

**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,
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 (Saratoga) to respond to changes in global racing and sustain racing at the Project Site which includes the entirety of the Race Course property. The Project includes both specific planned elements and conceptual improvements that may be implemented in the future;

WHEREAS, the goal of this Letter of Resolution (LOR) is to formally integrate the Office of Parks, Recreation and Historic Preservation (OPRHP) into the design, redevelopment and capital planning processes for the Project, to maintain and emphasize the historic character of the Race Course and to avoid impacts to any historic and/or cultural place or property as defined in Section 14.09 of the Parks, Recreation and Historic Preservation Law (PRHPL) (the historic property or properties);

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 the State Environmental Quality Review Act (SEQRA). FOB is also representing the People of the State of New York as owner of the Race Course. FOB is responsible to oversee, monitor and review the operations of NYRA;

WHEREAS, the New York State Office of General Services (OGS) is the designated construction permitting and code compliance agency for state owned buildings to facilitate compliance with the New York State Uniform Fire Prevention and Building Code (Building Code), and acts as FOB's agent to ensure technical and regulatory reviews are conducted on projects as requested by NYRA and approved by the FOB;

WHEREAS, The Project is subject to review under the New York State Historic Preservation Act (SHPA) (Section 14.09 of the Parks, Recreation and Historic Preservation Law) (Section 14.09), which applies when State agencies are planning, approving, funding or undertaking 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).

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WHEREAS, the Project is also subject to review under the Racing, Pari-Mutuel Wagering and Breeding Law (§212.7,8[a][i] and [b]), which contains provisions for considering impacts to historic properties (including preparation of an inventory of buildings and landscape features at Saratoga), and deferring to OPRHP's advice on adverse impacts to historic properties, in particular from capital plans and expenditures;

WHEREAS, a Final Generic Environmental Impact Statement (FGEIS) has been prepared, and consultation with OPRHP has been undertaken under Section 14.09 to evaluate the potential for the Project to adversely or beneficially change historic properties,

WHEREAS, as noted above the "Project Site" includes the entirety of the Saratoga Race Course property, which consists of two geographic areas commonly referred to 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 properties analysis in coordination with OPRHP to take into account the potential for direct and indirect effects on historic properties 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 entire Saratoga Race Course is a contributing element within the 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 PIA but outside the Project Site (see Attachment A);

WHEREAS, the Project is intended to have an overall beneficial impact on historic properties by preserving, restoring and upgrading structures and facilities to conform to modern building and fire Code requirements while maintaining the historic character of the Race Course as a whole;

WHEREAS, up to 52 buildings of the 176 contributing features may be physically altered through Project actions such as rehabilitation, renovation, and restoration. However, these alterations shall be designed, approved, funded, constructed and implemented in consultation with OPRHP so as not to adversely impact historic properties;

WHEREAS, Saratoga Race Course Cultural Resources Inventory, Phase I: Cultural Landscape Inventory & Architectural Resource Inventory of Backstretch Structures (September 2010) and Draft Phase II: Cultural Landscape Inventory & Architectural

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Resource Inventory of the Frontside and Back Yard (December 2010) (see Attachment G) as supplemented by further studies contained in the FGEIS have identified architectural and landscape sensitive areas;

WHEREAS, a Phase IA Archaeological Documentary Study (May 2014) prepared for the Project identified 17 archaeologically sensitive areas within the Project Site (see Attachment H). 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 PIA (alteration of contributing features; new construction; and alteration of non-contributing buildings) shall not be approved, funded or constructed until OPRHP reviews and provides recommendations to avoid or mitigate adverse impacts to historic properties;
2. If contributing buildings may be impacted by the Project, appropriate measures will be undertaken, in consultation with OPRHP, to avoid, minimize, and/or mitigate the impacts;
3. If significant archaeological resources are identified that would be impacted by the Project, appropriate measures are undertaken, in consultation with OPRHP, to avoid, minimize, and/or mitigate such impacts before and during construction, and;
4. Protocols are developed to avoid and/or address inadvertent construction-related damage to historic properties;

NOW, THEREFORE, as referenced in the FGEIS and in accordance with Section 14.09, 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 or mitigate adverse impacts to historic properties, alterations to contributing buildings and structures shall be conducted in a manner that is compatible with and respects the architectural and historic significance of the resources and in accordance with the Secretary of the Interior's Standards for Rehabilitation. NYRA shall adopt a Maintenance Plan that outlines guidelines for design and materials and design guidelines for site amenities to ensure a uniform and consistent approach to alterations on the Project Site. 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 shall not issue construction permits or code compliance certificates under the Building Code until it receives documentation of OPRHP consultation. Additionally, any material changes between the pre-final (75%) completion stage plans and final design plans shall also be submitted to OPRHP for review before finalizing.

