash pads and concrete straw containers are spaced throughout the landscape (see **Photos 14, 15, and 16**). The area contains both dirt paths and asphalt-paved roads.

DUPONT

DuPont is located immediately east of the Main Race Course of the Frontside. For the purposes of this document, DuPont is defined as the roughly 11-acre area that encompasses two smaller subareas (see **Figure 22**). The first is a smaller 1.15-acre “DuPont” subarea within the larger DuPont area, which borders Yaddo to the east and Union Avenue to the north. Its stables and dormitories are arranged in a courtyard configuration. This was an undeveloped part of Spencer Trask’s property in the 19th century, part of the DuPont Estate in the early 20th century and was

known in the mid-20th century was known as Fox Catcher Farm. It was not annexed to the Race Course until after 1961. The larger (9.9-acre) subarea that forms the bulk of the Dupont area is sometimes known as Millionaire's Row. This was part of the Race Course by ca. 1900 and was developed with barns and bunkhouses laid out in a regular pattern soon after that time.

There are 31 buildings in the larger DuPont area, most of which were built during the first decade of the 20th century. Eleven of these are barns, only one of which is considered a non-contributing resource. There are 15 bunkhouses, four of which are considered non-contributing. Five buildings serve other functions, such as restrooms and maintenance buildings (two of these are considered historic). Many of the buildings within the smaller DuPont subarea were constructed in the first decade of the 20th century as part of the DuPont family's private estate and stables. Early landscape features in the larger DuPont area include the exercise rings, early fences, allees of trees, the layout of Whiskaway Avenue in the Millionaire's Row subsection, and a narrow dirt road in the DuPont subarea.

MADDEN COURT

Madden Court is a 6.5-acre area located east of the Backstretch area and south of the Main Race Course (see **Figure 23 and Photos 17 and 18**). The area was first developed as a private stable for thoroughbreds owned by J.E. Madden prior to 1901. A small square-shaped area along the eastern edge of this area was owned by W.C. Whitney during the same period and developed for similar purposes. When these parcels were annexed to the Race Course, they were combined into a single area. Eighteen buildings currently stand in Madden Court. These include seven historic barns, which date to the late 19th or early 20th century. Eight bunkhouses, five of which date to the early 20th century, are located in Madden Court. There are 3 restroom buildings: two likely date to the early 20th century. Early landscape features in Clare Court that remain in existence today include exercise rings, lawns, and the wood fences.

CLARE COURT

Clare Court is bordered by Nelson Avenue on the west and by the Backstretch Area on the east (see **Figure 24**). Originally known as the Belmont Surcingle, this area was developed by August Belmont Jr., in 1902 as a farm for his horses and trainers. It included barns arranged in a courtyard, with an exercise track surrounding them; the Belmont cottage (which later became a women's dormitory) stands in the center. The property was generously planted and was renowned for its unique design. The Belmont property appears to have been annexed to the Race Course between 1922 and 1939. The area includes ten buildings in total, all of which are considered historic. They consist of four barns and five bunkhouses dating to the early years of the 20th century. Another contributing element, the concrete Clare Court Tunnel dates to Belmont's original development of the area, and allows access to the interior of Clare Court beneath the oval exercise track that runs along the perimeter of the area (see **Photo 19**). The historic landscape in this area, like the buildings, is relatively intact; contributing features include the courtyard layout, and the routes of the pathways, the exercise track and the wood fences surrounding it. Remnants of a formal garden, including mature hemlocks that once served as a hedge, are located around the women's dormitory.

SANFORD

Sanford is located on the west side of Nelson Avenue, separated from the main body of the Race Course by that road (see **Figure 25**). This area was developed by Stephen and John Sanford in 1901, and consisted of two barns arranged in a courtyard fashion with a residence in the center. The Sanfords, who owned a successful carpet factory in Amsterdam, were also thoroughbred racing enthusiasts and raced horses at Saratoga from the 1880s through the 1910s. The complex was intended to serve as the Sanford family's home and stable during racing season. The Sanford area was annexed to the Race Course in 1946. Four buildings in total are located in this area, including two barns, both built ca. 1901. The former Sanford cottage, built ca. 1901 in a simple late Victorian style, now serves as a bunkhouse. Another non-historic ca. 1960 bunkhouse is located within the area.

FRONTSIDE

The Frontside portion of the Saratoga Race Course is 109 acres and is located entirely south of Union Avenue. The Frontside is essentially the public portion of the Race Course and includes the Grandstand/Clubhouse Complex, the Main Race Course, the Paddock, the Backyard, as well as restrooms, picnic areas, concessions, and mutuels. Underground utilities are illustrated on utility plans of the Frontside, included in this report as an **Appendix**. For organizational purposes, the Frontside is divided into nine subareas, summarized below (see **Figure 8**).

MAIN RACE COURSE

The Main Race Course refers to what is now the primary track at Saratoga Race Course, located roughly in the center of the Project Site, south of Union Avenue (see **Figure 26 and Photo 20**). As noted earlier, the original racecourse, the Trotting Course, developed by John Morrissey in the 1840s, was located on the present-day site of the dirt path encircling Horse Haven. A new, larger, kite-shaped track located south of Union Avenue was developed in 1864. This new track, designed by Charles H. Ballard of Saratoga Springs, was three-quarters of a mile in length and had a diagonal chute in the middle to allow for different length races. The current Grandstand and other buildings were constructed on the north side of the course in the 1890s replacing earlier structures. When William C. Whitney took the helm of the Race Course in 1901, one of his first orders of business was to hire noted architect Charles Wellford Leavitt to design a new, larger, track on the site of the existing one. The new track was rotated 25 degrees and shifted westward. It was one and one-eighth miles long, with chutes for seven-eighths and one-mile races. The track itself was constructed of a bed of fine clay overlain by soil as is documented in relative detail in historic documents (Lyon and Alvarez 2010: Section II, p.7). Buildings along the track, including the Grandstand, were shifted to improve their orientation to the track. The track has been altered in more minor ways since that time, including changes to the surface of the course and addition of landscaping in the 1920s. The pond that now occupies the infield was likely added at that time (see **Photo 21**). There are three buildings within this area, none of which are historic. These include a gazebo dating to the 1970s, and two low concrete buildings within the infield that also date to the second half of the 20th century (see **Photo 22**). Extant early landscape features include the existing location and layout of the Race Course, the pond and aerating fountain at the center of the infield and the grassy expanse characterizing the infield, as well as remnants of the 1920s steeplechase course in the infield.

READING ROOM

The Reading Room area, which includes one building, is located at 148 Union Avenue, in the northwest corner of the Race Course property (see **Figure 27 and Photo 23**). The two-story wood-frame late Victorian mansion now serves as the private clubhouse for horse owners, trainers, and breeders. Based on its architectural style, the structure could date to the last quarter of to 19th century, however, it does not appear on available late 19th century maps, and is therefore presumed to date to the first quarter of the 20th century. The residence has a cross-gable form and features pronounced decorative brackets along the eaves and under the window lintels, projecting bay windows, and a wrap-around porch supported by Doric columns. The Phase I Cultural Landscape Inventory speculates that this structure may be directly associated with Dr. John Clarke, who owned this land and a large portion of southeastern Saratoga Springs in the early to mid-19th century. However, both the architectural style of the building and the evidence of historic maps are strong indications that the residence was built long after Clarke died in 1846. The residence is sometimes known as the Sheehan Mansion, for Clarke's daughter, who married Cornelius Sheehan. However, other sources suggest that it was built after the Sheehan's ownership of the parcel, as a private residence for Bill Weiss. Weiss owned the residence until 1944, when it was acquired by the Saratoga Association to become part of the Saratoga Race Course property (Anon 1944: 7). The residence does not appear on late 19th century maps of Saratoga Springs, but is shown on the 1932 Sanborn map as 148 Union Avenue. The area surrounding the Reading Room building includes a large exercise ring and landscaped and lawn areas. A metal picket fence runs along the Union Avenue perimeter.

AUTOPARK AREA

This 6.7-acre parcel is located on the south side of Union Avenue between the Backyard and the Reading Room (see **Figure 28 and Photo 24**). There are currently no buildings within the Autopark Area. An early 20th century steel picket fence lines the Union Avenue perimeter of the site and within the site, gravel strips and mature deciduous trees are partial remnants of the early 20th century parking area. This area was annexed to the Race Course in 1919; it was part of a land acquisition known as the Sheehan-Wells purchase. In the early 1920s, the engineer S. J. Mott's plans for improvements to the Race Course improvements featured the "auto parking space." As designed by Mott, the area consisted of a Race Course entry and eight gravel strips allowing vehicles to access parking spots; vehicles would park on the turf between the gravel strips. Shade trees were also part of Mott's plan. Several changes to the Autopark Area were made between 1966 and 2002, including the closure of the entry gates in this area and the creation of additional gravel strips. Trees were also removed or died during this period. Although the area has been altered with new circulation pattern and additional gravel strips, the Autopark Area is considered a historic landscape within the Race Course as an early parking

area with extant landscape features. Early 20th century landscape features include the surviving mature trees, remaining original gravel strips, perimeter hedgerows, metal picket fence, and brick entry gates.

UNION AVENUE ENTRANCES AND BACKYARD EAST

This 6.4-acre area consists the two Race Course entry gates along Union Avenue and the eastern portion of the so-called Backyard, an area used by racegoers as a picnic and viewing area (see **Figure 29**). From the time that the Race Course developed south of Union Avenue in the 1860s, through the 19th century, entrances to the Race Course were concentrated along Union Avenue. In the 19th and early 20th century, few structures were located in this area, and guests entered along walkways through a heavily treed landscape.

Overall, the area is characterized by relatively flat topography, grassy areas, and trees (see **Photo 25**). Simulcast umbrellas dot the grounds. There are currently seven buildings within this area, none of which are considered historic. Several of the buildings were constructed between 1966 and 1984, including an octagonal pari-mutuel building and two smaller rectangular-plan mutual buildings, as well as a restroom pavilion (see **Photo 26**). Three buildings, the East and West Entrances and the adjacent Re-entry Gate, were added to the Race Course ca. 2000 (see **Photo 27**). In addition to these structures, a number of temporary and/or small modern structures, including concession stands and a children's playground are located in this area. Early landscape features include the routes of the entry paths adjacent to the entrance locations, the horse path layout, and the metal picket perimeter fence.

GRANDSTAND/ CLUBHOUSE COMPLEX

The Grandstand and Clubhouse Complex area consists of one contiguous building complex, perhaps the most iconic structure at the Race Course, which is considered a contributing resource (see **Figure 30 and Photos 28 and 29**). The large turreted slate-roofed complex is comprised of five main subcomponents, built in different time periods. The original Grandstand (constructed 1892 according to design of Herbert Langford Warren); the Clubhouse (built ca. 1929 according to the design of Lafarge, Warren & Clark); and a 1937-1945 two-story rear addition to the complex added in the 1940s based on the late-1930s designs of Marcus Reynolds. Two later additions include a large 1960s steel-frame section to the east end of the Grandstand and the Carousel, a semi-circular structure housing a food court which was appended to the rear of the Grandstand in 1991. The apron surrounding the Grandstand/Clubhouse complex has experienced many alterations in recent decades, including the removal of a judge's stand structure and the addition of canopies and modern fencing.

Several earlier buildings once occupied this area. An earlier smaller clubhouse was demolished and replaced by the 1929 Clubhouse. A Field Stand (also known as the "black stand") and a Betting Ring structure were built in the late 19th century at the east end of the Grandstand; and they were demolished in the early 1960s. Their location is now occupied by the current eastern steel-frame addition built in the 1960s.

WRIGHT STREET ENTRANCE

This 3.8-acre area includes the Race Course entry at the intersection of Wright Street and Nelson Avenue and terminates at the Grandstand/Clubhouse complex to the west (see **Figure 31 and Photos 30 and 31**). This area was annexed to the Race Course during the Whitney era in ca. 1902, and remained undeveloped for some time. All of the formal Race Course entry points at that time were located along Union Avenue. A gate is depicted at Wright Street on maps of the Race Course dating to the early 1920s; it appears to be a pedestrian entryway with no formal structures. In the late 1920s, a fountain was added and the gate became a direct access point to the newly constructed Clubhouse. In the 1940s, a loop road to a new landing stage that provided access to the Clubhouse was constructed; the loop road was embellished with plantings. However, the area remained largely undeveloped. Today, the area includes three structures, only one of which (the Marvin Square Fountain) is considered historic. The fountain, which was first sited on the Race Course in the 1880s, was moved to its present location ca. 1928. The other buildings, the At-the-Rail Pavilion Complex (a kitchen and adjoining tent) and the Wright Street Admissions Gate, were both constructed ca. 2000. Early landscape features that contribute to the area include the loop road entrance layout, the original horse path leading to the paddock, and an elongated pedestrian loop pathway.

PADDOCK AND SADDLING AREA

This area occupies a 7.8-acre swath of the Frontside extending from Nelson Avenue on the west to the Union Avenue Entrances and Backyard East to the east (see **Figure 32 and Photos 32 through 34**). When John Morrissey

first developed what is now the Frontside of the Race Course, he included a paddock (an area where horses are kept and saddled before a race) in his original 1860s plan. Documentary evidence suggests that by the 1880s if not earlier, the paddock was sited in roughly the same location as it is at present. By the first years of the 20th century, the current Old Saddling Shed and Jockey House had been constructed. There are currently seven buildings in this area, two of which are considered historic features: the Old Saddling Shed, a large wood-frame slate-roofed pavilion constructed ca. 1902; and the Jockey House Complex, built ca. 1900 and altered with several additions in later years. The remaining buildings are late 20th and early 21st century features, including the New Saddling Structure (a concrete pad, steel frame and tent), the Shake Shack Building (a recently added concession building), and a restroom building and maintenance/utility building.

Also located in this area is the Big Red Spring Building, a mid-19th century pavilion that once stood over Excelsior Spring, but which was moved to the Race Course in the 1970s. The water from a spring located below ground in this area was first tapped in the 1960s and can be sampled in the pavilion. In addition to these buildings, many temporary concession tents as well as simulcast umbrellas are located in this area, added in the late 20th century to what was historically a relatively open and expansive landscape defined by trees and lawns. The current perimeter roadway is a straightened version of the historic route. The route of the horse path that leads from Horse Haven through the Back Yard and into the paddock is an early feature.

Clarks Cottage

Located at the corner of Wright Street and Frank Sullivan Place, adjacent to the Wright Street Entrance, the Clark's Cottage area contains two buildings (see **Figure 33 and Photos 35 and 36**). These include the so-called Clark's Cottage (discussed earlier as **Reference #7**), a two-story wood-frame residence that likely dates to the third quarter of the 19th century. The barn complex associated with the residence, probably dating to the turn of the century, is comprised of four barn components arranged contiguously in a U shape. The Clarks Cottage area was not a part of the Race Course property when the wood-frame residence and barn complex were built. It stands on land once owned by John Clarke, who owned much of the land that the Race Course now occupies. The cottage appears to date to the late 19th century, however, the original owner is not clear. The area was annexed to the Race Course in 1961.

Stakes Barn

The Stakes Barn Complex, which houses horse stalls and several bunkrooms, is comprised of four gable-roofed single-story barns arranged in a U-shaped courtyard (see **Figure 34**). A fifth one-and-a-half-story gable-roofed barn is located on the east side of the complex, fronting Frank Sullivan Place. The barn complex with all of its main building components appears on the 1932 Sanborn map, and may have been constructed in the 1920s. This area was not a part of the Race Course property when the complex was built; this location was annexed to the Race Course in the late 20th century. A northern component of the Stakes Barn subarea consists of a vacant lot on the corner of Lincoln Avenue and High Street. As discussed in the earlier section (see **Reference #11**), this lot was developed with residential buildings in the early 20th century.

A. CONCLUSIONS

Based on historical research using primary and secondary documentary sources, topographical analysis, a site walkover, and a review of modern ground disturbance on the site, this Phase IA Study has concluded that portions of the Race Course are sensitive for historic and precontact period archaeological resources. A total of 17 areas of archaeological sensitivity were identified within the APE. Areas of archaeological sensitivity were categorized as low sensitivity; low to moderate sensitivity; and moderate sensitivity, as illustrated on **Figure 8** and summarized in **Table 6**.

Table 6
Summary of Areas of Archaeological Sensitivity

Sensitivity Area ID	Subarea Location	Period	Level	Summary
1	Backstretch/ Outside APE	Historic	Low to moderate	Mid to late 19 th century domestic and commercial activities associated with Robert Gridley and family
2	Superintendents Residence	Historic	Moderate	Late 19 th century domestic occupation of Richard McMichael and family
3	Madden Court	Historic	Moderate	Late 19 th century domestic occupation of Trumbull family or other inhabitants
4	Madden Court	Historic	Moderate	Late 19 th century domestic occupation of Gaffney family
5	Autopark Area	Historic	Moderate	Late 19 th century domestic occupation; likely a rental property owned by Ford & King
6	Union Avenue & Backyard East	Historic	Moderate	Late 19 th century domestic occupation of Van Antwerp family
7	Clark's Cottage	Historic	Moderate	Late 19 th century domestic occupation of Brownell and/or other inhabitants
8	Wright Street Entrance/ Paddock & Saddling Area	Historic	Moderate	Late 19 th century domestic occupation of McDaniels and/or other inhabitants
9	Wright Street Entrance	Historic	Moderate	Late 19 th century domestic occupation (unknown inhabitants)
10	Main Race Course	Historic	Moderate	Late 19 th century domestic occupation of Noyes family and/or other inhabitants
11	Stakes Barn north subarea/ outside APE	Historic	Low to moderate	Late 19 th century domestic occupation of Edward Hodges and family
12	Main Race Course	Historic	Moderate	Late 19 th century domestic occupation of property owned by George Sterret (unknown inhabitants)
13	Main Race Course/Madden Court	Historic	Low to moderate	Stabling complex owned by August Belmont in by late 1870s
14	Madden Court	Historic	Low to moderate	Stabling complex owned by Addison Cammack in by late 1870s
15	Horse Haven (Campfire Court/West Horse Haven)	Historic	Moderate	Deposits relating to the use and occupation of the Race Course in its earliest period (1840s-1860s) such as shaft features, refuse deposits, structural or infrastructure remnants
16	Horse Haven	Historic	Low to moderate	Domestic shaft features associated with Building 68, likely constructed as part of the Race Course in the mid-19 th century
17	The Lowlands	Precontact	Low to moderate	Possible precontact period archaeological deposits

Due to extensive grading, landscaping, and other disturbance across the Project Site (with the exception of the Lowlands area of the Race Course) the upper 12 inches of soil below ground surface is not considered sensitive. The only area considered sensitive for precontact period (Native American) archaeological resources is located within the Lowlands area of the Race Course. No areas of high sensitivity were identified on the Project Site. Five discrete areas of “low to moderate” sensitivity for historic period archaeological resources were identified and one area of “low to moderate” sensitivity for precontact-period resources was identified. Eleven discrete areas of “moderate” sensitivity for historic-period archaeological resources were identified. The remainder of the Race Course was characterized as possessing “low” sensitivity for archaeological resources.

The areas of sensitivity for historic-period archaeological resources (Area Reference #s 1 through 16) are primarily sensitive for their association with residential properties that historically occupied the site and in most cases were constructed before their locations were included in the Race Course property. These areas are chiefly sensitive for domestic shaft features, such as former privy and well pits, that may remain intact or only slightly truncated below soils that may have been disturbed through previous grading, landscaping, and other excavation associated with the construction and operation of the Race Course. Area #16, which includes the entirety of Horse Haven, comprises the area that was the original Saratoga Trotting Course, established in the 1840s and which may have been the site of agricultural fair activities and/or domestic habitation immediately prior to the establishment of the Trotting Course. The sensitivity assessment for each Race Course subarea is summarized below.

BACKSTRETCH

OKLAHOMA

The Oklahoma area is considered to possess low archaeological potential. Historic map research has shown no indication that the Oklahoma area was developed prior to being included in the Race Course in 1902. During the first two decades of the 20th century the Oklahoma Training Track and a number of barns and bunkhouses were built in this area. Both because the 20th century history of the site is relatively well documented and because modern plumbing would likely have obviated the need for privies and wells in this area either before or only slightly after its development, the area is not considered sensitive for early 20th century Race Course-related deposits. Further, the extensive grading and other ground disturbing activities that would have been associated with the creation of the Oklahoma Track and the construction of buildings in this area make the likelihood low of precontact period deposits surviving intact in this area.

OKLAHOMA ANNEX

The Oklahoma Annex is considered to possess low archaeological potential. No indication has been found on historic maps or other sources to indicate that the site was developed prior to the 1920s. In 1926, barns were constructed here by the Fasig-Tipton Company and in 1939, the area was acquired by the Race Course. No potentially significant archaeological deposits associated with the 20th century use of the site are expected. Further, the grading and other ground disturbance associated with the construction of buildings and exercise rings in this area would likely have disturbed any precontact period deposits that could have existed in this area.

THE LOWLANDS

No indication has been found in the documentary record to suggest that the Lowlands was ever developed with buildings; therefore, it has been characterized as possessing low potential for containing historic-period archaeological deposits. As described in the previous chapter, large sections of the Lowlands have been extensively disturbed through excavation, grading, soil stockpiling, heavy truck traffic, and other activities associated with the maintenance of the Race Course facility. One portion of the Lowlands contains a recently constructed wetland. Another portion contains a boggy ravine. A few locations possess steep slopes (the only areas of steep slope in the APE). These areas are not considered archaeologically sensitive. However, in light of the previous identification of precontact sites in the general vicinity and the relative proximity of fresh water sources, the remaining sections of the Lowlands are considered to possess low to moderate sensitivity for precontact period archaeological deposits. The approximate areas considered sensitive for precontact period deposits are illustrated on Figure 8 (**Reference #17**). They primarily consist of the wooded perimeters of the Lowlands.

HORSE HAVEN

Two areas of historic-period sensitivity have been identified in Horse Haven. Among the many mid-19th century buildings currently located in Horse Haven, one (now known as Building #68) has had a residential function since the late 19th century, possibly as early as the 1840s to 1860s period. The building was likely constructed as part of the Race Course during its first two decades of operation. It is shown as a dwelling on the 1889 Sanborn Fire Insurance map, which also illustrates a “well and pump” immediately east of the building. Potentially significant buried deposits that may survive below ground surface in this location include shaft features, such as well or privy pits, associated with this building. In order to account for the possible location of any such features historically, a buffer of approximately 200 feet has been delineated around **Building #68**; this area is considered to possess moderate sensitivity for historic-period archaeological deposits (**Reference #15**).

In addition, the entire Horse Haven area (**Reference #16**) is considered to possess low to moderate sensitivity for archaeological deposits associated with early occupancy and use of the site as a racing venue and as a place where jockeys and Race Course workers seasonally lived and worked. The area may contain buried shaft features such as well or privy pits. The locations of the wells in place in Horse Haven in the late 19th century are illustrated on the 1889 Sanborn Fire Insurance map and subsequent Sanborn maps. These locations should be given particular attention in any future archaeological field investigations; however, it is possible that privies and earlier wells were located elsewhere within Horse Haven. Other possible archaeological deposits relating to the early use of Horse Haven, including buried path surfaces, drainage features, buried foundation or other structural remains of earlier State Fair-related buildings, or refuse deposits dating to the early use of the Horse Haven area, may have the potential to yield historical information relating to the early operation and use of the site.