2. **Physical Alterations to the Historic Landscape:** 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 shall be designed and implemented to minimize harm to the historic Race Course landscape while achieving the Project goals. The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes shall be referenced to guide the design of alterations and rehabilitation of landscape features. Where existing landscape features would be replaced with new landscape features, alternatives shall be considered and new landscape features shall 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 shall comply with the *Tree Management Plan* for the Backstretch (The LA Group: September 2014) (see Attachments D-1 and 2). Any plans for tree plantings or removals on the Backstretch that do not comply with the recommendations of the *Tree Management Plan* shall be submitted to OPRHP by NYRA for review. Removal, planting, and other management of trees on the Race Course's Frontside shall comply with the *Tree Management Plan* for the Frontside (The LA Group: February 2016) (see Attachment D-3). Any plans for tree plantings or removals on the Frontside that do not comply with the recommendations of the *Tree Management Plan* shall be submitted to OPRHP by NYRA for review. The design of new tree plantings schemes shall be informed by historic precedents for each area of the Race Course, as discussed in the FGEIS. 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 shall not issue construction permits or code compliance certificates until it receives documentation of consultation with OPRHP. Where OGS construction permits or compliance certificates are not required, NYRA shall consider and implement to the maximum extent practicable any OPRHP comments received on plans for tree plantings, removals or alterations to the landscape. OPRHP may request and NYRA shall provide OPRHP the opportunity to review the final design plans. Additionally, any material changes between the (75%) completion stage plans and the final design plans shall be submitted to OPRHP for prior review before finalizing.
3. **New construction and alteration of Non-Contributing Buildings within the Historic Race Course Setting:** In order to avoid or mitigate adverse impacts to historic properties, the design of new buildings or structures and exterior alteration of existing non-contributing buildings or structures shall 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) shall 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 shall

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be developed in consultation with OPRHP and submitted at the preliminary (35%) and pre-final (75%) completion stages for OPRHP comment. OGS shall not issue construction permits or code compliance certificates until it receives documentation of consultation with OPRHP. OPRHP may request the opportunity to review the final designs. Additionally, any material changes between the (75%) completion stage plans and the final design plans shall be submitted to OPRHP for prior review before finalizing. Alteration of the interior of non-contributing buildings shall not be subject to OPRHP review.

4. **Local Consultation Comments:** The Saratoga Springs Preservation Foundation (Foundation) shall be provided with a 30 calendar-day period within which to review and comment on the preliminary design plan submissions (35% completion stage) for the physical changes identified in Stipulations 1, 2, and 3 prior to submission to OPRHP. Any written comments received during this period from the Foundation shall be included with the preliminary design plan submissions (35% completion stage) that are submitted to OPRHP for the physical changes identified in Stipulations 1, 2, and 3. OPRHP shall give the Foundation comments due consideration in its review.
5. **Construction Protection Plan:** A Construction Protection Plan (CPP) shall be prepared that will describe the construction procedures of the Project in the vicinity of historic properties and measures that shall be taken to avoid inadvertent construction impacts and a draft CPP shall accompany the preliminary design plans (35%) identified in Stipulations 1, 2, and 3. The final CPP shall be submitted to OPRHP for review and approval prior to implementation. An outline for the CPP has been attached (see Attachment F) to demonstrate how the CPP will set forth measures to avoid construction-related damage to any historic properties within 100 feet of Project construction activities.
6. **Sensitive Archaeological Resources:** As design for the Project and/or its component projects is advanced, consultation with OPRHP shall 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 in the Phase IA Archaeological Documentary Study (May 2014) (see Attachment H). This consultation shall 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 shall 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 shall provide information to excavation and construction personnel to make them aware of Project

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archaeological issues and protocols. If any unanticipated archaeological discoveries occur during construction, FOB and/or NYRA shall engage a qualified archaeologist and shall consult with OPRHP. In consultation with OPRHP, FOB and/or NYRA shall determine the significance of the discovery and shall identify and implement an appropriate method of avoidance, minimization, and/or mitigation in an expeditious manner. OGS shall not issue construction permits or code compliance certificates until documentation of OPRHP consultation is provided.

7. **Building Code Compliance:** OGS shall not issue construction permits, demolition permits or code compliance certificates until it receives documentation of consultation with OPRHP, as applicable. For non-exempt activities, if construction activities or Project plans change such that the Project may newly impact a historic property FOB and/or NYRA shall consult with OPRHP to determine the appropriate course of action. If any conceptual or other information in the FGEIS regarding potential impacts to a historic property or historic properties changes or is updated with specific plans for funding, development or construction affecting such historic properties, then FOB and/or NYRA shall consult with OPRHP regarding the information prior to seeking construction permits, demolition permits or code compliance certificates related to the affected historic resource.
8. **Amendment and Notice:** FOB and/or NYRA shall periodically review this LOR as follows: at least three years after the date it is signed by the last signatory and every three years thereafter. The LOR shall remain in effect until the Stipulations have been met. Any party to this LOR may propose to FOB and/or NYRA that the LOR be amended, whereupon FOB and/or NYRA shall consult with OGS and OPRHP to consider and approve the amendment. Any amendment must be agreed upon in writing by all parties to the LOR. Prior to approving any substantive amendment of the LOR, notice of the proposed amendment shall be published in the Environmental Notice Bulletin (ENB) and the public shall be afforded a thirty-day public comment period.

The following staffs are the primary contacts for the parties:

FOB contact:

Steven Lowenstein
Secretary & Administrative Officer
1 Broadway Center, Schenectady, NY 12305
steven.lowenstein@gaming.ny.gov
518-388-1947

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NYRA contact:

William McCarthy
Associate Counsel
110-00 Rockaway Blvd, Jamaica, NY 11417
WMcCarthy@nyrainc.com
718-659-2387

OGS contact:

Agency Code Compliance Manager
35th Floor, Corning Tower, ESP, Albany, NY 12242
anthony.nuciforo@ogs.ny.gov 518-474-0337

OPRHP contact:

Deputy Commissioner for Historic Preservation or her designee
Pebbles Island State Park, P.O. Box 189 Waterford, NY 12188-0189
Ruth.Pierpont@parks.ny.gov
518-268-2171

9. **Counterparts; Electronic Signatures; Successors or Assigns:** This LOR consists of eleven pages plus Attachments A-H. It shall be signed and acknowledged in four original counterparts and shall take effect on the date it is signed by the last signatory. The counterparts (including counterparts delivered to the other parties by facsimile, e-mail or other electronic means) taken together shall form one legal instrument. A manually or electronically signed copy of this LOR delivered by facsimile, e-mail or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original signed copy of the LOR. FOB and/or NYRA shall ensure that this LOR is complied with by their successors or assigns.

10. List of Attachments:

Attachment A: Project site map showing PIA, Frontside & Backstretch
Attachment B: Contributing Resources
Attachment C: Maintenance and Construction Activities Exempt from Review
Attachment D: Tree Management Plan
Attachment E: Guide to Compatible New Construction
Attachment F: Draft Construction Protection Plan
Attachment G: Saratoga Race Course Cultural Resources Inventory, Phase I and II
Attachment H: Phase IA Archaeological Documentary Study

Signature Pages Follow

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FRANCHISE OVERSIGHT BOARD

BY: _____ DATE: _____

TITLE: _____

STATE OF NEW YORK)
) SS.:
County of)

On the day of in the year 20__, before me, the undersigned, personally appeared _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Notary Public, State of New York

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NEW YORK STATE OFFICE OF GENERAL SERVICES

BY: _____ DATE: _____

TITLE: _____

STATE OF NEW YORK)
) SS.:
County of)

On the day of in the year 20___, before me, the undersigned, personally appeared _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Notary Public, State of New York

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NEW YORK RACING ASSOCIATION

BY: _____ DATE: _____

TITLE: _____

STATE OF NEW YORK)
) SS.:
County of)

On the day of in the year 20___, before me, the undersigned, personally appeared _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Notary Public, State of New York

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NEW YORK STATE OFFICE OF PARKS, RECREATION AND HISTORIC
PRESERVATION