SUPERINTENDENT’S RESIDENCE AND RECREATION UNIT

One area of archaeological sensitivity has been identified in this area (**Reference #2**) within the current Superintendent’s Residence section of the area. A residence associated with hotelkeeper and later pastor Richard McMichael has been identified as having occupied this location from some time prior to 1866 until the 1890s. McMichael and his family are believed to have occupied the residence from at least 1866 until roughly 1892. The building that currently occupies the site is not believed to be the former McMichael residence; it appears to have been constructed around the turn of the century.

The area that surrounds the current Superintendent’s Residence (as illustrated on Figure 8) is considered to possess moderate sensitivity for archaeological deposits relating to the former McMichael residence such as domestic shaft features, structural remnants, and refuse deposits. Any such archaeological deposits may have the potential to yield information regarding the lifestyle and consumption patterns of a middle-class Saratoga Springs family in the mid- to late-19th century.

BACKSTRETCH

There is one area of historic-period archaeological sensitivity (Reference #1) located within the Backstretch subarea of the Backstretch. In addition, two other areas (Reference #3 and Reference #12) identified as possessing sensitivity for historic-period archaeological sensitivity that overlap slightly with the Backstretch. These are reviewed in the sections to which they primarily pertain: Madden Court and the Main Race Course respectively.

The northern portion of the Backstretch has been associated with the former Robert Gridley property. From the 1860s or earlier Robert Gridley until ca. 1881, Gridley operated a commercial trout pond on the property immediately adjacent to the APE. By the late 1870s, there appear to have been several buildings, probably including a residence, on the adjacent property. One building that appears to be associated with the Gridley property is shown within the APE. The area of sensitivity delineated as Reference #1 consists of an approximately 200-foot buffer around the historic location of the one Gridley building mapped within the APE. Although the function of the building is not known, the building was probably not a residence historically and more likely that it functioned as a barn or some sort of ancillary building. Because the structure does not appear to have been a residence and because the bulk of the buildings on the property were relatively far removed from the APE, the area is considered to have low to moderate sensitivity for archaeological deposits relating to the domestic occupation of the site. If archaeological deposits relating to Gridley’s occupation of the property (or the earlier owners of the property, the Barhytes) are encountered, they may consist of privy or well shafts, structural remnants, or refuse deposits. If intact

archaeological deposits are found, they could yield data on the life and occupation of a prominent upper-middle-class family in Saratoga Springs in the 19th century.

DUPONT

No areas of archaeological sensitivity have been identified in the DuPont area (which includes the area sometimes known as Millionaire’s Row). Research suggests that the DuPont section of the area was not developed prior to the DuPont family’s development of the site as a private stabling complex in the early 20th century. The remainder of the area was developed as part of the Race Course beginning in ca. 1900. No potentially significant archaeological deposits associated with the 20th century use of the site are expected. Further, the grading and other ground disturbance associated with the construction of buildings and exercise rings in this area would likely have disturbed any precontact period deposits that could have existed in this area.

MADDEN COURT

Four areas of archaeological sensitivity are located wholly or partially in Madden Court, including Reference #s 3, 4, 13, and 14 (see Figure 8). Area Reference #s 13 and 14 are located partially within Madden Court and partially within the Main Race Course.

Reference #3 consists of an area in the western portion of Madden Court that is considered to possess moderate sensitivity for historic-period archaeological deposits relating to the former Stephen Trumbull property. Trumbull, a painter and farmer, along with his wife and son appear to have occupied a residence that was formerly in this location in the 1870s and 1880s. The area is considered to possess moderate sensitivity for archaeological deposits relating to the former Trumbull residence such as domestic shaft features, structural remnants, and refuse deposits. Any such archaeological deposits may have the potential to yield information regarding the lifestyle and consumption patterns of a middle-class Saratoga Springs family in the late 19th century.

Reference #4 consists of an area in the southeastern portion of Madden Court that is considered to possess moderate sensitivity for historic-period archaeological deposits relating to the former Gaffney property. Gaffney and his wife, who had recently emigrated from Ireland, appear to have occupied a residence in this location with their large family during the 1870s and 1880s. Gaffney appears to have started laborer and mason and eventually became the owner of a successful family contracting business. The area is considered to possess moderate sensitivity for archaeological deposits relating to the former Gaffney residence such as domestic shaft features, structural remnants, and refuse deposits. Any such archaeological deposits would have the potential to yield information regarding the lifestyle and consumption patterns of a middle-class Saratoga Springs family in the late 19th century.

References #13 and 14, located partially within the Main Race Course footprint and partially within Madden Court consist of two areas considered to possess low to moderate sensitivity for historic-period deposits relating to the late 19th century use of the locations. Historic maps indicate that August Belmont (Reference #13) and Addison Cammack (Reference #14) owned properties in this location beginning in the late 1870s. Both Belmont and Cammack were prominent men of tremendous means and racing enthusiasts who spent time in Saratoga in the summer and actively participated in racing. It is believed that both properties contained only stables with no residences or bunkhouses. Therefore, it is considered possible but unlikely that shaft features and other deposits relating to domestic occupation of the site would exist in this area. If such features or other archaeological deposits relating to the Belmont/Cammack period are encountered, such as structural remains or refuse deposits, these may have the potential to yield information regarding these prominent individuals’ use of the site.

CLARE COURT

No areas of archaeological sensitivity have been identified in Clare Court. No historic development of the area has been identified prior to August Belmont’s development of the area as a private residence and stabling complex in the early 20th century. No potentially significant archaeological deposits associated with the 20th century use of the site are expected. Further, the grading and other ground disturbance associated with the construction of buildings and exercise rings in this area would likely have disturbed any precontact period deposits that could have existed in this area.

SANFORD

No areas of archaeological sensitivity have been identified in Sanford. This study has found no indications of historic development within the area prior to 1901, when Stephen and John Sanford built the complex as the Sanford family's home and stable during racing season. No potentially significant archaeological deposits associated with the 20th century use of the site are expected. Further, the grading and other ground disturbance associated with the construction of buildings and exercise rings in this area would likely have disturbed any precontact period deposits that could have existed in this area.

FRONTSIDE

MAIN RACE COURSE

Four areas of historic-period archaeological sensitivity have been identified within the Main Race Course, all along the southern edge of the track. Two of these (Reference #13 and 14) possess low to moderate sensitivity for deposits relating to August Belmont and Addison Cammack's ownership of stabling complexes in these locations, as described in greater detail under Madden Court, above.

In addition, the area identified as Reference #10 on Figure 8, located in the southeastern portion of the Main Race Course, possesses moderate sensitivity for deposits relating to the late 19th century domestic occupation of the site. In the 1860s and 1870s, Levi Noyes and his family occupied a large brick house in this location and operated it as a boarding house. By 1870, the house was owned by Isaiah Fuller, who may have inhabited the property at some point in the late 19th century before the area was annexed to the Race Course and the house was removed. The area is considered sensitive for features such as privy or well shafts, structural remnants, and refuse deposits. Any such archaeological deposits could yield information regarding the Noyes family and the operation of a boarding house in late 19th century Saratoga Springs.

Finally, the area identified as Reference #12 on Figure 8, located east of Reference #10, possesses moderate sensitivity for deposits relating to the late 19th century occupation of the site. What appear to have been one residence and two outbuildings appear on the 1879 map under the ownership of George Sterret. Research suggests that Sterret lived in Saratoga Springs, but likely did not occupy the subject property. The house may have been used as a rental property. It had been removed by 1901-2 to make way for the new alignment of the Race Course. Any archaeological resources that may be encountered in this area such as shaft features or structural remnants, could yield information on the 19th century use of the site.

READING ROOM

No areas of archaeological sensitivity have been identified in the Reading Room subarea. As discussed above, the building that currently occupies the Reading Room area is believed to date to the turn of the century. This building would likely have been connected to municipal water supply when it was constructed and therefore domestic shaft features are considered unlikely to exist below ground surface in the rear yard of the Reading Room building. Further, the grading and other ground disturbance associated with the construction of buildings and exercise rings in this area would likely have disturbed any precontact period deposits that could have existed in this area.

AUTOPARK AREA

One area of moderate historic-period archaeological sensitivity has been identified within the Autopark Area. This location (see Figure 8, Reference #5) is associated with a residential building that occupied the site by 1876 and was still standing in 1905 (the building was likely removed ca. 1919 when the area became part of the Race Course). The owners of the lot, "Ford & King," probably never occupied the site. The residence was used as a rental property for at least some portion of its existence. The location is considered sensitive for features such as privy or well shafts, structural remnants, and refuse deposits. Any such archaeological deposits could yield information regarding the late 19th century occupation of the site.

UNION AVENUE ENTRANCES AND BACKYARD EAST

One area of moderate historic-period archaeological sensitivity has been identified within the Union Avenue and Backyard East. This location (see Figure 8, Reference #6) is located in the Backyard and is associated with the

former Van Antwerp residence of the late 19th century. Research suggests that Huldah Van Antwerp and her family, which at times included an invalid husband, a mentally handicapped son, and other family members, occupied the residence during the 1870s and 1880s. Huldah later removed to an Alms House. The location is considered sensitive for features such as privy or well shafts, structural remnants, and refuse deposits, which could yield information relating to the lifeways and consumption patterns of a middle or lower-middle-class family in late-19th century Saratoga Springs.

GRANDSTAND/ CLUBHOUSE COMPLEX

No areas of archaeological sensitivity have been identified in the Grandstand/ Clubhouse Complex subarea. While former Race Course buildings stood within the footprint of the current structure, these would have been obliterated by the construction and expansion of the present complex.

WRIGHT STREET ENTRANCE

Two areas possessing moderate historic-period archaeological sensitivity are located wholly or partially within the Wright Street Entrance subarea (see Figure 8, Reference #s 8 and 9). Reference #8 is located largely within the Paddock & Saddling Shed subarea and will be discussed in greater detail in that section.

The area identified as Reference #9 is associated with a residence that is shown on historic maps from 1876 through the early years of the 20th century. The residence is not labeled with a name on historic maps and little information has been found regarding its history of occupation. Early 20th century Sanborn maps show several barns and a well associated with the residence. The location is considered sensitive for domestic shaft features, structural remnants, and refuse deposits, which could yield information on the 19th century use and occupation of the site.

PADDOCK AND SADDLING AREA

One area possessing moderate historic-period archaeological sensitivity has been identified in the southeastern edge of the Paddock and Saddling area (see Figure 8, Reference #8). This area of sensitivity is associated with the late 19th century domestic occupation of the location. A residence labeled W. McDaniels is shown on the 1876 map. This building and three other smaller residences to the south are shown on early 20th century Sanborn maps. Although little information has been found on W. McDaniels or other occupants of the building, the location is considered sensitive for domestic shaft features and other domestic deposits that could yield information on the late 19th century occupation of the site.

CLARKS COTTAGE

The small subarea known as Clark's Cottage is considered to possess sensitivity relating to the late 19th century occupation of the site. A residence labeled "Brownell" is shown on the 1876 map. The building that currently stands in the subarea may date to this period or slightly later. The Clark's Cottage subarea appears to be extensively disturbed due to the early 20th century construction of barns and the ca. 2013 construction of a horse wash pad behind the house. Any remaining portions of this subarea that are not obviously disturbed by building construction, concrete pads, or utilities, should be considered to possess historic-period archaeological potential.

STAKES BARN

The Stakes Barn subarea, located on the west side of Frank Sullivan Place, consists of a southern and northern segment. The southern segment is not considered archaeologically sensitive. The area does not appear to have been developed historically until the early 20th century when the barn complex that currently occupies the small site was constructed.

The northern portion of the Stakes Barn subarea, which consists of a vacant lot, is considered to possess low to moderate sensitivity for archaeological deposits relating to the late 19th century residential occupation of a neighboring lot, now the site of Siro's restaurant (see Figure 8, Reference #11). In the 1870s and 1880s, this residence appears to have been occupied by Edward Hodges, a gardener, and his family. The parcel on which the residence stood formerly included the APE; therefore, there is a possibility that domestic shaft features or other deposits associated with the late 19th century occupation of the site remain intact below disturbed soils within the APE. Sanborn maps of the first half of the 29th century show that small residences occupied this portion of the APE;

and although these residences do not appear to have basements, it is likely that their construction resulted in ground disturbance within the first few feet below ground surfaces in this area. Any archaeological features that remain intact beneath disturbance could yield information on the lifeways and consumption patterns of a middle-class family in late 19th century Saratoga Springs.

B. RECOMMENDATIONS

Because the Proposed Project components are still in development, this documentary study will not identify specific locations that could be affected by the proposed project. However, this analysis recommends that prior to undertaking ground-disturbing activities such as excavation, construction, or grading in areas possessing “low to moderate” or “moderate” sensitivity, Phase IB field testing should be undertaken to determine the presence or absence of potentially significant archaeological resources. With the exception of the area identified as possessing precontact-period archaeological potential (Reference #17) in the Lowlands subarea, no field testing is considered necessary if proposed disturbance would be limited to the upper 12 inches of soil in areas of sensitivity. Further, within areas of sensitivity, some discrete locations may have been subject to previous ground disturbance due to the installation of underground utilities, horse wash pads and straw storage pads, and the like. In discrete locations where deep soil disturbance due to factors like these can be documented, no archaeological testing is considered necessary. Utility maps drafted in 2013, which show the locations of horse wash pads as well as underground utilities, are included in this report for reference as an **Appendix**.

If Phase IB testing occurs in areas of sensitivity and potentially significant archaeological resources are encountered, additional field testing may be necessary to determine their significance. If proposed project elements would have unavoidable adverse impacts on significant archaeological resources, measures to minimize or mitigate those impacts would be developed in consultation with OPRHP.

A more detailed protocol for the identification, avoidance, and mitigation of any impacts to archaeological resources as part of the Proposed Project or future projects will be provided in a Letter of Resolution (LOR) associated with this project. In areas possessing low sensitivity for archaeological resources, no further archaeological investigation or consultation is considered necessary prior to undertaking ground-disturbing activities. However, if potentially significant archaeological deposits are unexpectedly encountered during construction in areas or at depths that were not identified as archaeologically sensitive in this Phase IA, an appropriate protocol should be followed to ensure that the deposits are assessed by a qualified archaeologist and if necessary, additional investigation undertaken to determine their significance and avoid or mitigate any potential adverse impacts that would occur. A protocol for managing any such unanticipated archaeological discoveries will be provided in the LOR for this project.

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Saratoga Race Course Redevelopment Project – Phase IA Archaeological Documentary Study

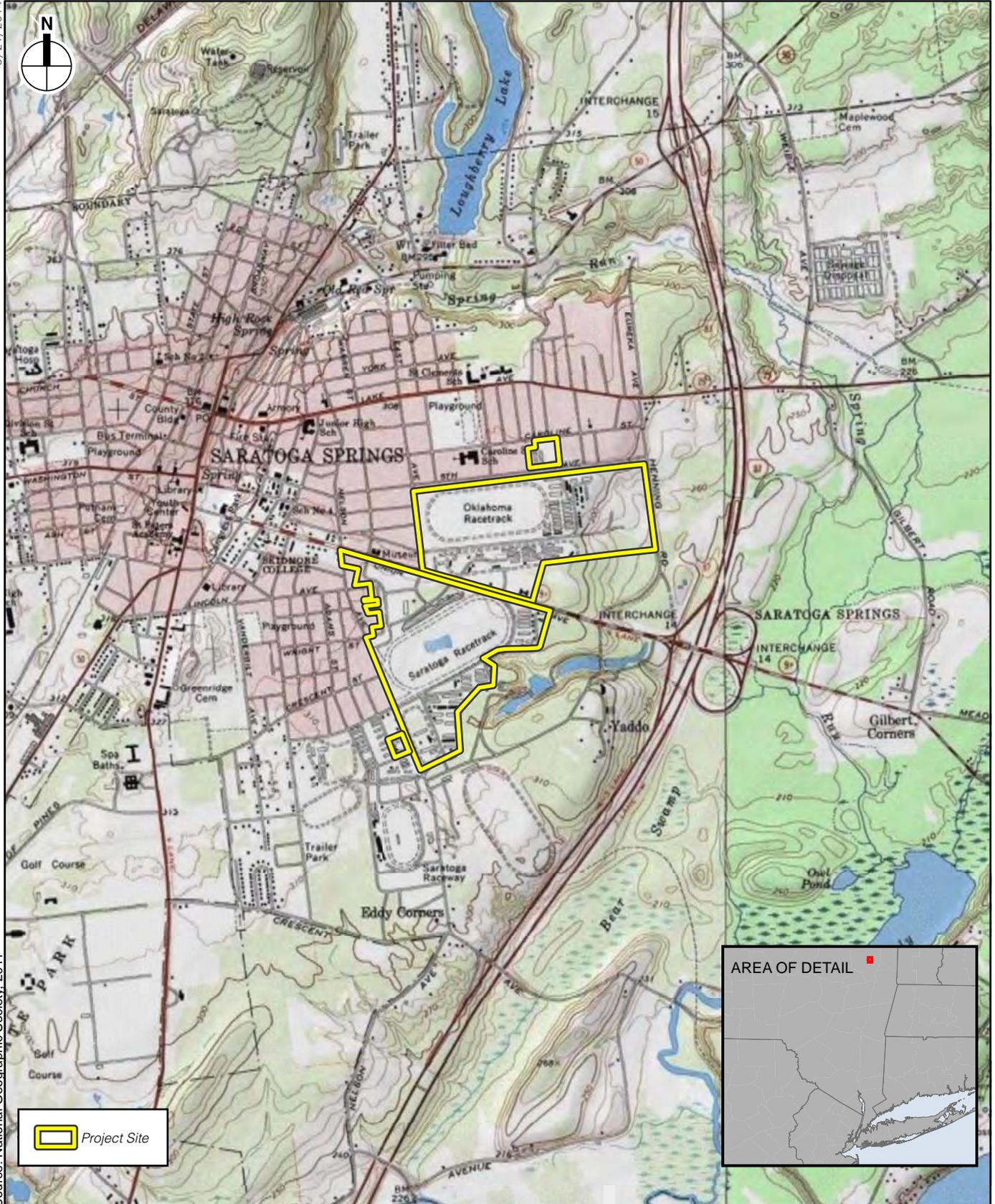
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Figures

5/21/2014

Source: National Geographic Society, 2011

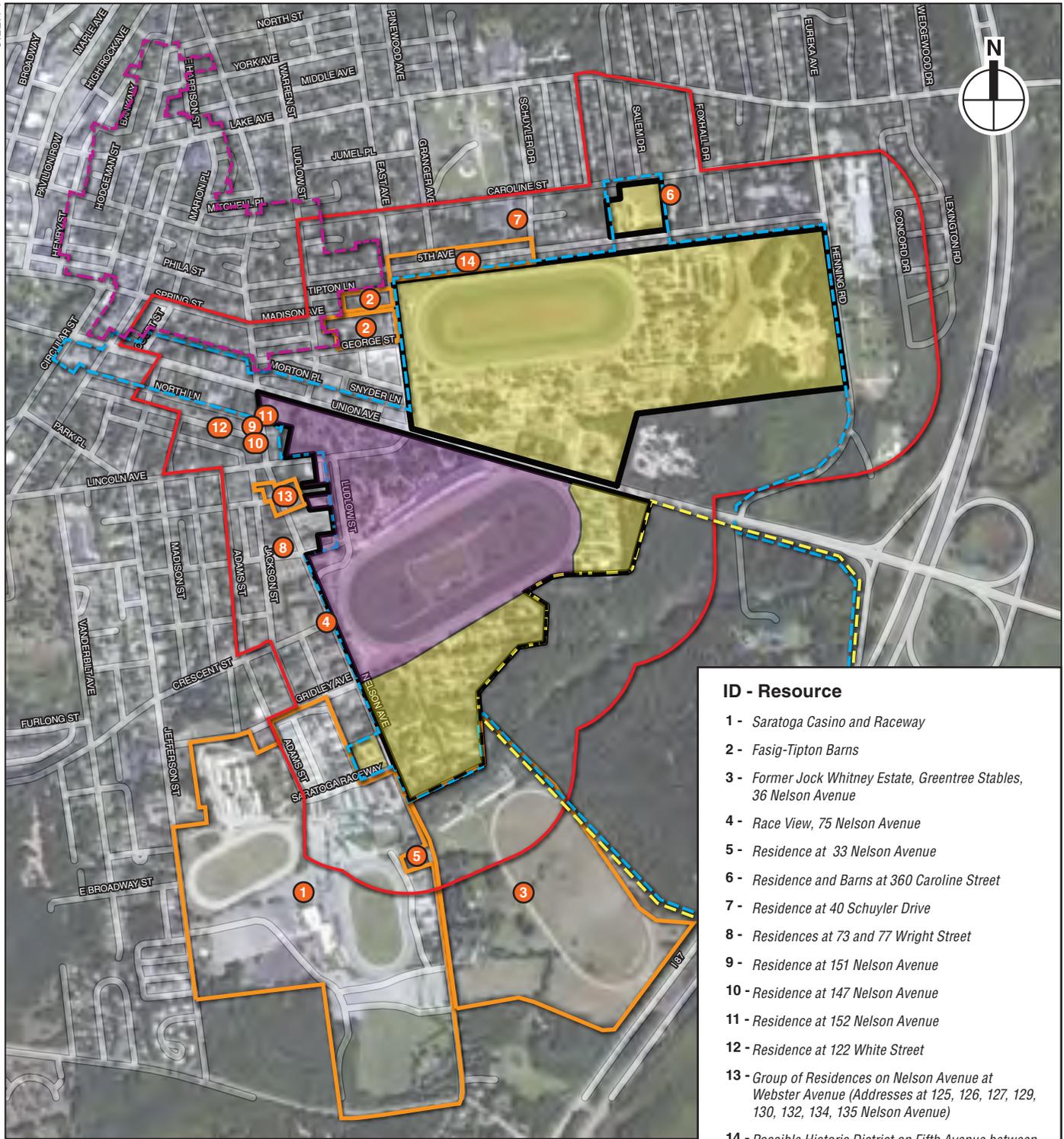


Approximate coordinates of
Project Site:
43° 4' 30" N, 73° 46' 0" W

0 2,000 Feet
SCALE

USGS Map showing Project Site
(Area of Potential Effect)