BY: _____ DATE: _____

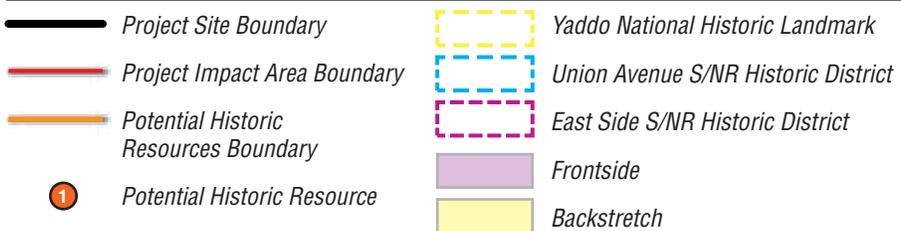
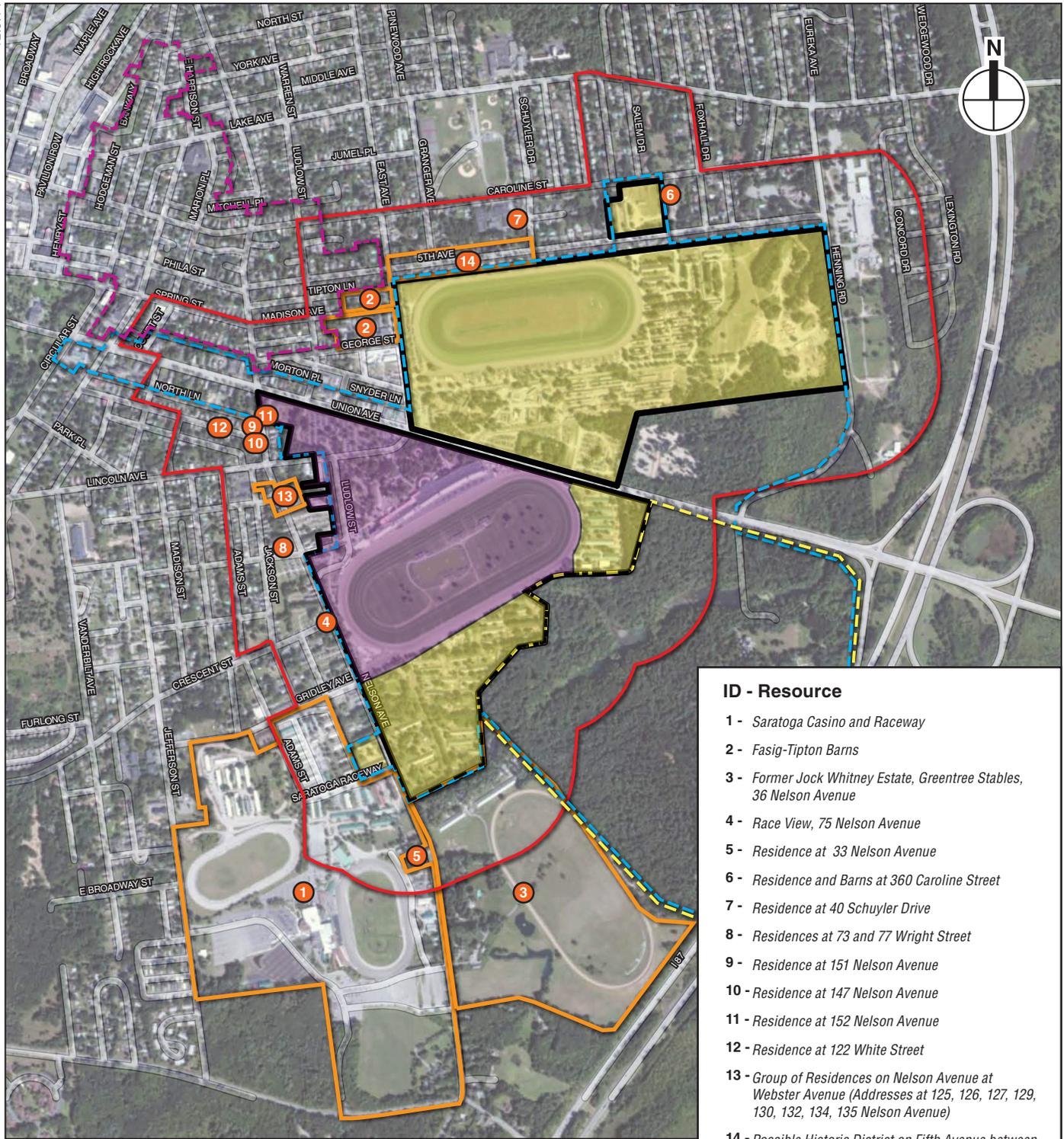
TITLE: _____

STATE OF NEW YORK)
) SS.:
County of)

On the day of in the year 20__ , before me, the undersigned, personally
appeared _____, personally known to me or proved to me on the
basis of satisfactory evidence to be the individual whose name is subscribed to the
within instrument and acknowledged to me that he executed the same in his capacity,
and that by his signature on the instrument, the individual, or the person upon behalf of
which the individual acted, executed the instrument.

Notary Public, State of New York

Attachment A
Project Site Map



- 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



Attachment B-1
Contributing Resources: Backstretch Buildings

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	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 swimming pools.	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

Attachment B-2
Contributing Resources: Frontside Buildings

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	<p>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 19th 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 19th century. The porch and rear addition were likely early 20th 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-19th century including much of the land the Race Course now occupies.</p>	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

Attachment B-3
Contributing Resources: Landscape Features

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 	<ul style="list-style-type: none"> • Tall shade trees that once stood in center island and around barns 	<ul style="list-style-type: none"> • Perimeter fencing 	<ul style="list-style-type: none"> • No adverse impacts anticipated
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 		<ul style="list-style-type: none"> • No adverse impacts anticipated

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) • 	<ul style="list-style-type: none"> • Shade trees absent from roadway and barn allees 		<ul style="list-style-type: none"> • No adverse impacts anticipated.
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 	<ul style="list-style-type: none"> • Several mature shade trees absent from roadway and barn allees 	<ul style="list-style-type: none"> • Gravel parking area at corner of Whiskaway Avenue and former Gridley Avenue 	<ul style="list-style-type: none"> • No adverse impacts anticipated.
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 			<ul style="list-style-type: none"> • No adverse impacts anticipated.
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 			<ul style="list-style-type: none"> • No adverse impacts anticipated.
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 	<ul style="list-style-type: none"> • No adverse impacts anticipated.
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"> • No adverse impacts anticipated.