Figure 1

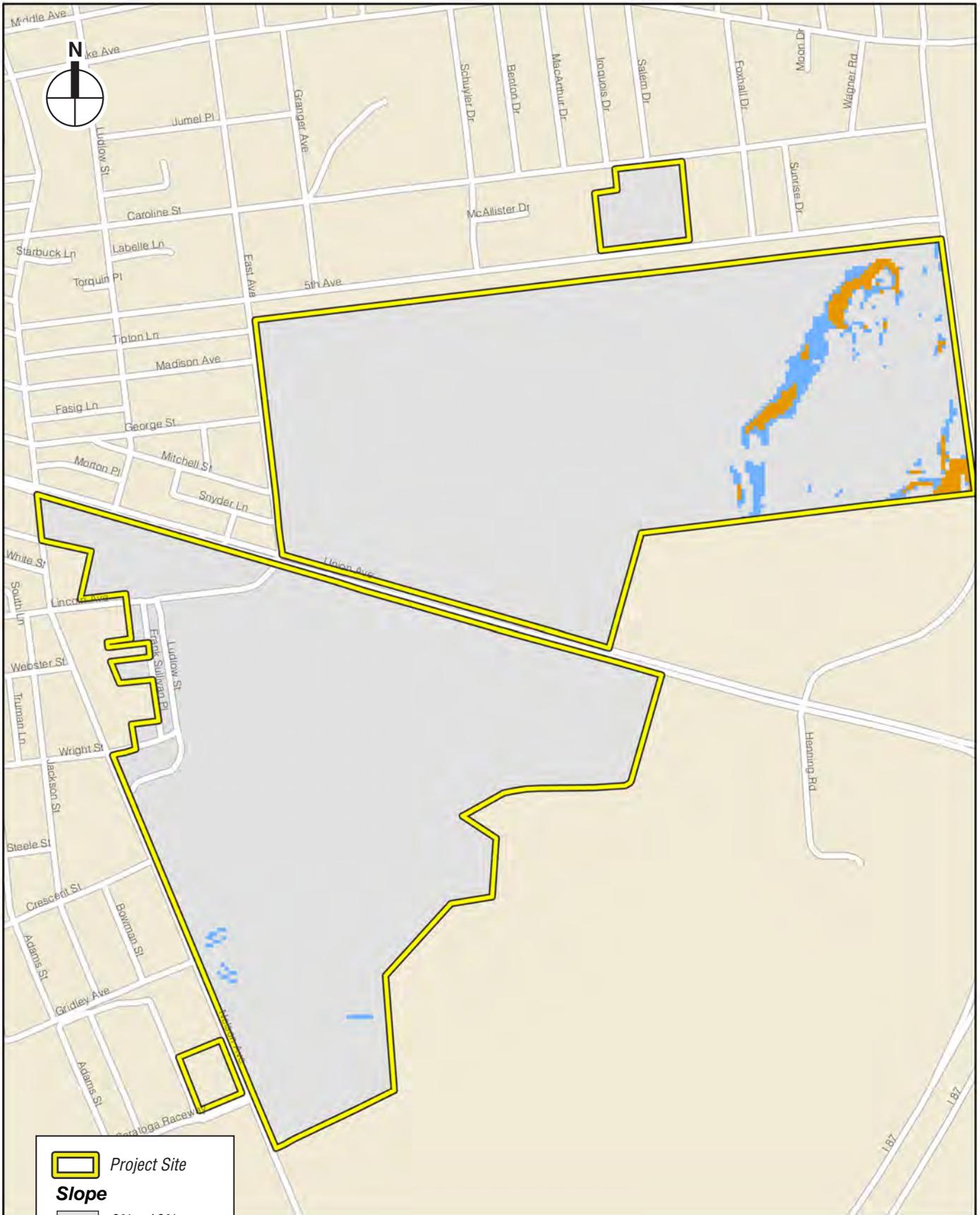


- Project Site Boundary
- Project Impact Area Boundary
- Potential Historic Resources Boundary
- Potential Historic Resource
- Yaddo National Historic Landmark
- Union Avenue S/NR Historic District
- East Side S/NR Historic District
- Frontside
- Backstretch

- ID - Resource**
- 1 - Saratoga Casino and Raceway
 - 2 - Fasig-Tipton Barns
 - 3 - Former Jock Whitney Estate, Greentree Stables, 36 Nelson Avenue
 - 4 - Race View, 75 Nelson Avenue
 - 5 - Residence at 33 Nelson Avenue
 - 6 - Residence and Barns at 360 Caroline Street
 - 7 - Residence at 40 Schuyler Drive
 - 8 - Residences at 73 and 77 Wright Street
 - 9 - Residence at 151 Nelson Avenue
 - 10 - Residence at 147 Nelson Avenue
 - 11 - Residence at 152 Nelson Avenue
 - 12 - Residence at 122 White Street
 - 13 - Group of Residences on Nelson Avenue at Webster Avenue (Addresses at 125, 126, 127, 129, 130, 132, 134, 135 Nelson Avenue)
 - 14 - Possible Historic District on Fifth Avenue between East Avenue and Schuyler Drive



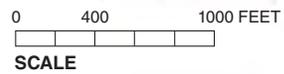
Project Impact Area
Figure 2



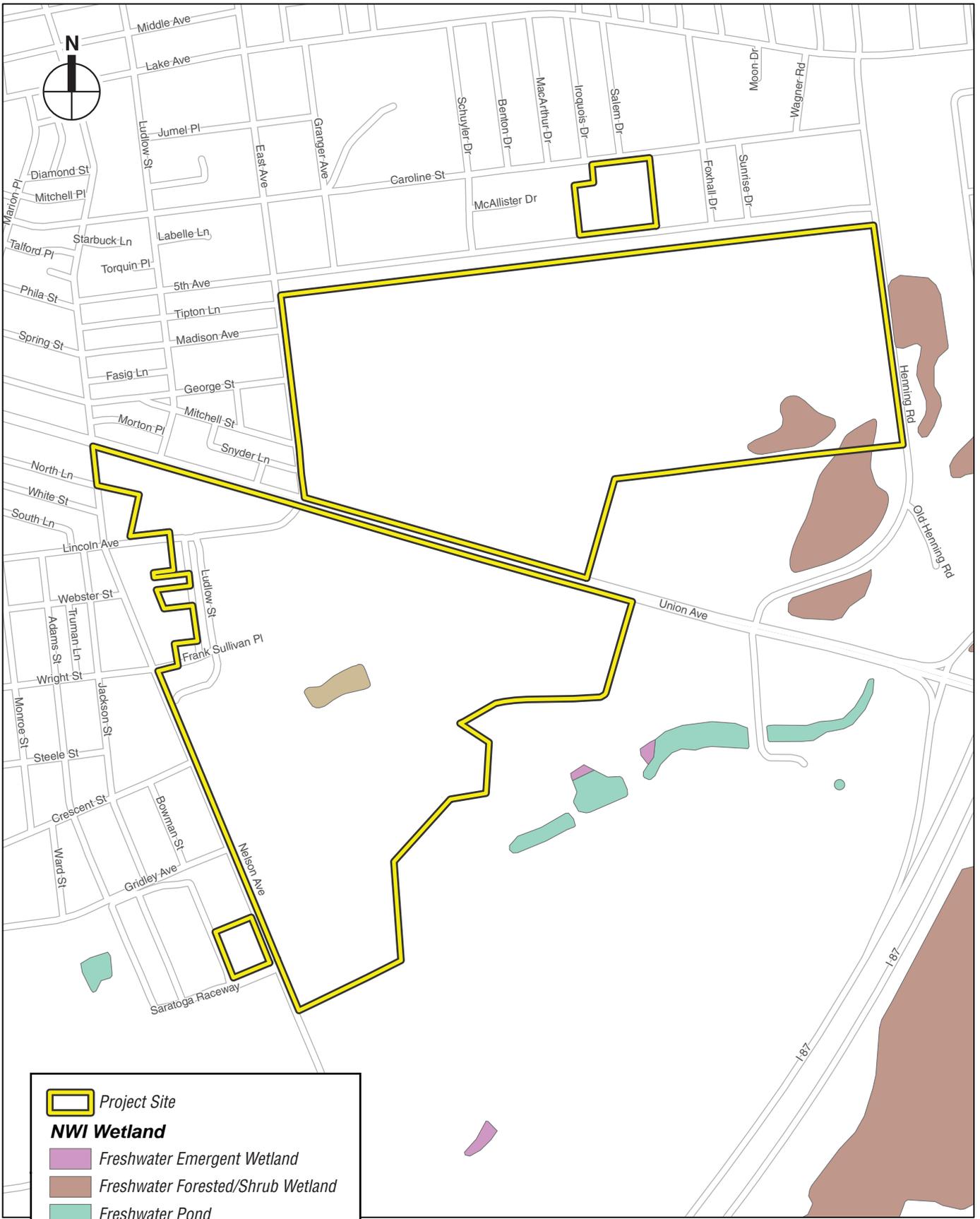
Project Site

Slope

- 0% - 10%
- 10% - 15%
- 15% and greater



Onsite Slopes
Figure 3

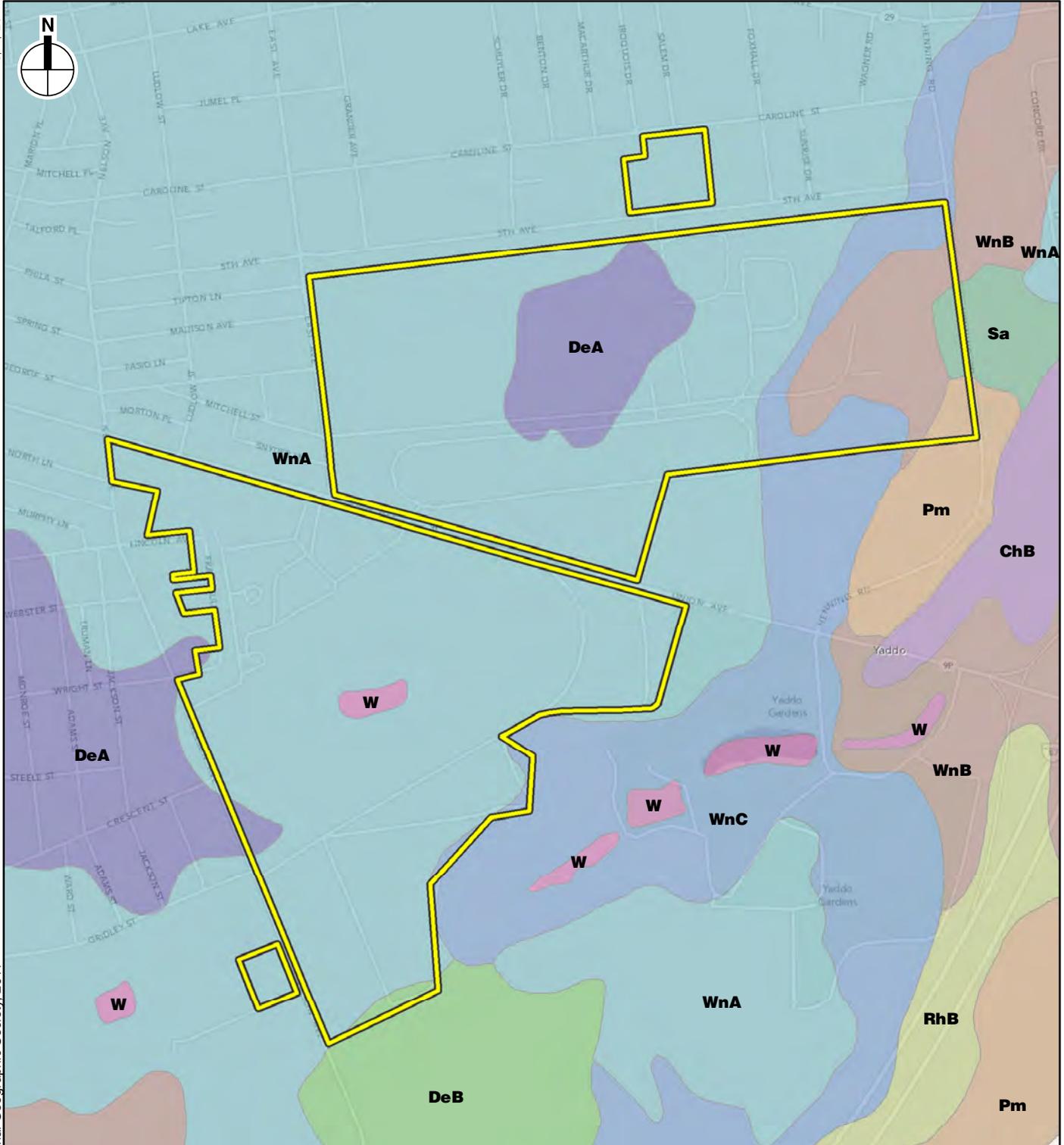


	Project Site
NWI Wetland	
	Freshwater Emergent Wetland
	Freshwater Forested/Shrub Wetland
	Freshwater Pond
	Other



National Wetland Inventory
Mapped Wetlands
Figure 4

5/9/2014

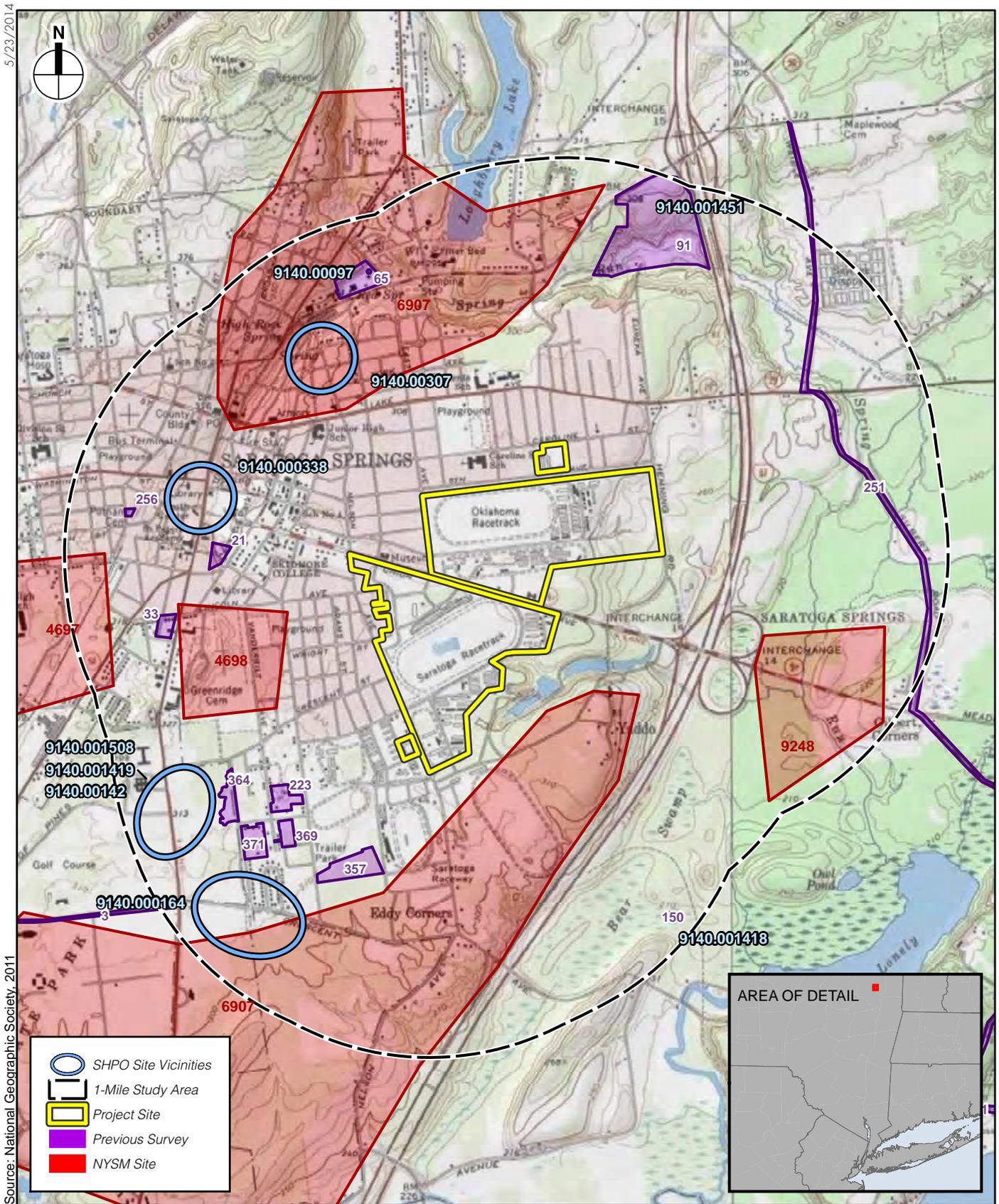


 Project Site	 RhB - Rhinebeck silt loam
 ChB - Chenango silt loam	 Sa - Scarborough mucky loamy sand
 DeA - Deerfield loamy fine sand	 W - Water
 DeB - Deerfield loamy fine sand	 WnA - Windsor loamy sand
 HuC - Hudson silt loam	 WnB - Windsor loamy sand
 Pm - Palms muck	 WnC - Windsor loamy sand

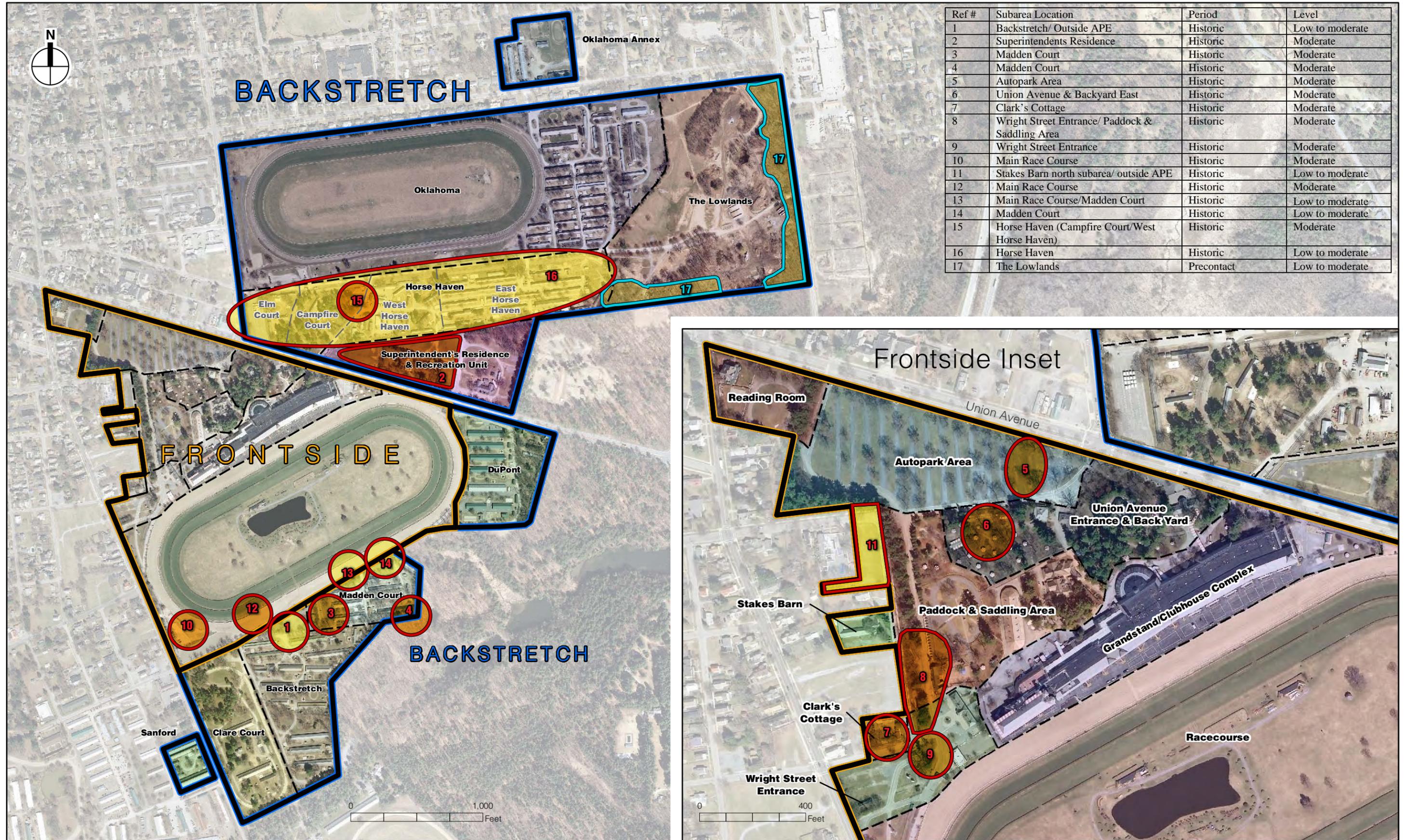
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Source: National Geographic Society, 2011

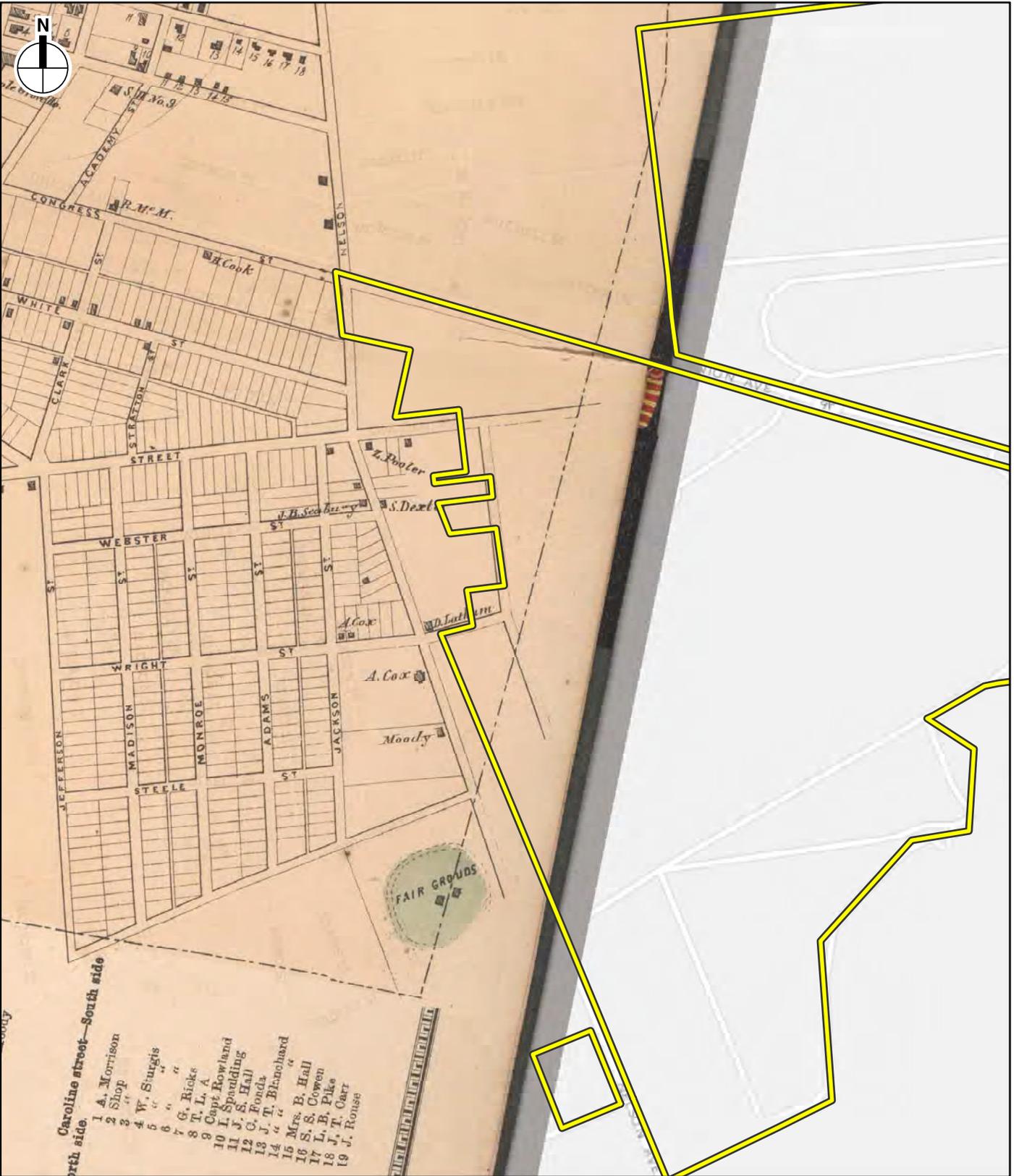
Project Site Soils
Figure 5



Known Archaeological Site Locations
within One Mile of the APE
Figure 6

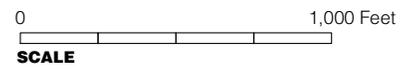


Ref #	Subarea Location	Period	Level
1	Backstretch/ Outside APE	Historic	Low to moderate
2	Superintendents Residence	Historic	Moderate
3	Madden Court	Historic	Moderate
4	Madden Court	Historic	Moderate
5	Autopark Area	Historic	Moderate
6	Union Avenue & Backyard East	Historic	Moderate
7	Clark's Cottage	Historic	Moderate
8	Wright Street Entrance/ Paddock & Saddling Area	Historic	Moderate
9	Wright Street Entrance	Historic	Moderate
10	Main Race Course	Historic	Moderate
11	Stakes Barn north subarea/ outside APE	Historic	Low to moderate
12	Main Race Course	Historic	Moderate
13	Main Race Course/Madden Court	Historic	Low to moderate
14	Madden Court	Historic	Low to moderate
15	Horse Haven (Campfire Court/West Horse Haven)	Historic	Moderate
16	Horse Haven	Historic	Low to moderate
17	The Lowlands	Precontact	Low to moderate

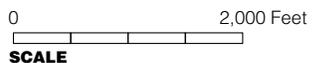
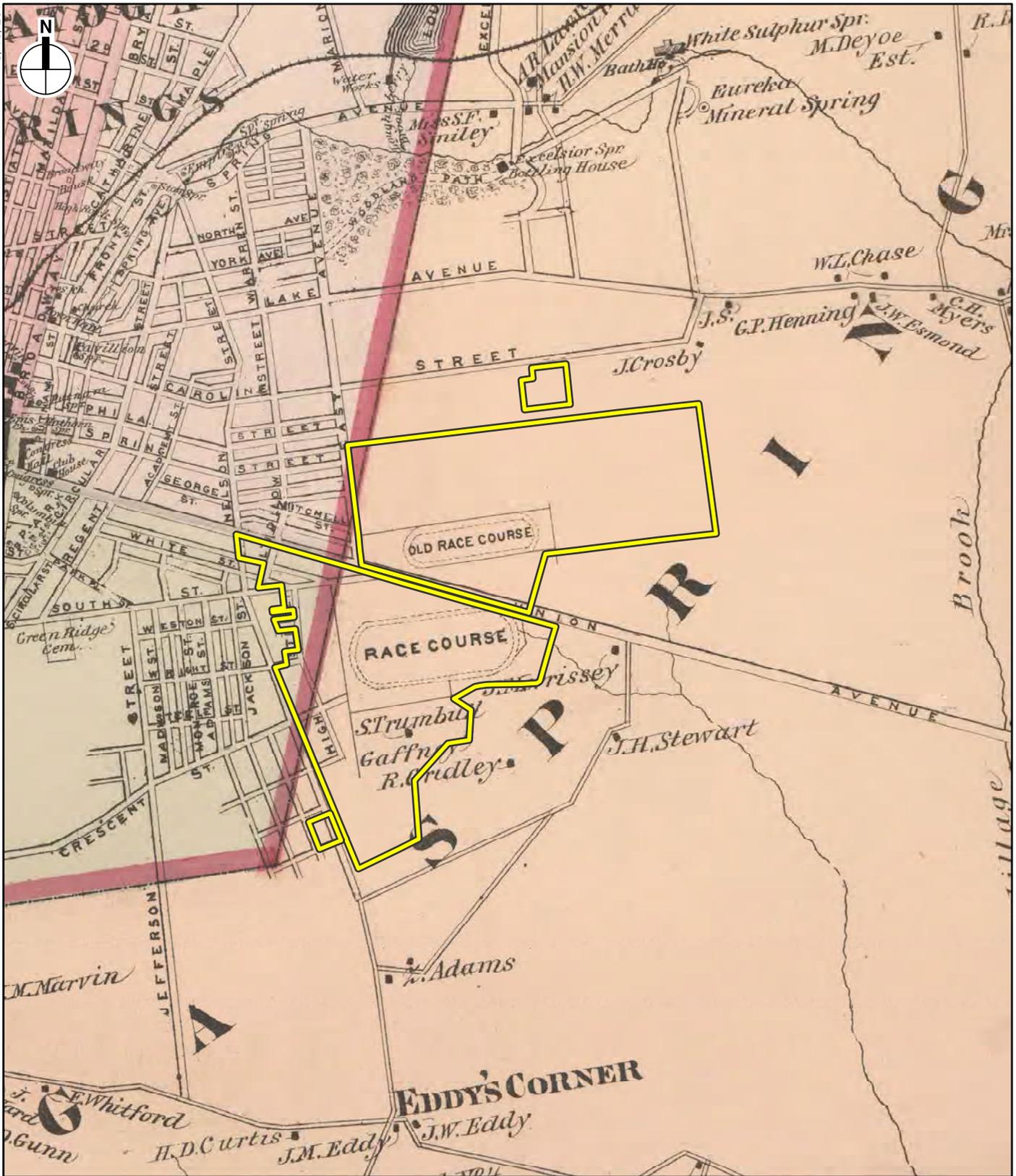


- Caroline street—South side
- 1 A. Morrison
 - 2 Shop
 - 3 "
 - 4 W. Sturgis
 - 5 "
 - 6 "
 - 7 G. Ricks
 - 8 T. L. A
 - 9 Capt. Rowland
 - 10 I. Spaulding
 - 11 J. S. Hall
 - 12 C. Fonda
 - 13 J. T. Blanchard
 - 14 "
 - 15 Mrs. B. Hall
 - 16 S. S. Cowen
 - 17 L. B. Pike
 - 18 J. T. Ozer
 - 19 J. Rouse

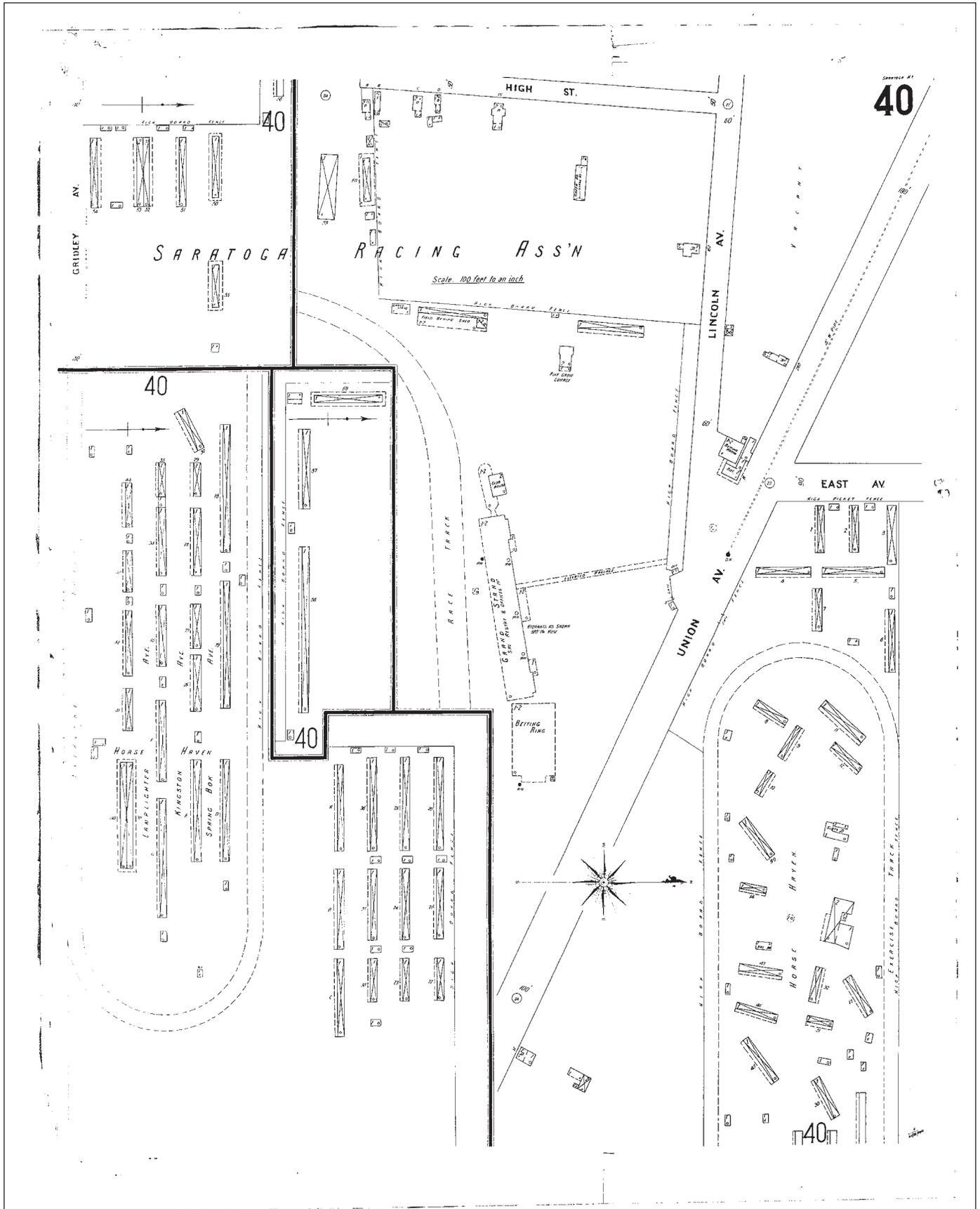
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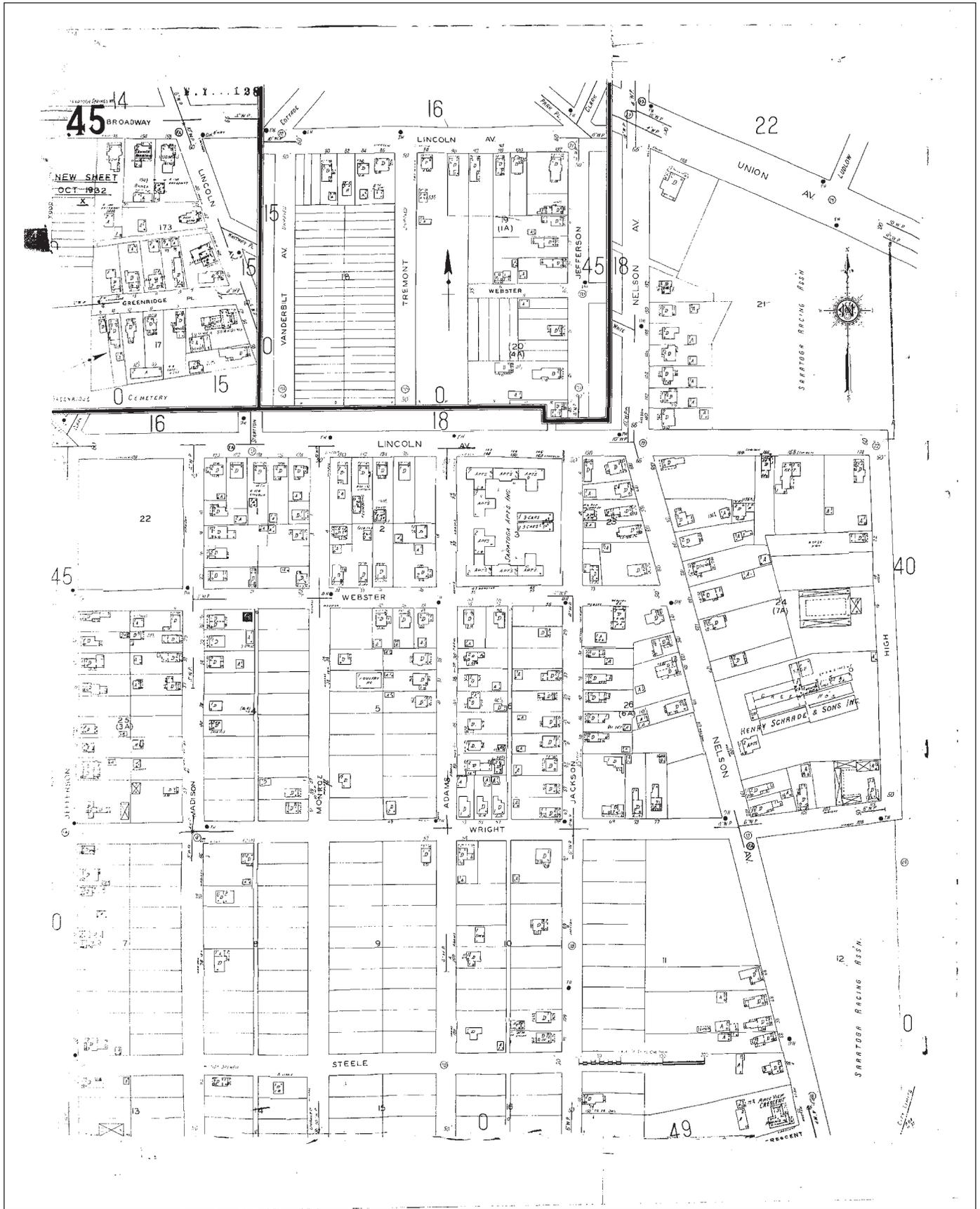
1866 Beers Map of the Town of Saratoga
with APE Overlay
Figure 9



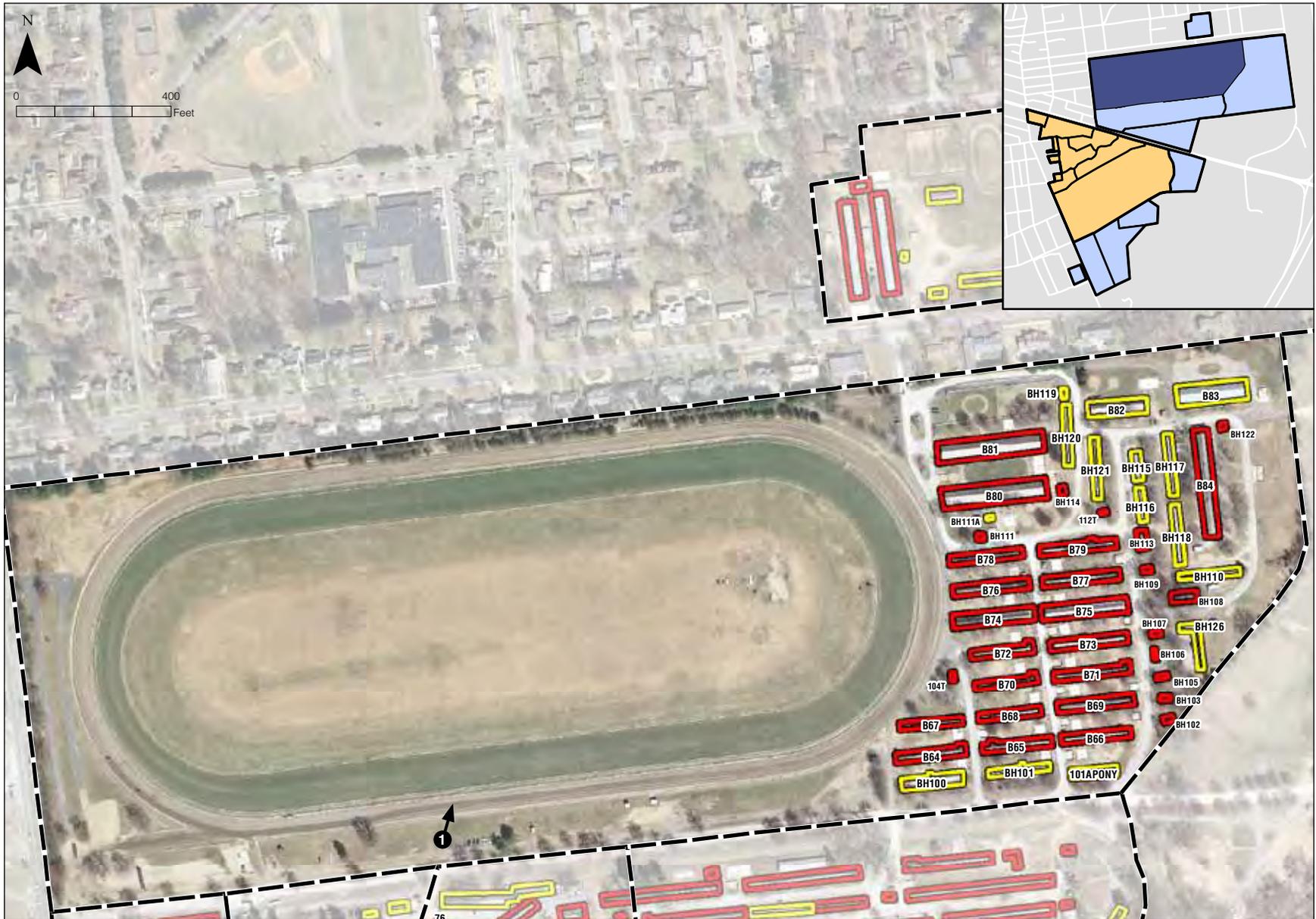
1876 Beers Map of the Town of Saratoga with APE Overlay
Figure 10



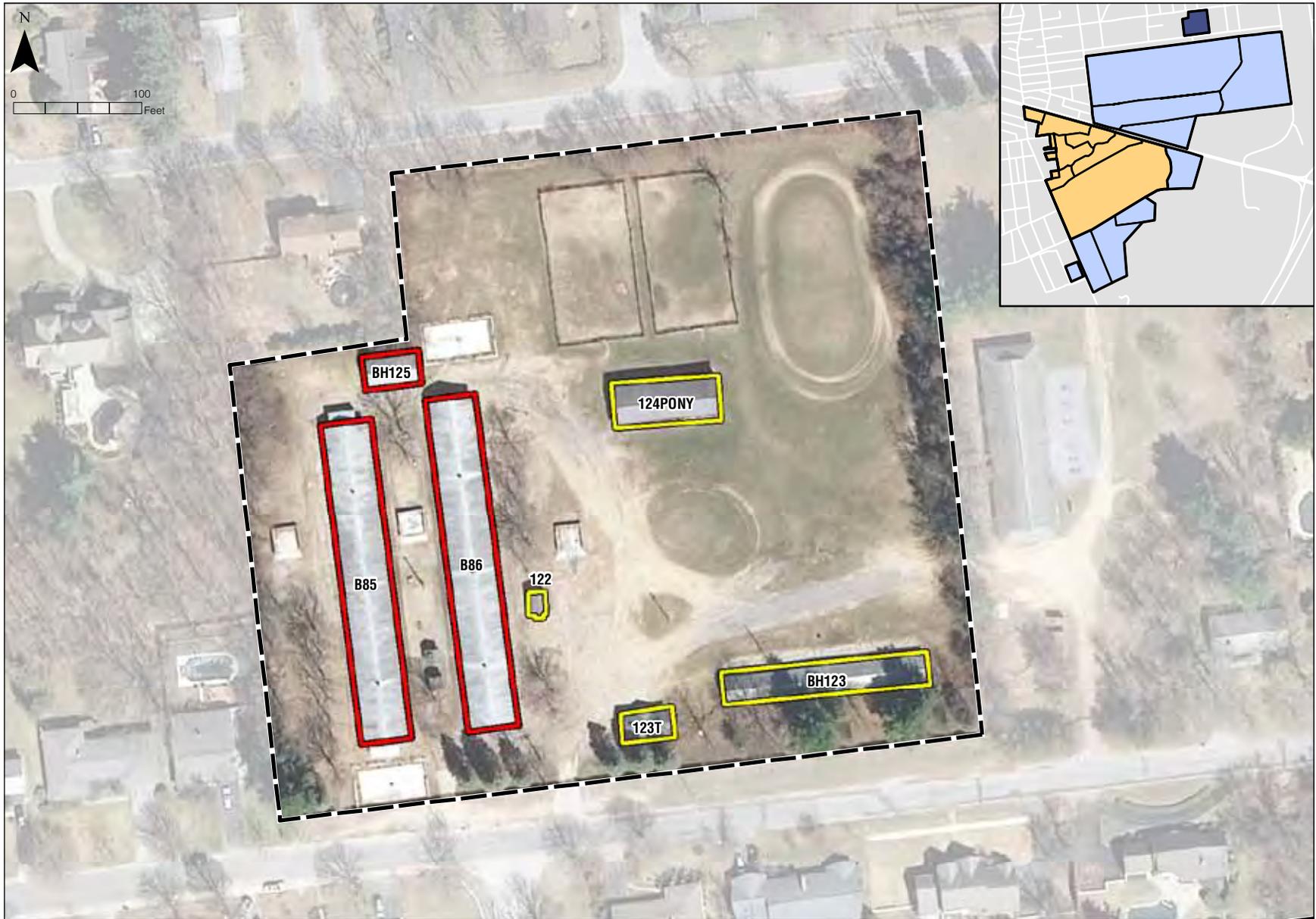
1900 Sanborn Fire Insurance Map
Showing Portions of the Race Course
Figure 14