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 	<ul style="list-style-type: none"> • No adverse impacts anticipated
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 			<ul style="list-style-type: none"> • No adverse impacts anticipated
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 		<ul style="list-style-type: none"> • No adverse impacts anticipated
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 	<ul style="list-style-type: none"> • No adverse impacts anticipated
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 	<ul style="list-style-type: none"> • No adverse impacts anticipated
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 	<ul style="list-style-type: none"> • No adverse impacts anticipated
Grandstand & Clubhouse Complex (See Figure 16)			<ul style="list-style-type: none"> • Fencing along Race Courses 	<ul style="list-style-type: none"> • No adverse impacts anticipated
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 		<ul style="list-style-type: none"> • No adverse impacts anticipated
Reading Room (See Figure 13)	<ul style="list-style-type: none"> • Metal picket fence along Union Avenue perimeter • Mature trees and hedges 			<ul style="list-style-type: none"> • No adverse impacts anticipated
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 			<ul style="list-style-type: none"> • No adverse impacts anticipated
Clark's Cottage (See Figure 19)	<ul style="list-style-type: none"> • Layout of barns and Clark's Cottage 			<ul style="list-style-type: none"> • No adverse impacts anticipated

Attachment C

Maintenance and Construction Activities Exempt from Review

**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 by OPRHP.

I. Site work

- Repaving/resurfacing of existing paved areas, e.g., parking areas and sidewalks, where the proposed work does not exceed the depth of previous undisturbed soil.
- Excavation and installation of utility conduit or piping if the activity will occur (a) in areas identified as not possessing archaeological sensitivity, or (b) in areas that have “low to moderate” or “moderate” sensitivity for historic archaeological resources if the proposed ground disturbance will be limited to the upper 12 inches below the current ground surface. This does not include the area marked “Reference #17” in “The Lowlands” (as shown on the map labeled Figure 8 in the Phase 1A Archaeological Survey [May 2014]) which is sensitive for precontact period archaeological deposits. Any proposed ground disturbance in "Reference #17" area would be subject to OPRHP review for potential archaeological impacts.
- Repair or replacement of curbing.
- Installation of new underground conduit and conductors and minor drainage work where no other new excavation work is needed.
- Repair/replacement-in-kind of chain-link fencing.
- Repair/ replacement-in-kind of exterior steps, platforms, stairs, ramps, and area ways.
- Repair/ replacement-in-kind of flag poles.
- Installation of exterior freestanding signage and kiosks that are informational and non-retail if the activity will occur (a) in areas identified as not possessing archaeological sensitivity, or (b) in areas that have “low to moderate” or “moderate” sensitivity for historic archaeological resources if the proposed ground disturbance will be limited to the upper 12 inches below the current ground surface. This does not include the area marked “Reference #17” in “The Lowlands” (as shown on the map labeled Figure 8 in the Phase 1A Archaeological Survey [May 2014]) which is sensitive for precontact period archaeological deposits. Any proposed ground disturbance in "Reference #17" area would be subject to OPRHP review for potential archaeological impacts.
- Repair and replacement of site installed mechanical, electrical, and plumbing equipment (e.g., emergency generator, air-cooled condenser, etc.) on the condition

Letter of Resolution between FOB, OGS, NYRA and OPRHP
regarding the Saratoga Race Course Redevelopment Project
Attachment C

that no trim or architectural features are altered and that no ground-disturbing work is proposed that will exceed the depth of previous undisturbed soil.

- Installation of mechanical, electrical, and plumbing equipment (e.g., emergency generator, air-cooled condenser, etc.) on the conditions that no trim or architectural features are altered, that units are situated behind the building or not visible from public areas of the facility, and that no ground-disturbing work is proposed that will exceed the depth of previous undisturbed soil.
- Repair and replacement of in-ground utilities in existing utility trenches where no ground-disturbing work is proposed that will exceed the depth of previous undisturbed soil.
- Excavation or other ground disturbance impacting areas only within a distance of 10 feet or less of the existing structure.
- Demolition or removal of *non-contributing* resources as established in Attachment B, and informed by the Saratoga Race Course Cultural Resources Inventory, Phase I and II (Attachment G) if the activity will occur (a) in areas identified as not possessing archaeological sensitivity, or (b) in areas that have “low to moderate” or “moderate” sensitivity for historic archaeological resources if the proposed ground disturbance will be limited to the upper 12 inches below the current ground surface. This does not include the area marked “Reference #17” in “The Lowlands” (as shown on the map labeled Figure 8 in the Phase 1A Archaeological Survey [May 2014]) which is sensitive for precontact period archaeological deposits. Any proposed ground disturbance in "Reference #17" area would be subject to OPRHP review for potential archaeological impacts.
- Maintenance, repair, or other alteration of *character-defining* landscape features as established in Attachment B, and informed by the Saratoga Race Course Cultural Resources Inventory, Phase I and II (Attachment G), when such alteration would not substantially change the overall appearance of a feature or when the alteration is in accordance with the Backstretch and Frontside Tree Management Plans (Attachment D) if the activity will occur (a) in areas identified as not possessing archaeological sensitivity, or (b) in areas that have “low to moderate” or “moderate” sensitivity for historic archaeological resources if the proposed ground disturbance will be limited to the upper 12 inches below the current ground surface. This does not include the area marked “Reference #17” in “The Lowlands” (as shown on the map labeled Figure 8 in the Phase 1A Archaeological Survey [May 2014]) which is sensitive for precontact period archaeological deposits. Any proposed ground disturbance in "Reference #17" area would be subject to OPRHP review for potential archaeological impacts. 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; and potential impacts to paths and entries at the Union Avenue Entrances.
- Alteration and removal of non-character-defining landscape features as established in Attachment B, and informed by the Saratoga Race Course Cultural Resources Inventory, Phase I and II (Attachment G), when the change would cause no substantial changes to the overall character of the historic landscape of the Saratoga Race Course.