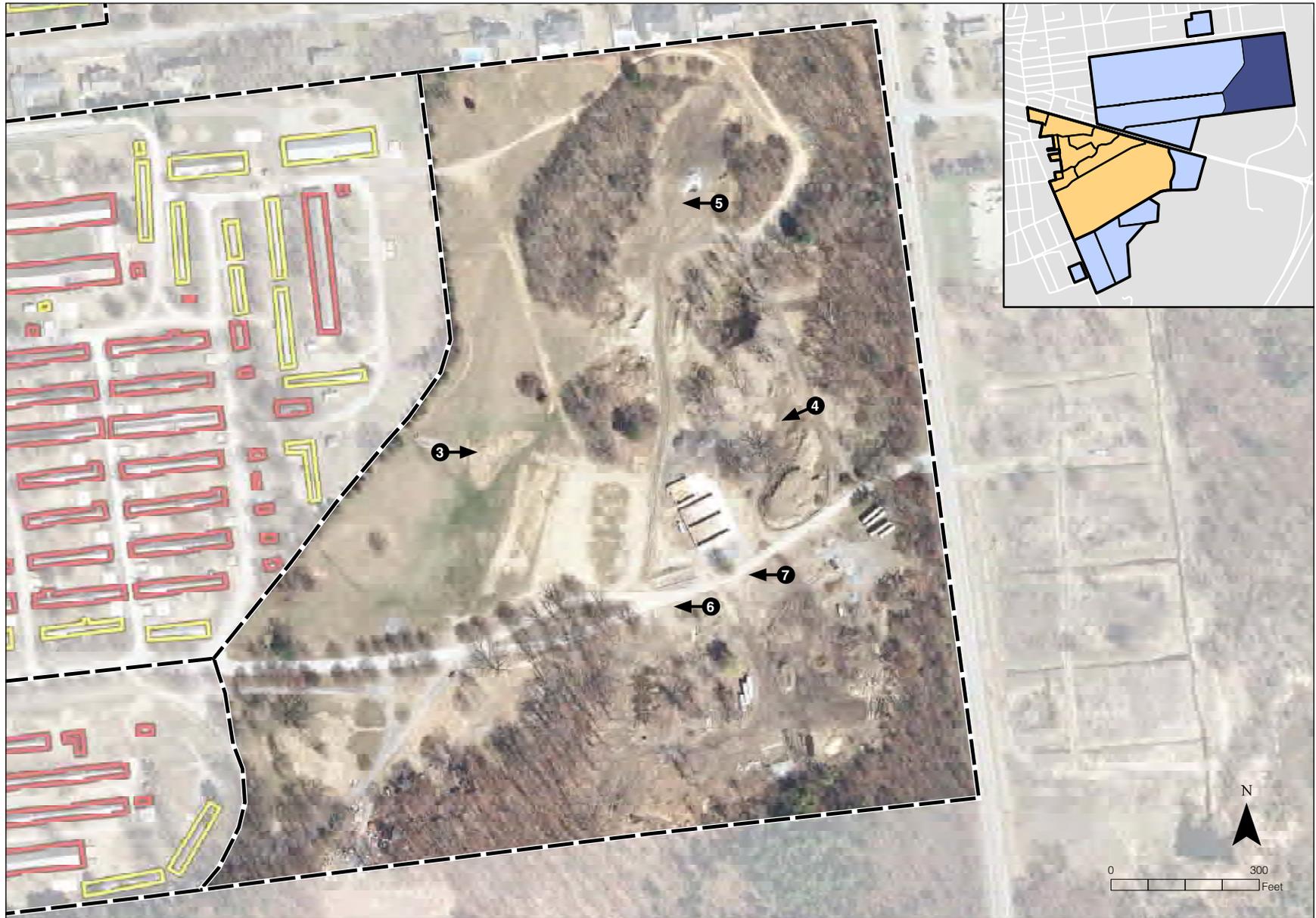
1932 Sanborn Fire Insurance Map
Showing Western Portion of Race Course
Figure 15



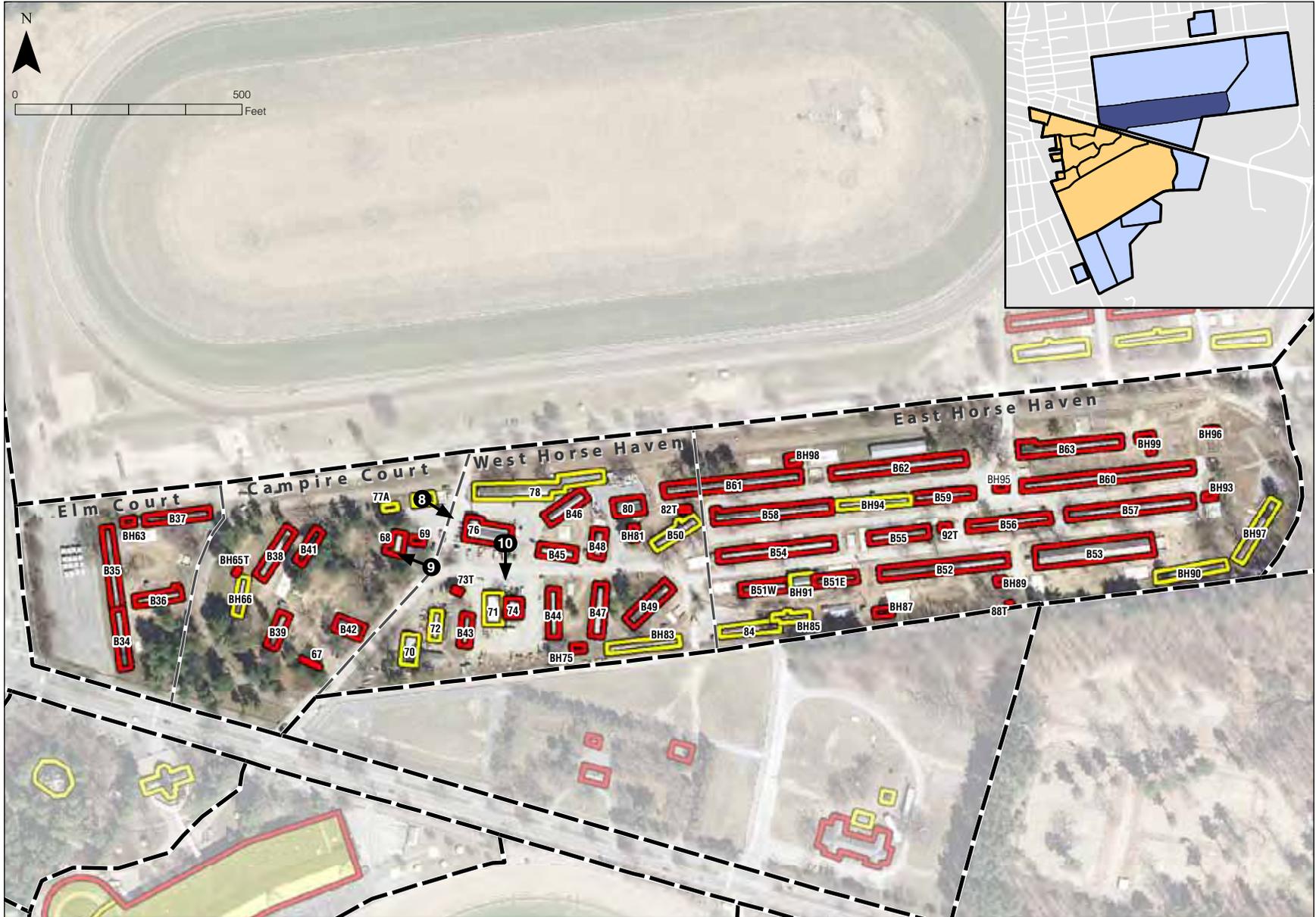
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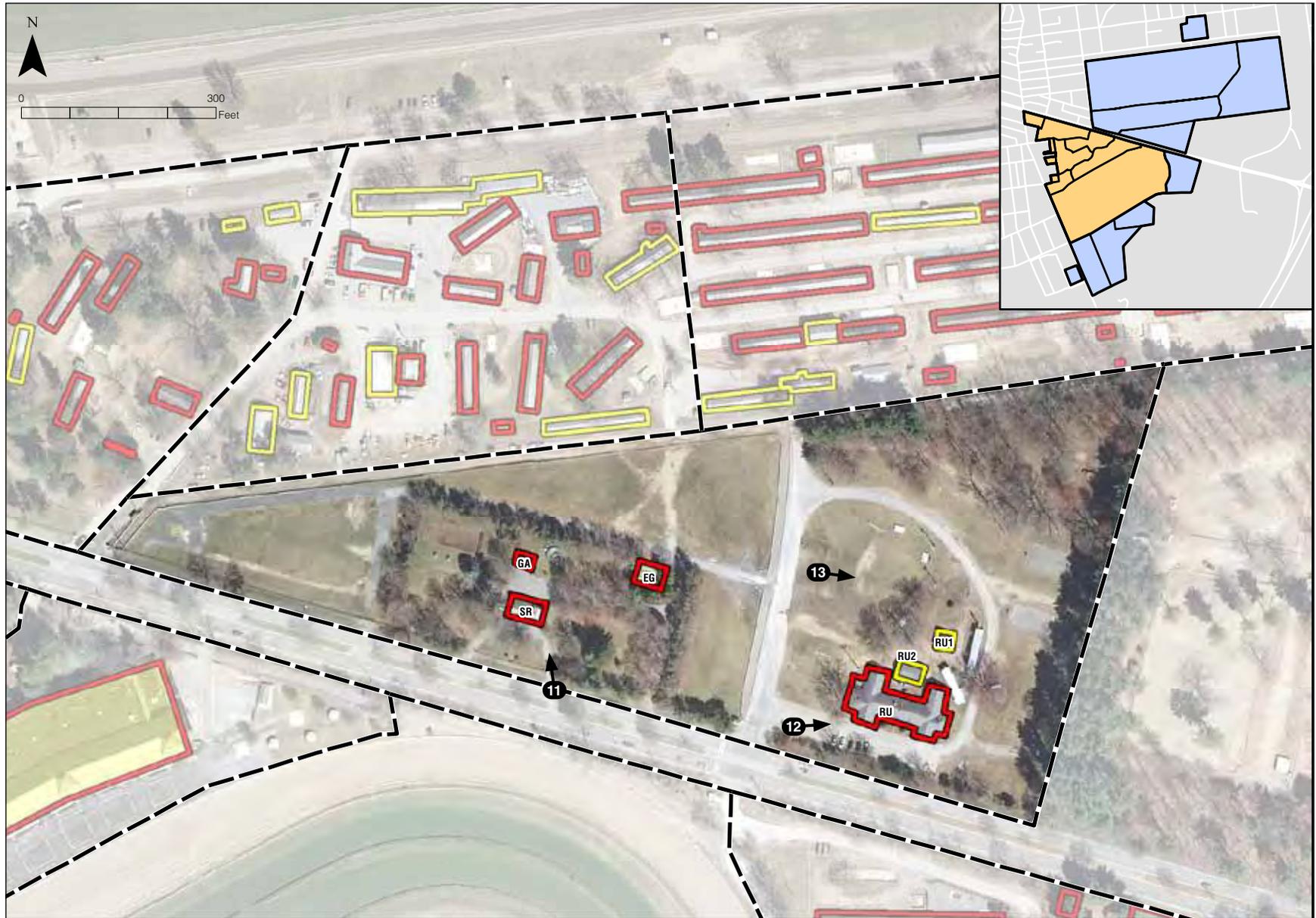
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 *Contributing*  *Non- Contributing*



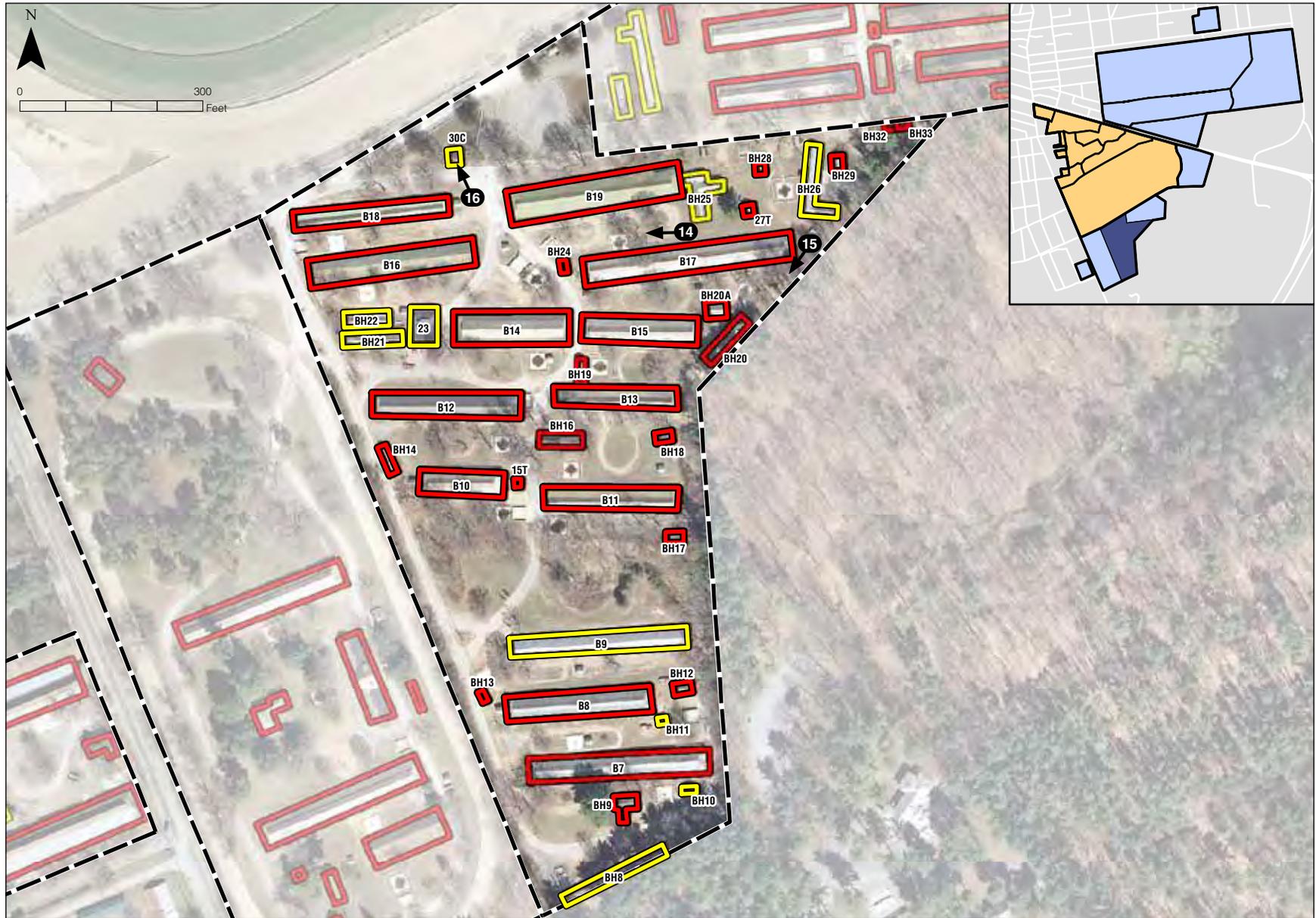
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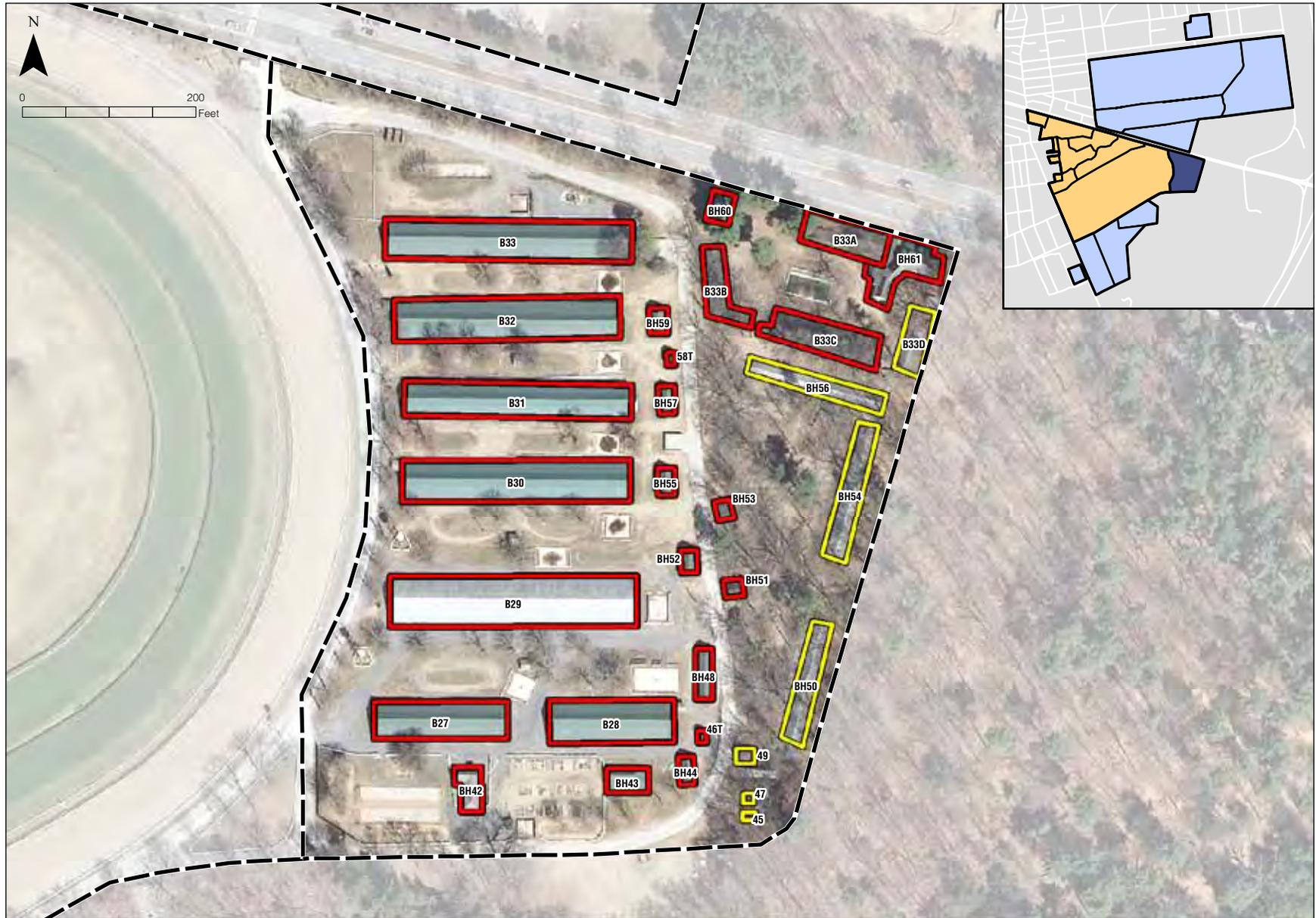
Contributing Non-Contributing

Backstretch • Superintendent's Residence and Recreation Unit

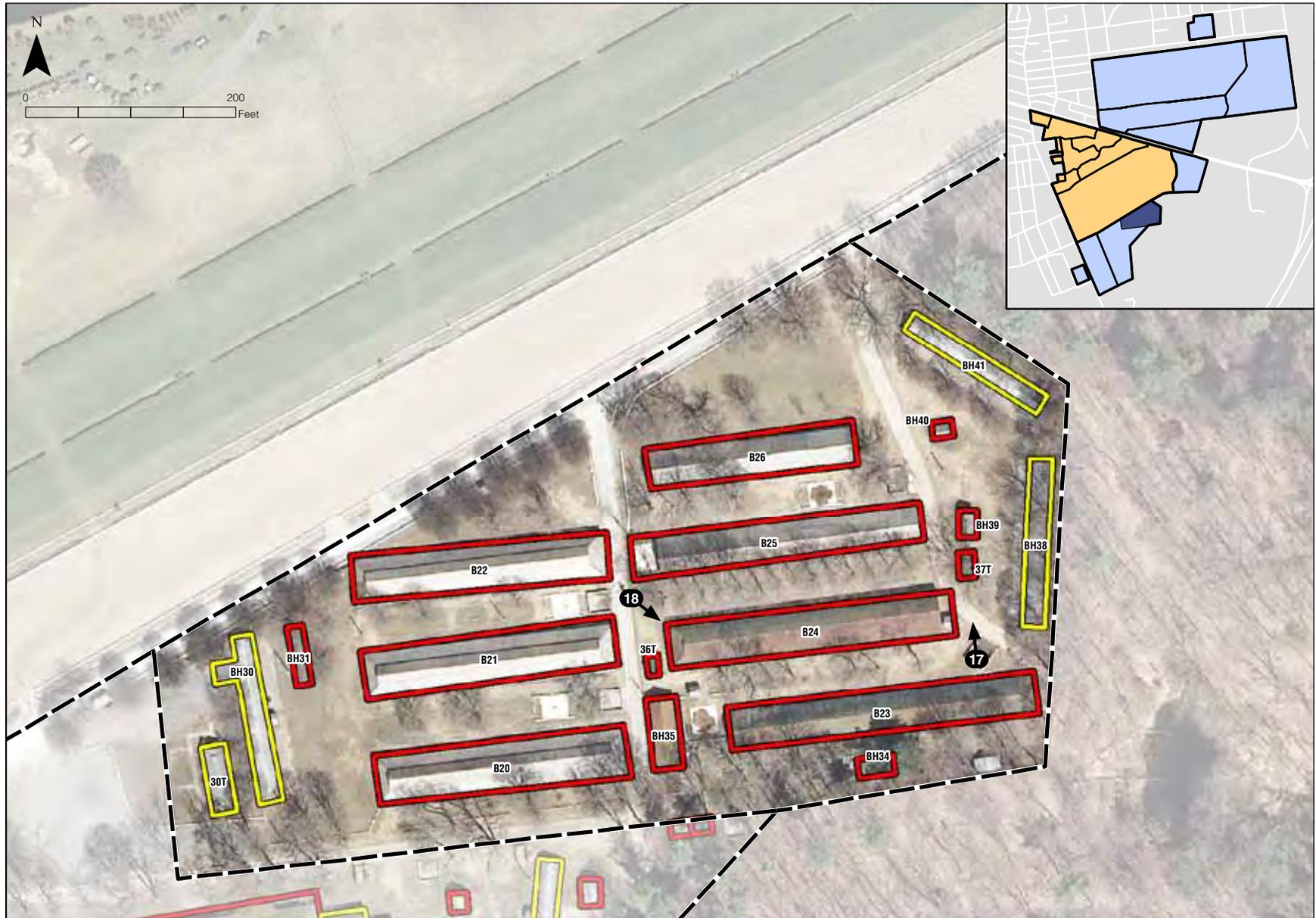
Figure 20



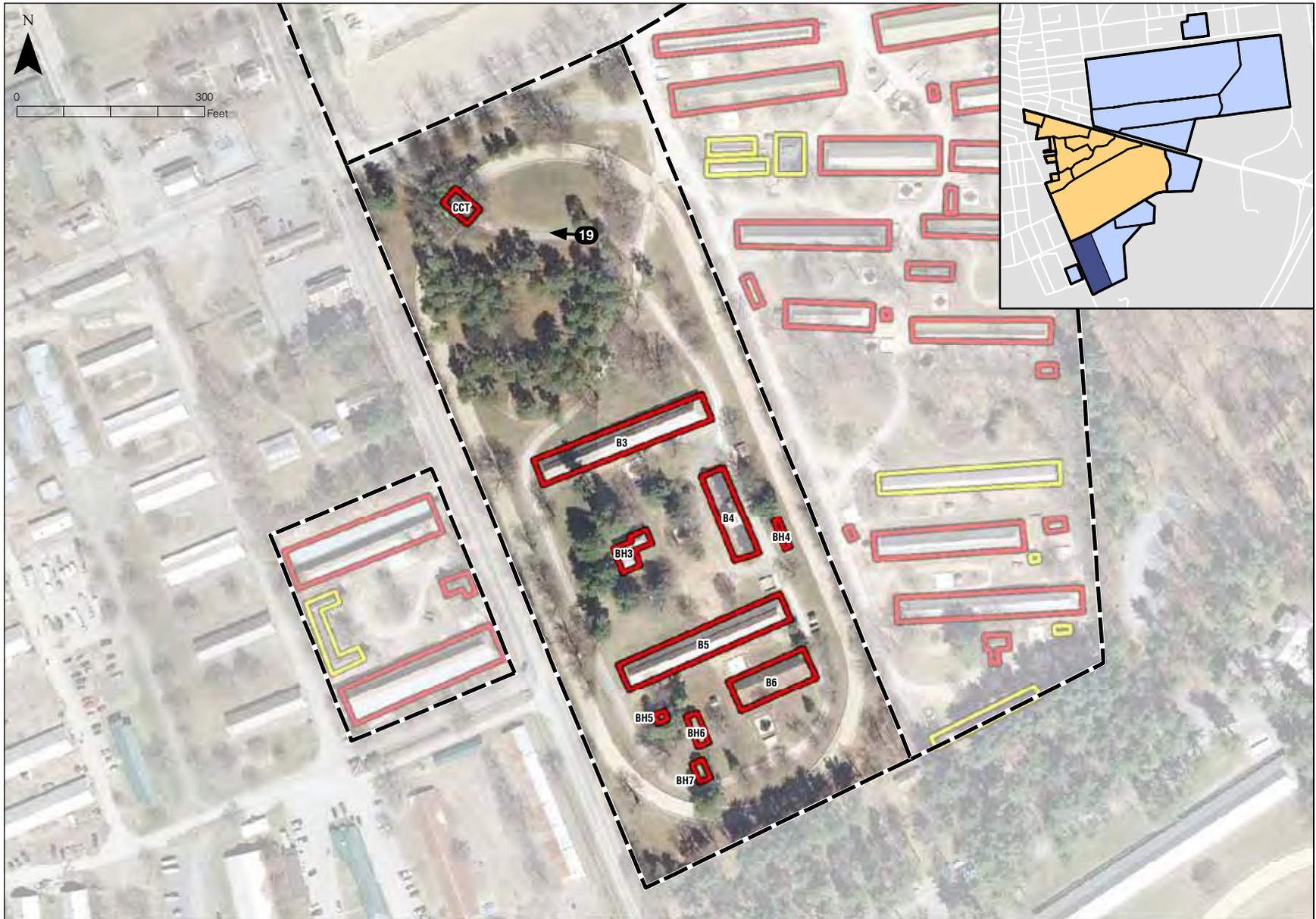
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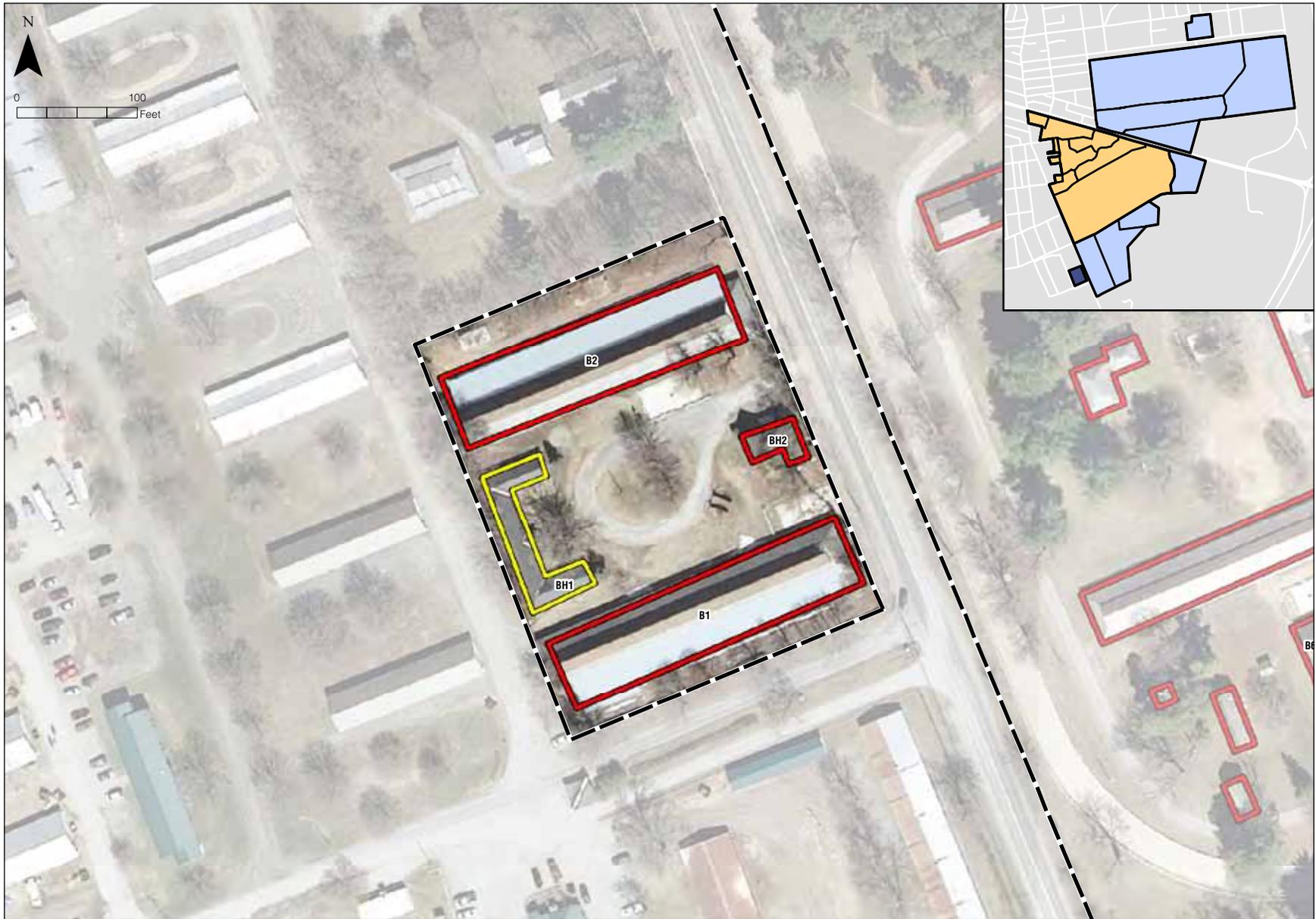
Contributing Non-Contributing



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Contributing Non- Contributing



 *Contributing*  *Non-Contributing*



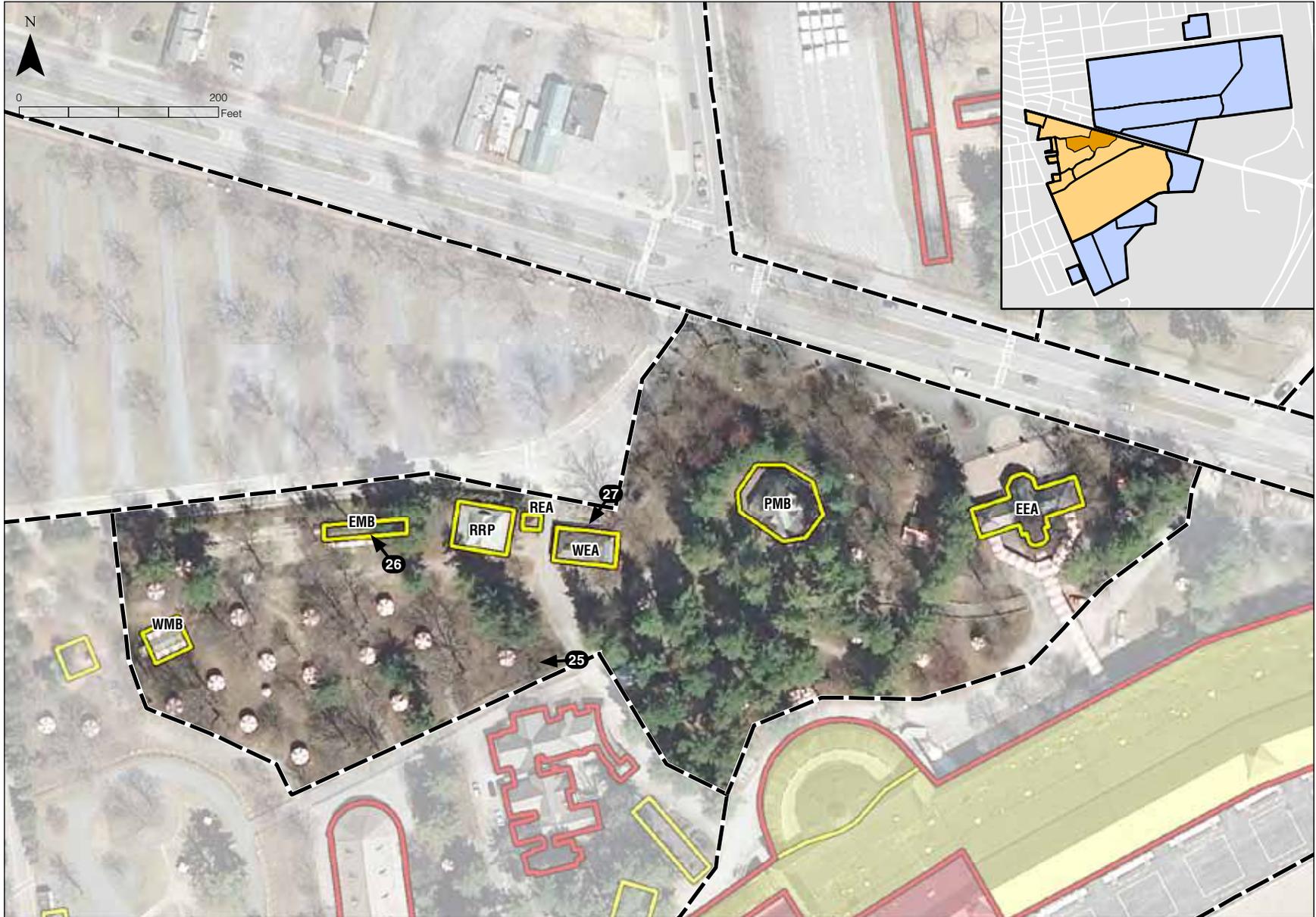
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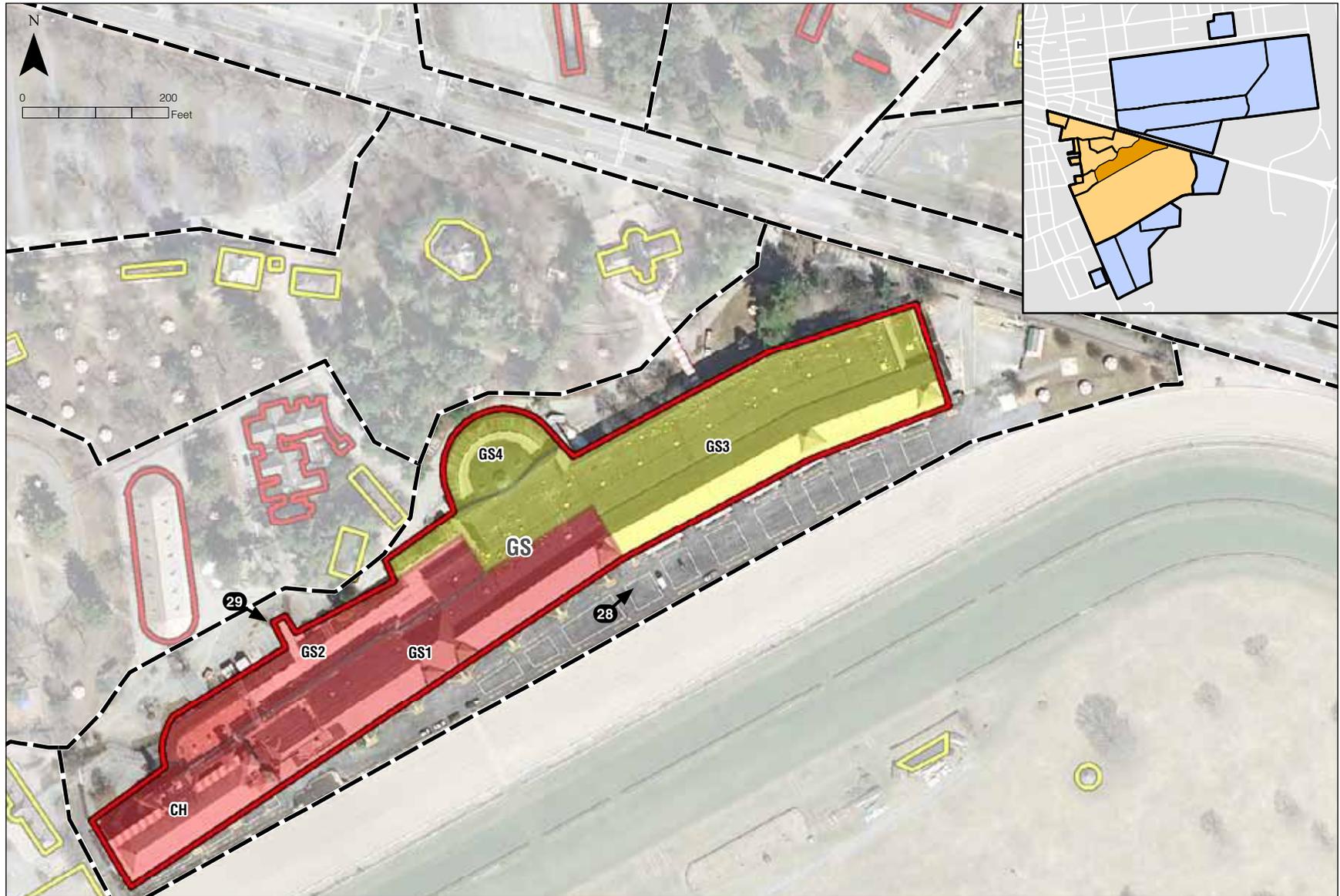
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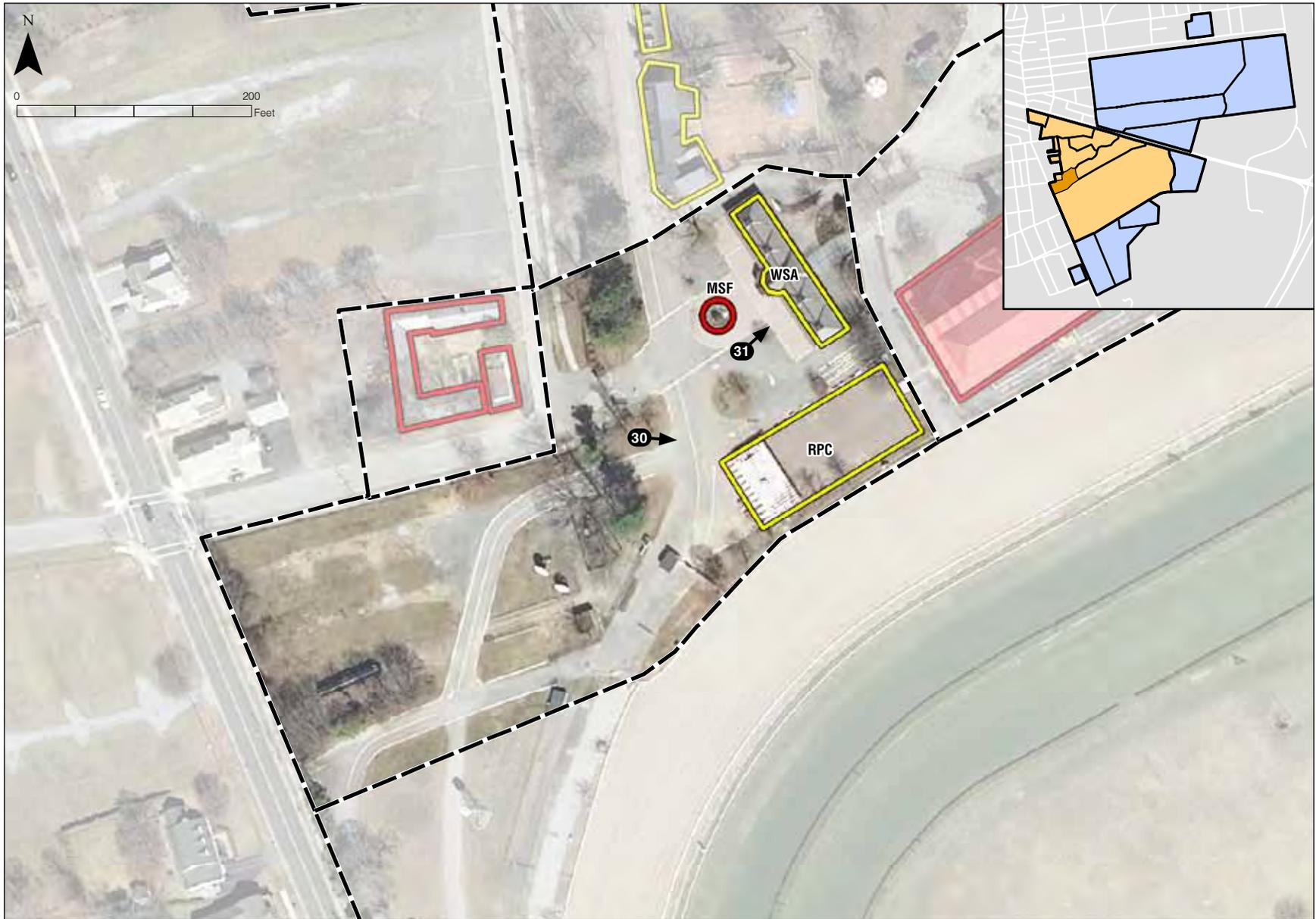


Contributing Non-Contributing



- Contributing*
- Non-Contributing*
- Contributing Building Sections*
- Non-Contributing Building Sections*

Frontside • Grandstand/Clubhouse Complex
Figure 30

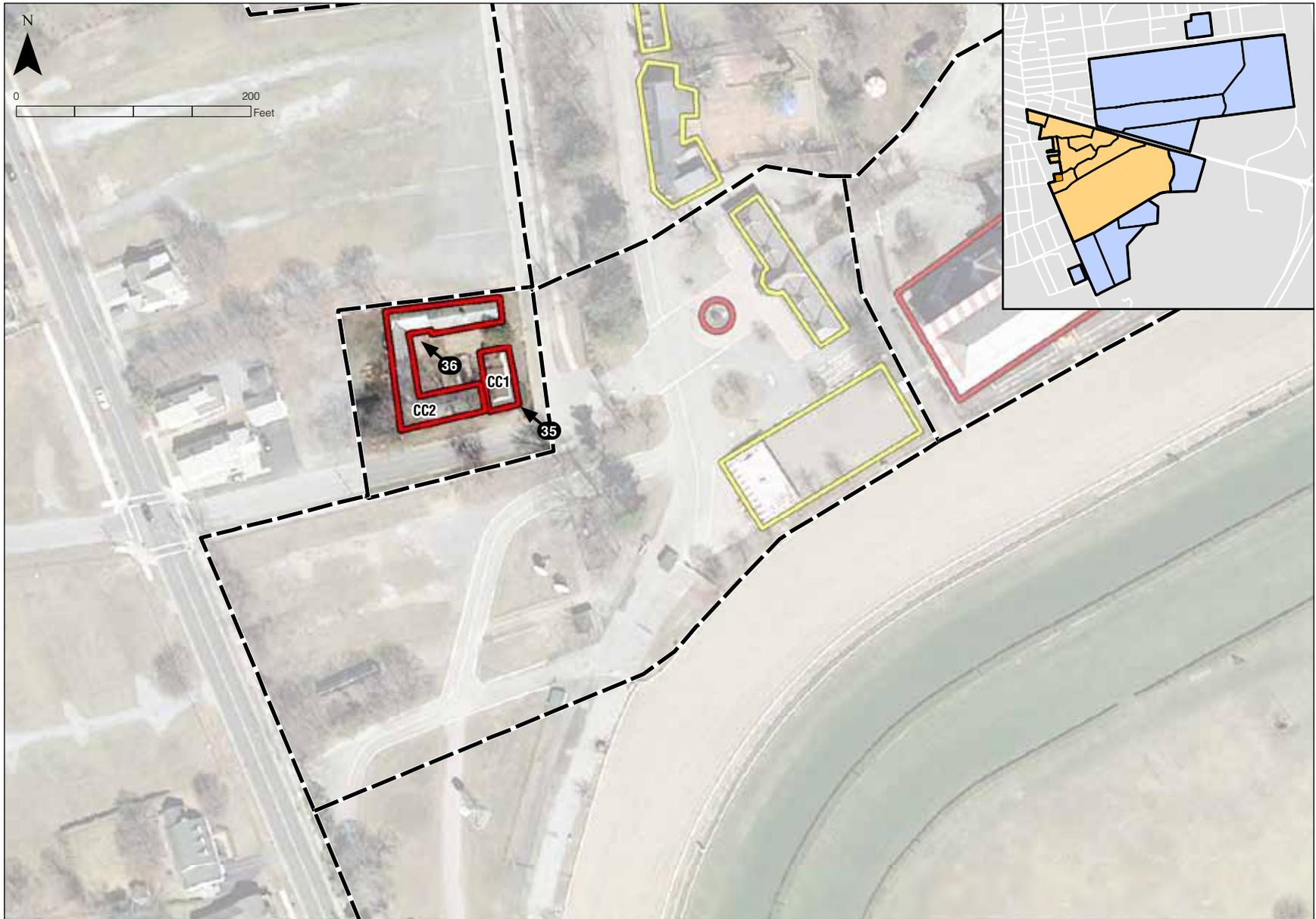


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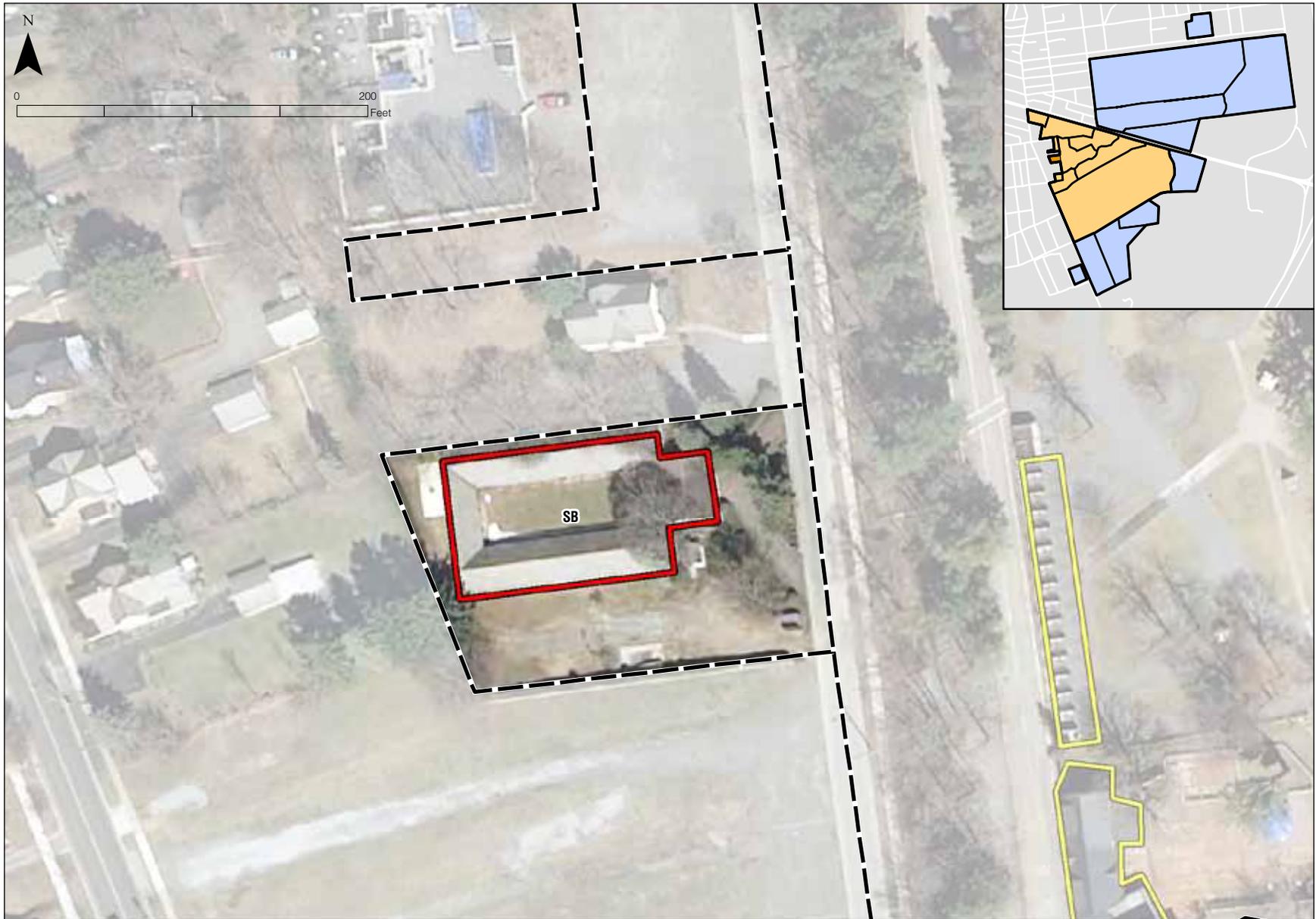