- 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.

II. Exterior of Non-Contributing Resources

- Maintenance, repair, or refurbishment of non-contributing resources (buildings, structures, or infrastructure) as established in Attachment B, and informed by the Saratoga Race Course Cultural Resources Inventory, Phase I and II (Attachment G), where alterations would not substantially alter the exterior appearance of the resource.

III. Exterior of Contributing Resources

- Repair and replacement in limited locations of wood siding and trim in kind to match if it is less than 20% of the building's exterior woodwork.
- Masonry cleaning and restoration work will be appropriate on the condition that it follows the guidelines in National Park Service Preservation Briefs 1 and 2,^{1, 2} and that drawings are submitted to OPRHP for review and approval.
- Painting a building on the condition that the work follows the guidelines in Preservation Brief 10, Exterior Paint Problems on Historic Woodwork.³
- Replacement of non-original windows that were installed in the 1960s or later with windows that either match the configuration and proportions of historic windows, the current configuration, or have one-over-one sash. If the replacement windows have muntins, they should be either true divided lights or a three-part grid system which includes an interior grid, an exterior grid, and a spacer bar.
- Repair/ replacement-in-kind of speakers and public address systems on the condition that no trim or architectural features are altered.
- Installation or replacement of video surveillance cameras, fire alarm systems, AV, Broadcasting, Internet, PA, Telecom, TV and security systems on the condition that no trim or architectural features are altered.
- Replacement of exterior/security lighting on the condition that no trim or architectural features are altered and that the fixtures are not mounted directly to masonry.
- Installation or replacement of lightning protection on the condition that no architectural features are altered.
- Repair/ replacement of exterior door hardware.
- Repair/ replacement-in-kind of non-decorative exterior hollow metal doors.

¹ Mack, Robert C. and Anne E. Grimmer. Preservation Brief 1: Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings Washington, DC: Preservation Assistance Division, National Park Service, U.S. Department of the Interior, 2000.

² Mack, Robert C. and Speweik, John. *Preservation Brief 2: Repointing Mortar Joints in Historic Masonry Buildings*. <http://www.nps.gov/history/hps/tps/briefs/brief02.htm>. Washington, D.C.: Technical Preservation Services, National Park Service, 1998.

³ Weeks, Kay D. and Look, David W. *Preservation Brief 10: Exterior Paint Problems on Historic Woodwork*. <http://www.nps.gov/history/hps/tps/briefs/brief10.htm>. Washington, D.C.: Technical Preservation Services, National Park Service, 1982.

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- Repair/ replacement of flat roofs, roof hatches, roof drains, and rooftop mechanical, electrical, and plumbing equipment.
- Repair/ replacement-in-kind of the surface materials on pitched roofs.
- Installation of new roof top mechanical, electrical, and plumbing equipment where not visible from the ground.
- In-kind replacement of exterior connections for sprinkler and standpipe systems on the condition that no trim or architectural features are altered.

IV. Interior

- Work in utilitarian basements, crawl spaces, attics, plenums, and chases that are not character-defining as established in Attachment B, and informed by the Saratoga Race Course Cultural Resources Inventory, Phase I and II (Attachment G).
- Work on the interior of non-contributing structures.
- Repair of wood flooring.
- Replacement of non-historic flooring (flooring that is less than 50 years old).
- Replacement in kind of up to 40% of historic interior molding and trim.
- Repair of original/historic ceilings.
- Replacement of toilet room fixtures; partitions; floor; lighting, wall or ceiling surfaces.
- Installation or replacement of kitchen equipment on the condition that no trim or architectural features or trim are altered.
- Elevator or escalator retrofit of mechanical components only.
- Interior repainting.
- Replacement of countertops, interior signage, seating or fabrics.
- Installation or replacement of video surveillance cameras, fire alarm systems, and security systems on the condition that no trim or architectural features are altered.
- Installation or replacement of public address systems, sound systems, assistive listening equipment, AV, Broadcasting, Internet and telephone (intercom) systems on the condition that no trim or architectural features are altered.
- Installation or replacement of data (computer network, power) systems on the condition that no trim or architectural features are altered.
- Installation or replacement of switchboards, motor control centers, panel boards, conductors and conduit, transformers, generators, and power receptacles with the condition that no trim or architectural features are altered or obscured.
- Installation or replacement of sprinkler and standpipe systems on the condition that no trim or architectural features are altered. Note that exterior fire department connections must be visible and accessible to fire department personnel.
- Replacement of plumbing fixtures, building wide.
- In-kind replacement of non-historic lighting fixtures and their controls such as switching and/or occupancy sensors.