Contributing Non-Contributing

Frontside • Paddock and Saddling Area
Figure 32



 *Contributing*  *Non-Contributing*



 *Contributing*  *Non-Contributing*

Photographs



Within the Oklahoma area of the Backstretch, a view of the Oklahoma Training Track and the newly constructed Public Viewing Stand, looking north from the south edge of the Training Track

1



A view of bunkhouses and barns in the Oklahoma area

2



A view of the Lowlands area, looking east from the western portion of that area. The majority of this maintenance area has been cleared and extensively graded. Soil piles and concrete block containers are located here, and containers are stored here **3**



The Lowlands area appears to be extensively disturbed through grading and movement of materials. Concrete pads and concrete block bays are shown here which accommodate storage of materials such as soil. There is heavy truck traffic throughout much of the cleared area **4**



Within the Lowlands, there are areas of relatively steep slope, otherwise an anomaly on the Race Course landscape. There is also evidence of soil mining and cutting **5**



Looking west from within the Lowlands area, this view shows the wetland mitigation area (a recently created wetland) on the left. A storm drainage system is visible at center **6**



Looking east within the Lowlands area, the wetland mitigation area is shown in the foreground. The wooded fringe visible beyond is undeveloped and may include soils that have not been disturbed by Race Course development

7



The Horse Haven section of the Backstretch comprises the original Race Course property and retains several buildings dating to the earliest period of the Race Course, from the 1840s to the 1860s. This view looks southeast towards Building 76 and Barn 45

8



Building 68 within the Horse Haven section of the Backstretch has been identified as a former residence constructed during the earliest period of the Race Course

9



A view of the fueling station and concrete areas between Buildings 71 and 76 in the Horse Haven section of the Backstretch

10



The Superintendent's Residence within the Backstretch, a Colonial Revival residence believed to have been constructed around the turn of the century, prior to this area's annexation to the Race Course

11



The Recreation Unit within the Backstretch is a Neoclassical gymnasium likely constructed in the 1920s

12



To the rear of the Recreation Unit within the Backstretch is a grassy expanse, playing fields, a small kitchen and a pavilion **13**



A subarea within the Race Course's Backstretch, also known as the "Backstretch" contains barns and bunkhouses dating to the early 20th century. This view, looking west from the north side of Barn 17, shows the concrete wash pads that are found throughout the larger Race Course Backstretch. A concrete straw storage structure is also visible in the background **14**



Within the Backstretch subarea, this view looking southwest from Barn 17, shows the combination of paved roadways and dirt paths common throughout the Backstretch. A fire hydrant is visible in the foreground

15



Within the Backstretch subarea, a view looking north towards the Main Race Course. A small modern kitchen known as Building 30C is shown in the foreground

16



This view of the Madden Court subarea, shows a small building now a restroom (Building 37T) surrounded by trees and surrounded by dirt paths and barns and bunkhouses, most of which were built in the early 20th century **17**



Within the Madden Court subarea, a view looking southeast towards Barn 24. Overhead utility lines are visible in the foreground. A small "hot water building" is shown in the foreground to the left of the utility pole **18**

The Clare Court subarea of the Backstretch was developed by August Belmont as a private stabling complex in the early 20th century before it was annexed to the Race Course. This view faces southeast towards the Clare Court Tunnel, a concrete tunnel carrying a pedestrian roadway; an original feature of Belmont's development



On the Frontside's Main Race Course, a view looking east along the turf track



Within the infield of the Main Race Course, this view looks southeast across the infield pond, which was created in the first half of the 20th century **21**



Two concrete block buildings are located within the Main Race Course Infield. This view looks northwest towards the western building **22**



The Reading Room building within the Frontside of the Race Course. This was developed as a private residence, **23**
probably in the early years of the 20th century before being included in the Race Course property in 1944



Looking north to the Autopark Area, a historic parking area composed of gravel strips, grassy strips, and mature **24**
trees. This was developed as a parking area in the 1920s and continues to serve this function



In the Union Avenue Entrances & Back Yard East subarea of the Frontside, this view looks northwest from the dirt horse path towards the Back Yard. The level landscape of this area is dotted with simulcast umbrellas **25**



Looking north towards the East Mutuel Building, one of many buildings within this area that were constructed in the last quarter of the 20th century **26**



Within the Union Avenue Entrances & Back Yard East subarea of the Frontside, the West Entrance building was constructed ca. 2000 **27**



Looking northeast, a view showing the front façade of the Granstand/ Clubhouse complex, one of the most iconic constructs within the Race Course, the core of which was built ca. 1892. The paved track apron is also shown in the foreground **28**



A view of the rear (north) elevation of the Granstand/ Clubhouse complex 29



Within the Wright Street Entrance subarea of the Frontside, this view faces east towards the At-the-Rail Building, a modern structure that consists of both a semi-permanent building and a tent on a concrete pad 30



Looking northeast from a point near the intersection of Wright Street and Frank Sullivan Place (formerly High Street), a view of the Wright Street Entrance gate, built ca. 2000. **31**



Within the Paddock & Saddling Area in the Race Course's Frontside, the Red Spring Pavilion is a mid-19th century frame pavilion that was moved to this site from another spring in Saratoga. The Big Red Spring is located beneath its current location **32**



Looking west through the Paddock towards the New Saddling Shed 33



Within the Paddock & Saddling Area, the core of the Jockey House was likely constructed ca. 1900; it has received many additions over the course of the 20th century 34



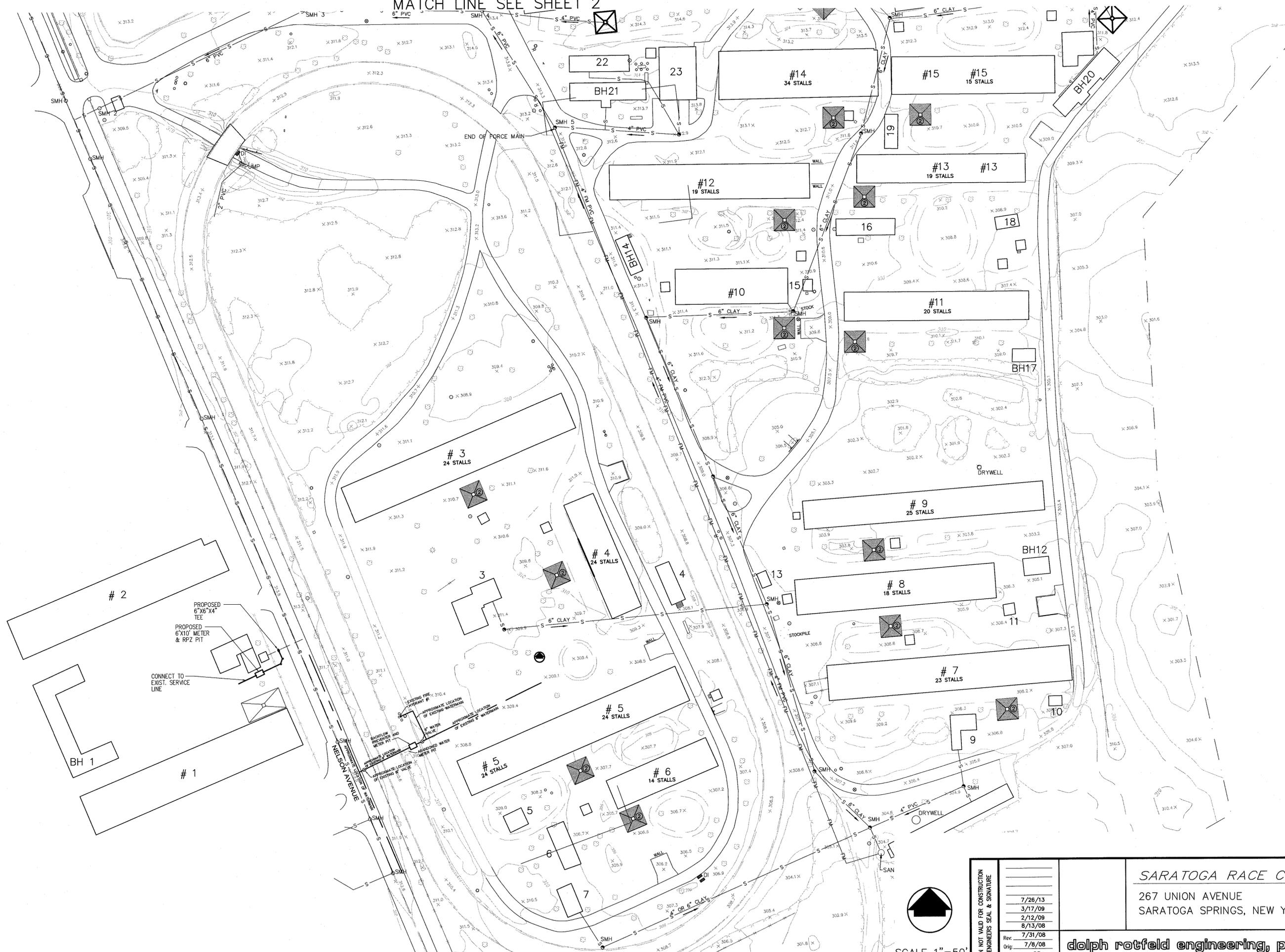
Clark's Cottage, now located within the Race Course's Frontside, was likely constructed as a private residence in the late 19th century **35**



A complex of barns within the Clark's Cottage subarea forms a courtyard arrangement to the rear of the Cottage. This view from within that courtyard shows evidence of ground disturbance, including a concrete wash pad **36**

Appendix

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PROPOSED 6"x6"x4" TEL
 PROPOSED 6"x10" METER & RPZ PIT
 CONNECT TO EXIST. SERVICE LINE

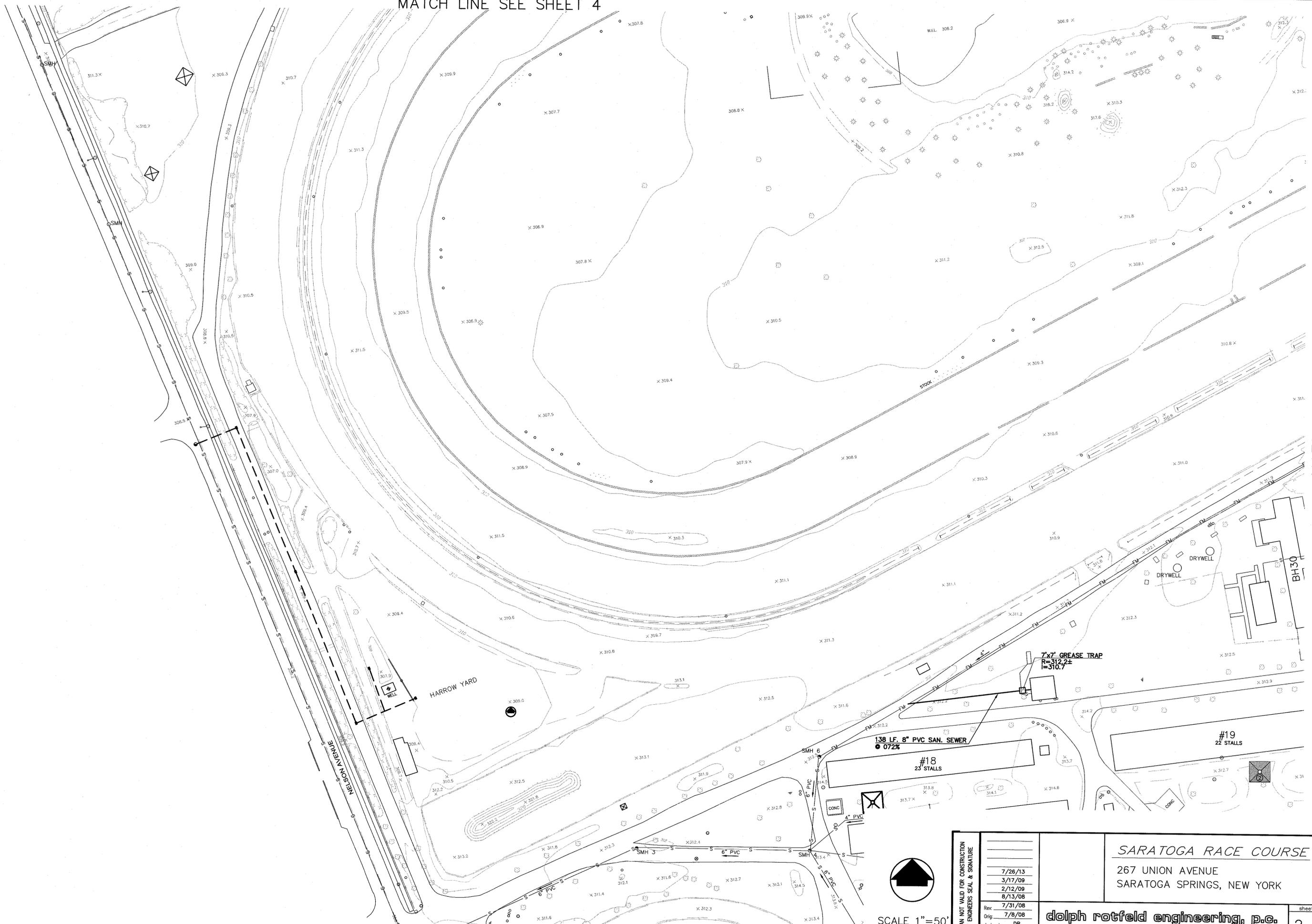
EXISTING FIRE HYDRANT #1
 APPROXIMATE LOCATION OF EXISTING WATERMAIN
 APPROXIMATE LOCATION OF EXISTING WATERMAIN
 APPROXIMATE LOCATION OF EXISTING WATERMAIN



SCALE 1"=50'

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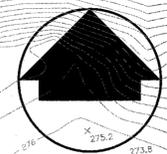
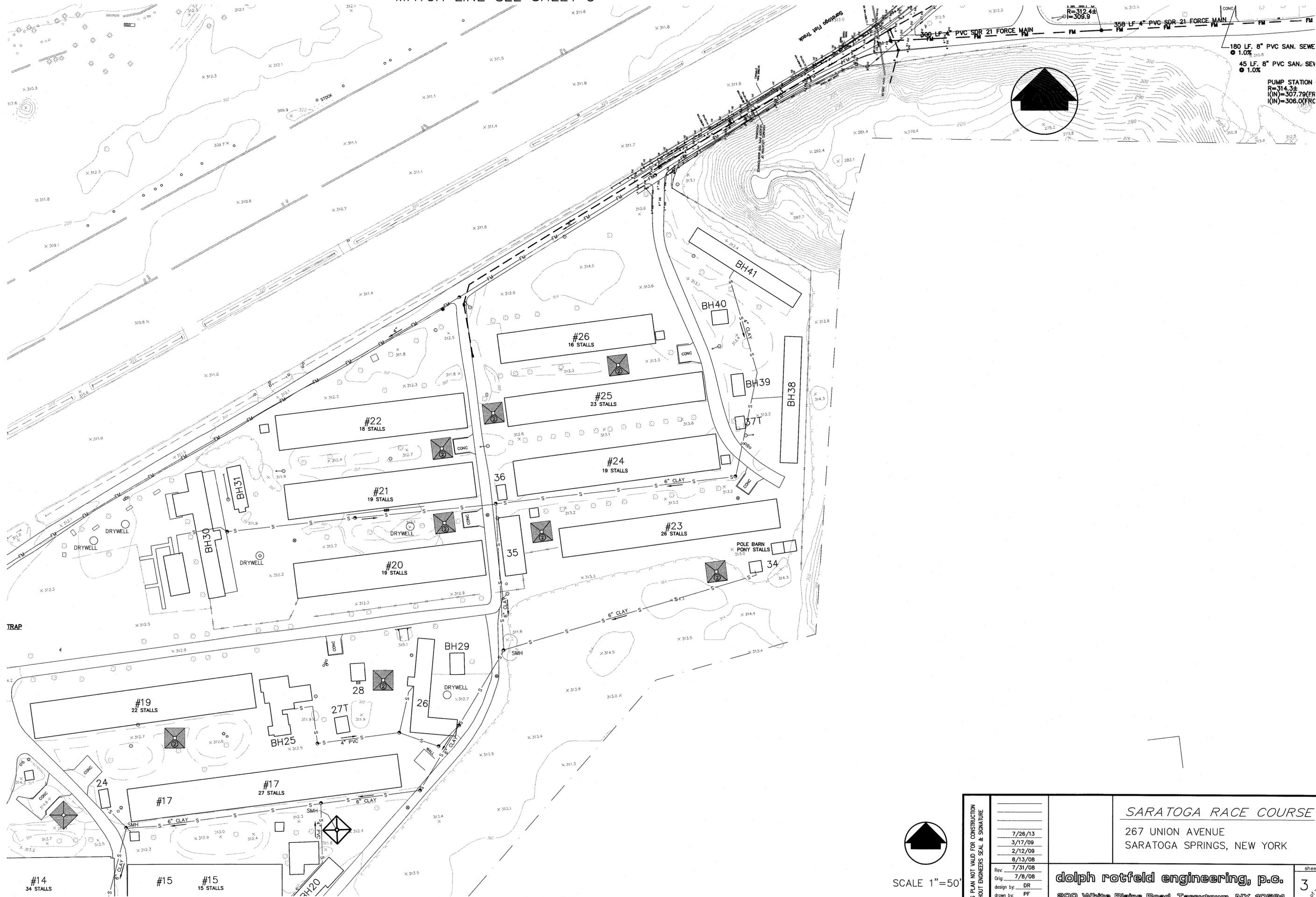
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dolph rotfeld engineering, p.c.
 200 White Plains Road, Tarrytown, NY 10591

sheet
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 10

MATCH LINE SEE SHEET 5

MATCH LINE SEE SHEET 2



180 LF. 8" PVC SAN. SEWE
 @ 1.0%
 45 LF. 8" PVC SAN. SEW
 @ 1.0%

PUMP STATION
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 I(N)=307.79(FR)
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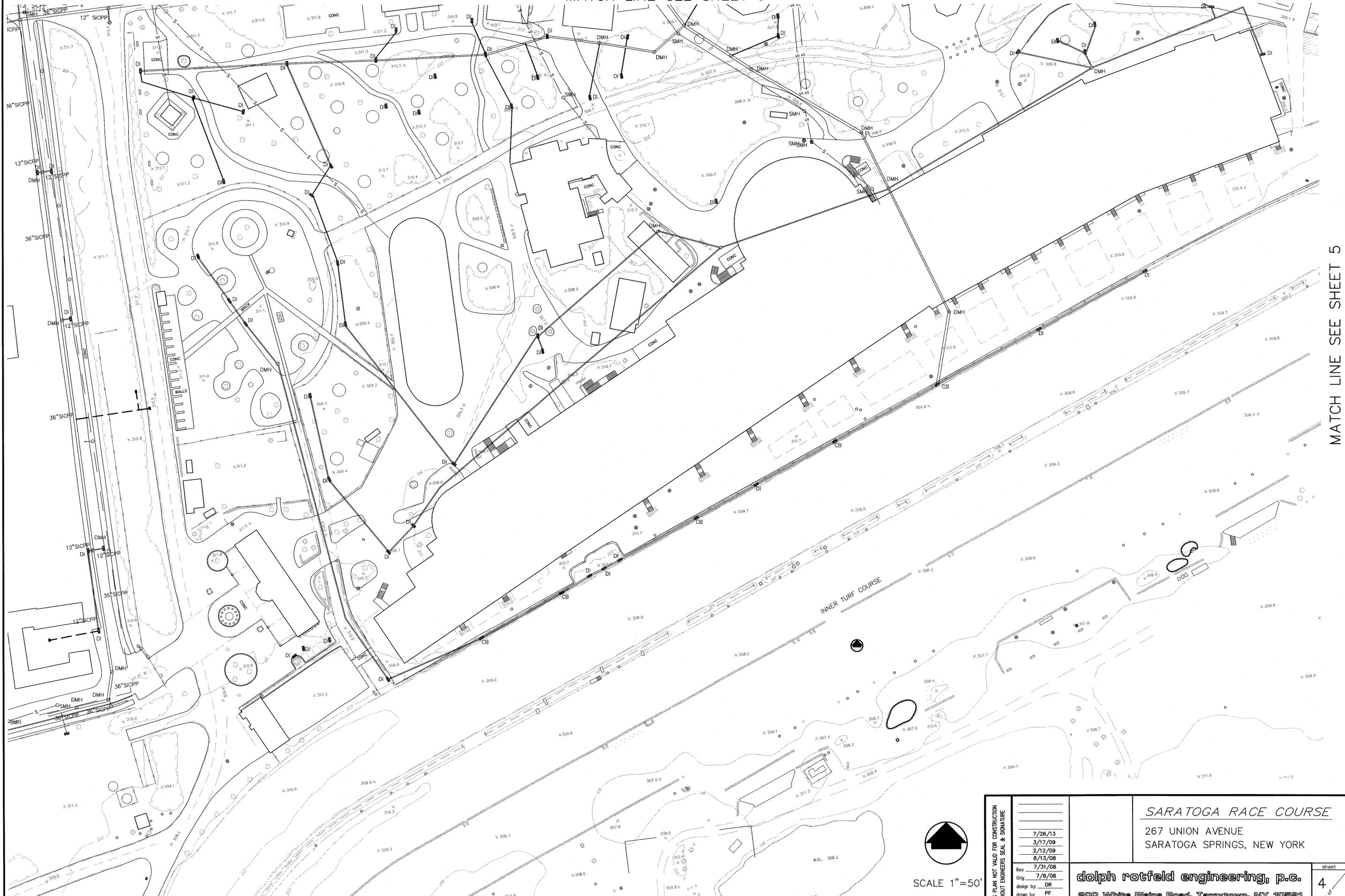