V. Mechanical Systems, Electrical Systems, and Plumbing Systems

- Installation and replacement of heating ventilation and cooling systems on the condition that no trim or architectural features are altered. Ductwork or chases should not come within 4 feet of a window unless it is above a window head. Note that new ductwork visible by the public and ground-mounted AC units should be reviewed by OPRHP.
- Installation of backflow preventers, water mains, switch gear upgrades, new gas services, and other main utility upgrades. This includes gas pipe runs within the building and exterior runs where not visible by the public from the exterior.
- All other mechanical, electrical & plumbing work in boiler rooms, fan rooms, utility rooms, storage rooms and custodial spaces on the condition that no trim or architectural features are altered.
- Installation or replacement of mechanical, plumbing, and electrical distribution equipment on the condition that no trim or architectural features are altered.

Attachment D-1
Tree Management Plan: Backstretch

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

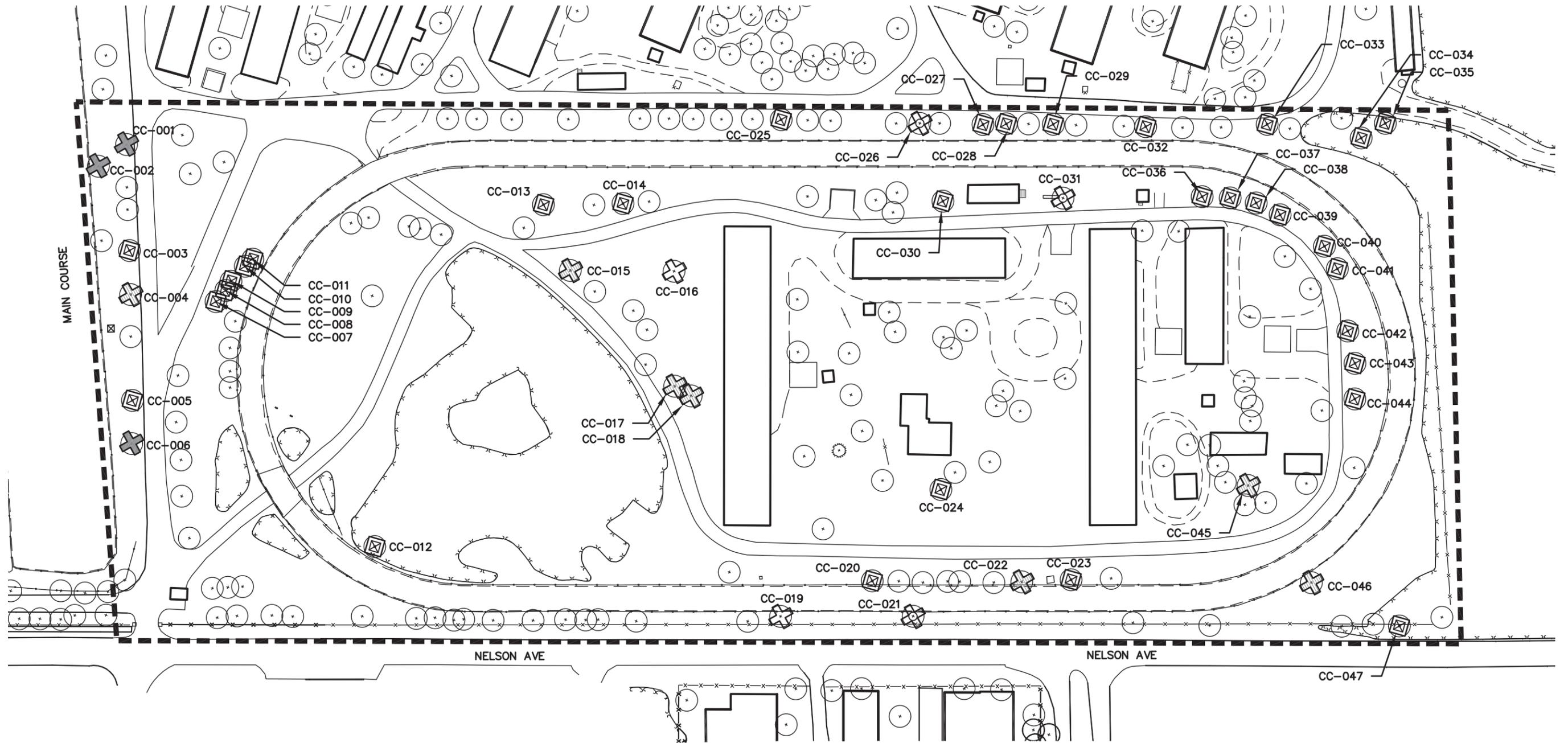
The Removal Plans graphically depicts the existing site conditions of each subarea of the Backstretch and the action proposed for each tree within the Tree Inventory tables. Each tree requiring action is provided an ID numbers that corresponds to the Tree Inventory table. The actions have been broken 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