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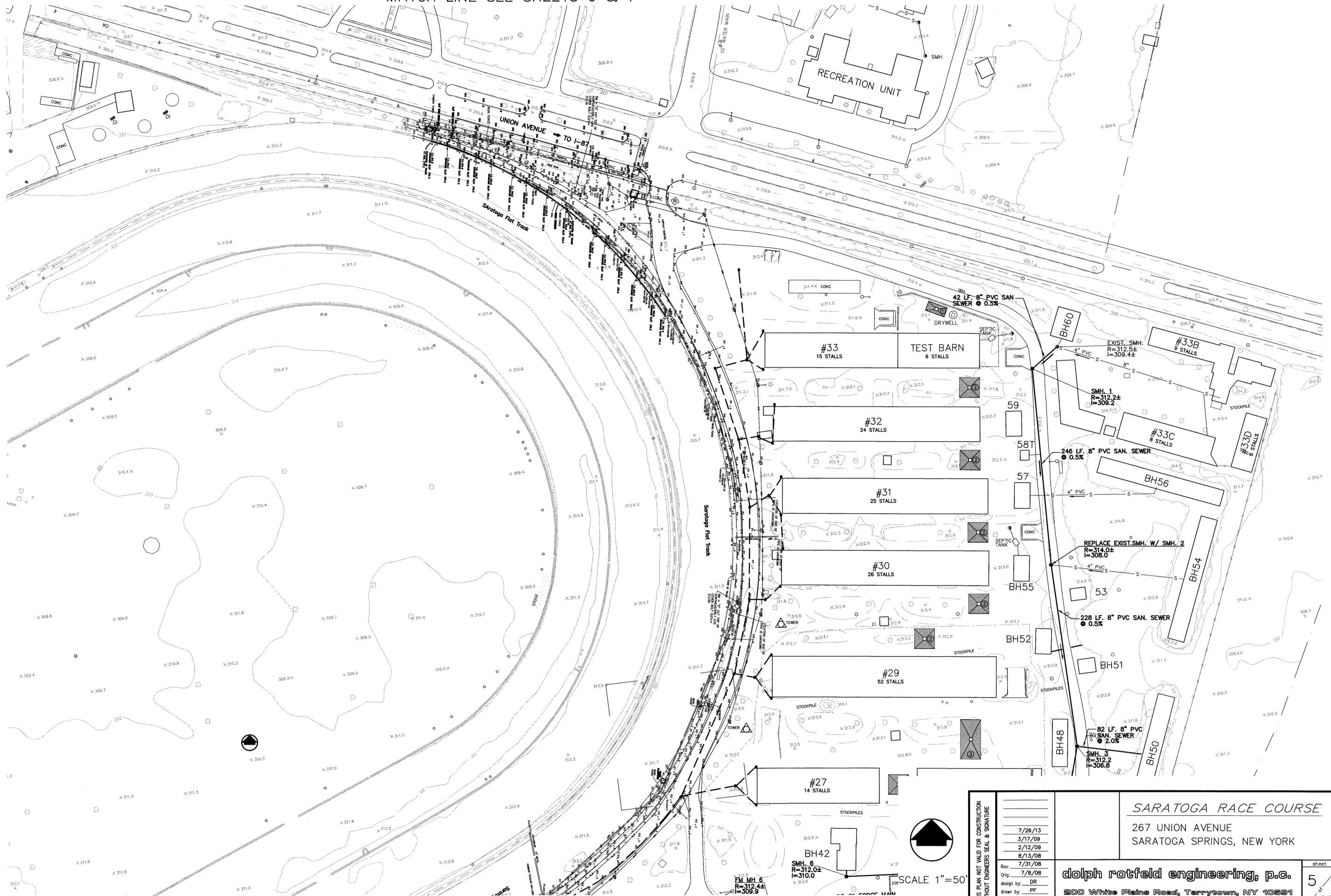


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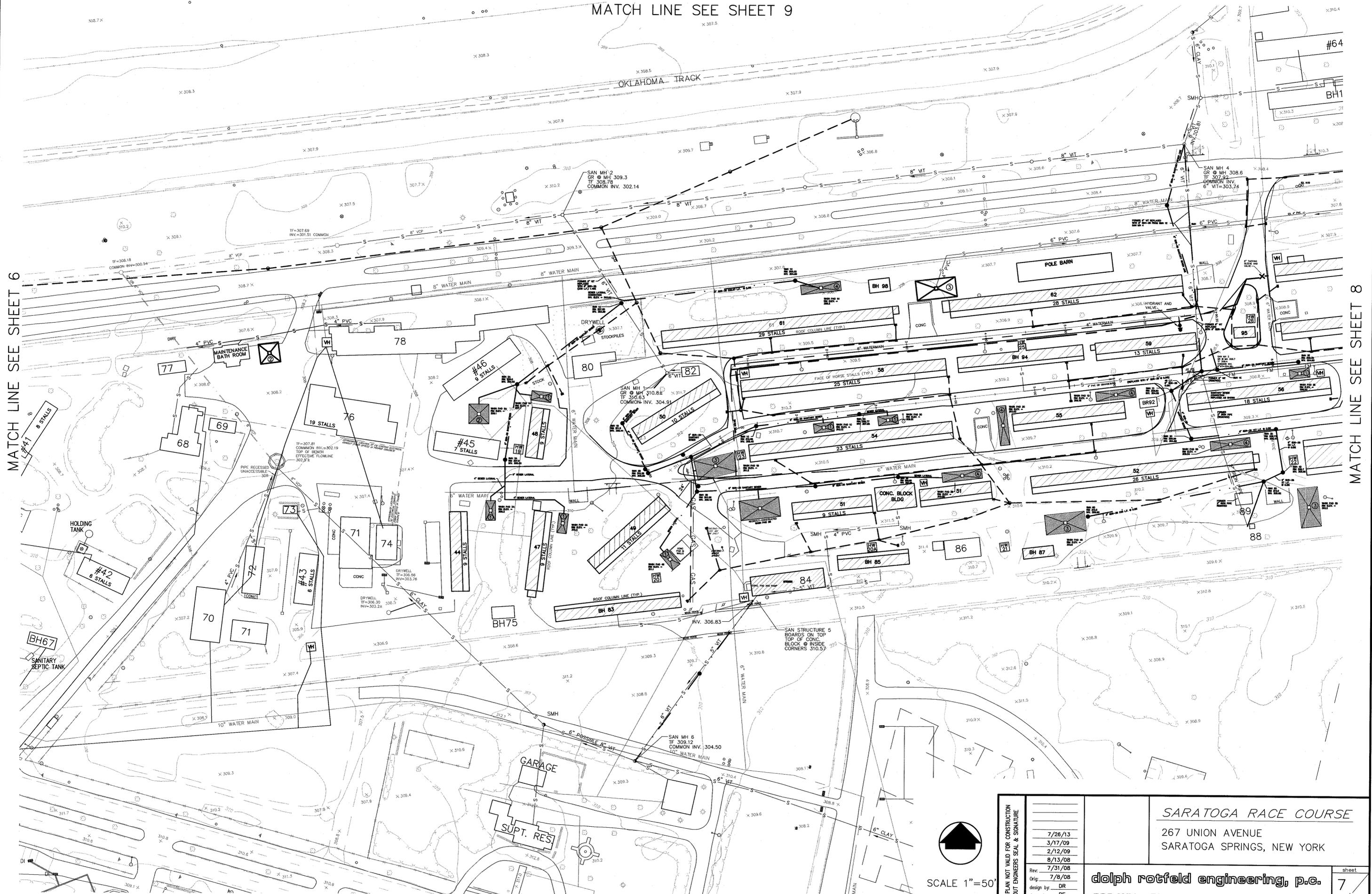
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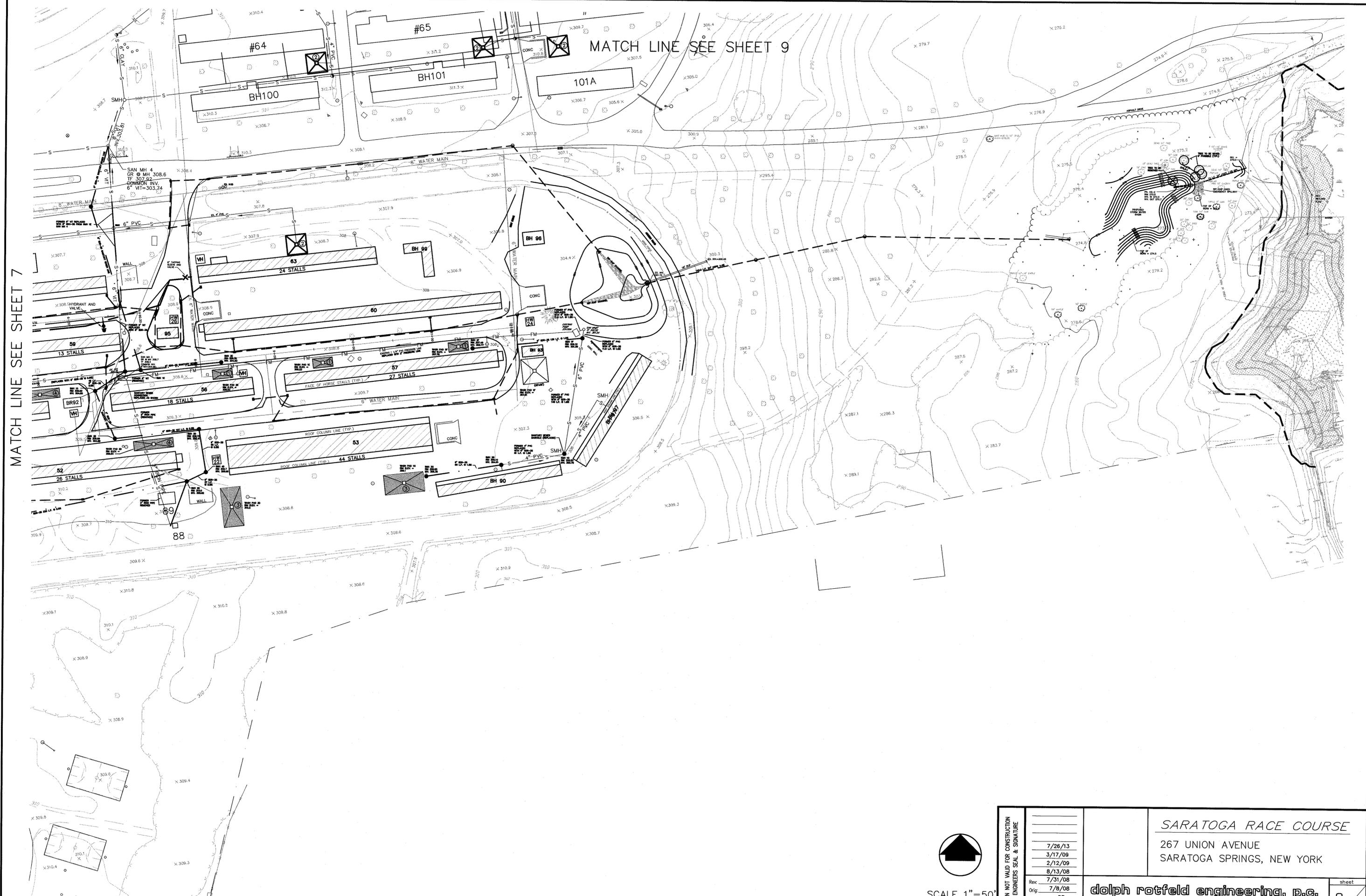
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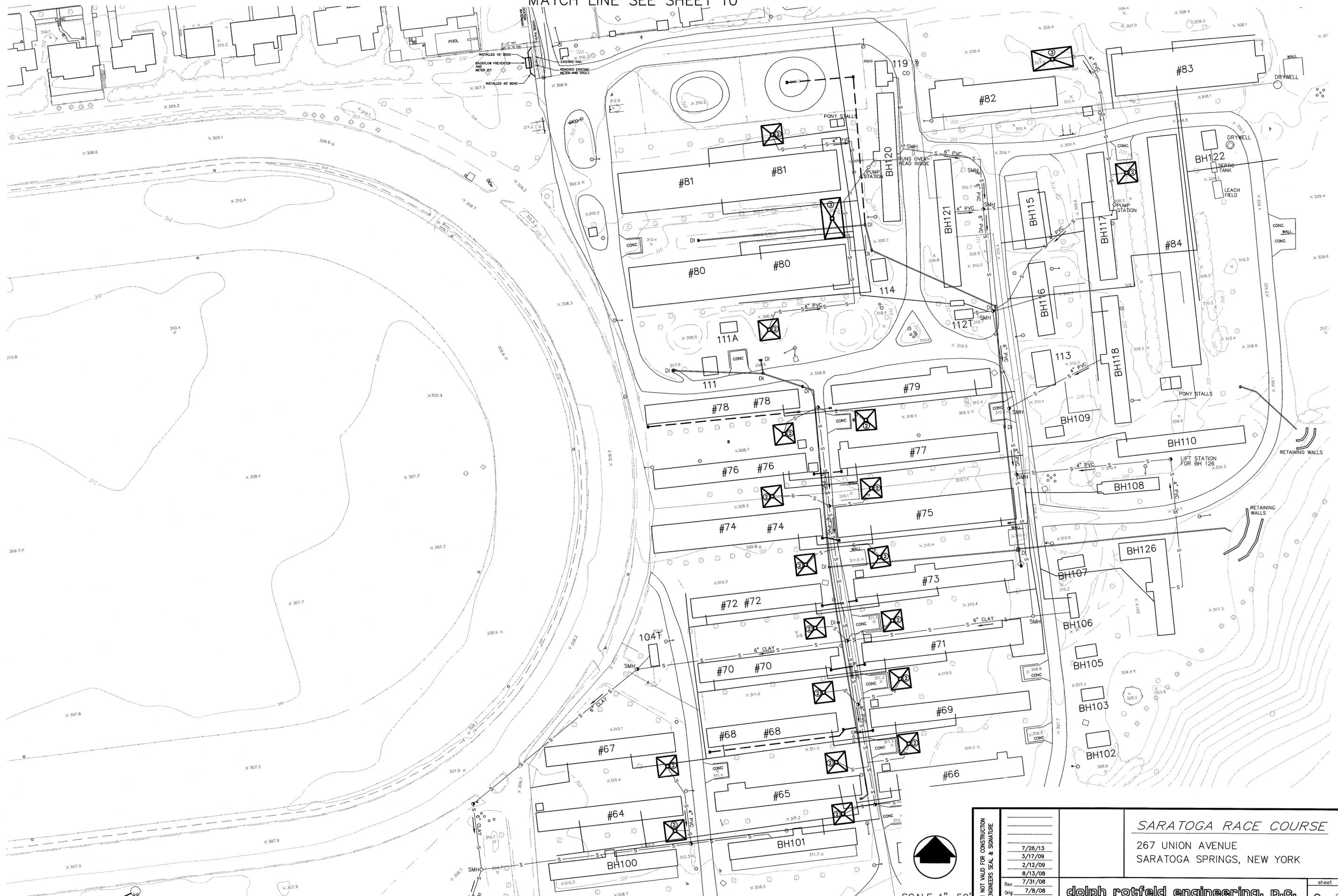
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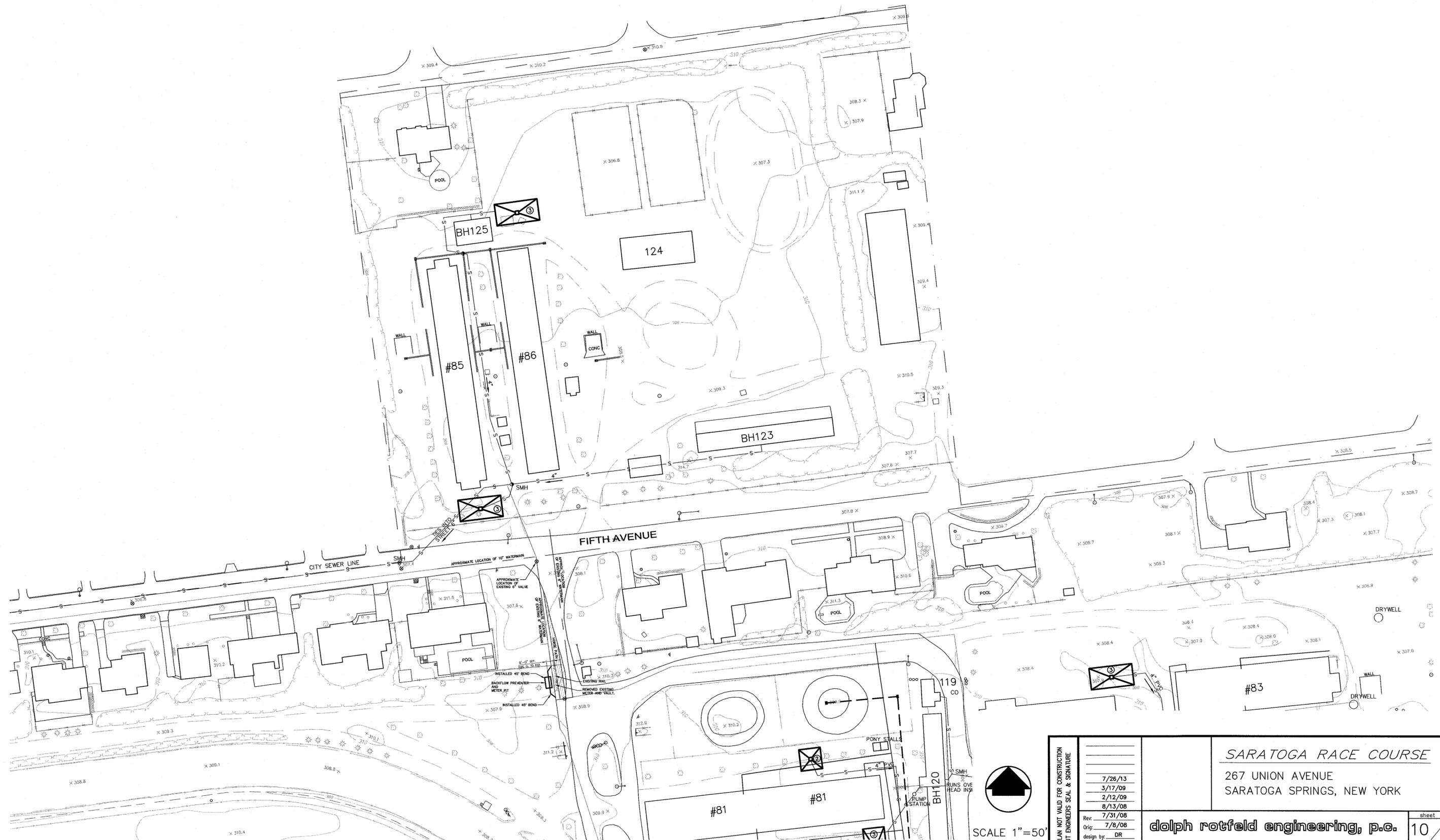


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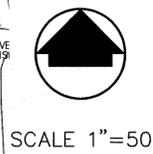


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Appendix F-3
Correspondence



New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation
P.O. Box 189, Waterford, New York 12188-0189
518-237-8643

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

May 13, 2014

Molly McDonald, RPA
Technical Director
AKRF Environmental and Planning
440 Park Avenue South, 7th FL
New York, New York 10016

Re: NY Racing Assoc./Franchise Oversight Bd.
Saratoga Racecourse Redevelopment
C/Saratoga Springs/ Saratoga County
13PR02870

Dear Ms. McDonald:

Thank you for your letter to Kathleen LaFrank of February 24, 2014, by which you submitted a comprehensive survey of buildings, structures and features of the Saratoga Race Course.

The Office of Parks, Recreation and Historic Preservation, Division for Historic Preservation (DHP) has reviewed the survey summary document, *Identification of Contributing and Noncontributing Resources*, and concurs with the methodology employed and with the report's conclusions.

If you have any questions or comments regarding this review, please call me at 518.237.8643, ext. 3283 or email me at james.warren@parks.ny.gov.

Sincerely,

James Warren
Historic Sites Restoration Coordinator



New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation
Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643
www.nysparks.com

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

September 29, 2014

Molly McDonald
AKRF Environmental and Planning
440 Park Avenue South, 7th Floor
New York, NY 10016

Re: SEQRA
Saratoga Race Course Redevelopment Plan
Union Street
13PR02870

Dear Ms. McDonald:

Thank you for your recently submitted Phase IA Archaeological Survey which provides an analysis of the archaeological sensitivity and comprehensive history for the Saratoga Race Course property.

The Office of Parks, Recreation and Historic Preservation's Division for Historic Preservation (DHP) has reviewed the document, *Phase IA Archaeological Survey Saratoga Race Course Redevelopment Project*, and concurs with the methodology employed and with the report's recommendations. DHP appreciates the opportunity to comment on the project and looks forward to continued review of the project.

If you have any questions or concerns regarding this review, please contact me at 518-237-8643 x3254 or dan.bagrow@parks.ny.gov.

Sincerely,

Daniel A. Bagrow
Scientist (Archaeology)



New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation
P.O. Box 189, Waterford, New York 12188-0189
518-237-8643

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

January 13, 2015

Molly McDonald, RPA
Technical Director
Architectural Historian/Archaeologist
AKRF Environmental & Planning
440 Park Avenue South, 7th Floor
New York, New York 10016

Re: Saratoga Race Course
Redevelopment Plan
Saratoga Springs, Saratoga Co., NY
13PR02870

Dear Ms. McDonald:

Thank you for your letter of September 9, 2014, by which you submitted The Backstretch Tree Management Report and Draft GEIS Cultural Resources chapter. The Office of Parks, Recreation and Historic Preservation, Division for Historic Preservation (DHP) has reviewed this material and provides the following comment in accordance with Section 14.09 of the Parks, Recreation and Historic Preservation Law of 1980, as amended.

Although we are not in a position to comment on the assessment of and proposed remedies for individual trees, the approach presented in the Management Report is sound and fully expresses the importance of maintaining the park-like atmosphere of the race course complex through informal and formal plantings.

We have no recommendations regarding the DGEIS Cultural Resources chapter. The draft is substantially complete and is presented in a clear and accessible manner. Individual historic resources and their significance within the Saratoga Race Course complex are identified; potential impacts from redevelopment of the complex are succinctly presented for public consideration.

If you have any questions or comments regarding this review, please call me at 518.268.2182 or email me at james.warren@parks.ny.gov.

Sincerely,

James Warren
Historic Sites Restoration Coordinator

by email