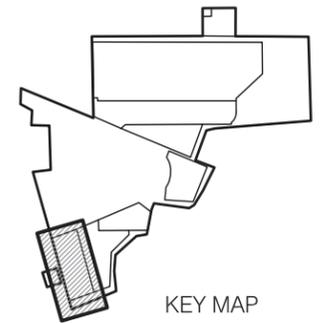
ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
CC-001	SUGAR MAPLE	27"	HIGH	REMOVE	209	DECAY
CC-002	SUGAR MAPLE	45"	HIGH	REMOVE	208	DEACY
CC-003	SUGAR MAPLE	35"	MODERATE	PRUNE	206	DECAY
CC-004	SUGAR MAPLE	37"	MODERATE	REMOVE	207	DECAY
CC-005	SUGAR MAPLE	29"	MODERATE	PRUNE	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

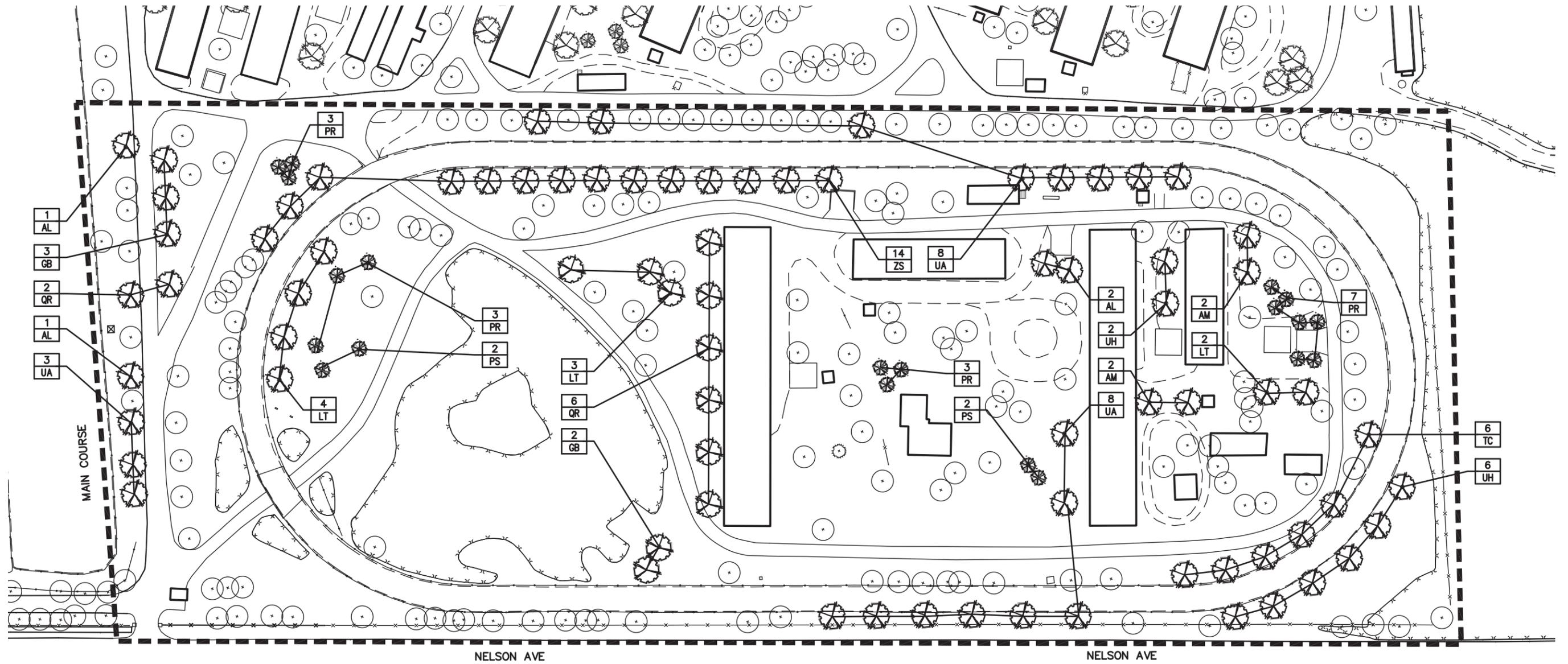


GRAPHIC SCALE
 0 100
 SCALE: 1"=100'

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



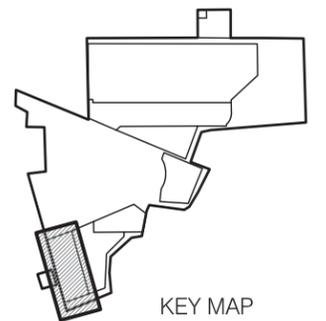
GRAPHIC SCALE
0 100
SCALE: 1"=100'

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

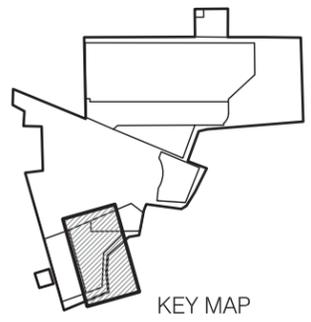
Backstretch Tree Inventory

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	-

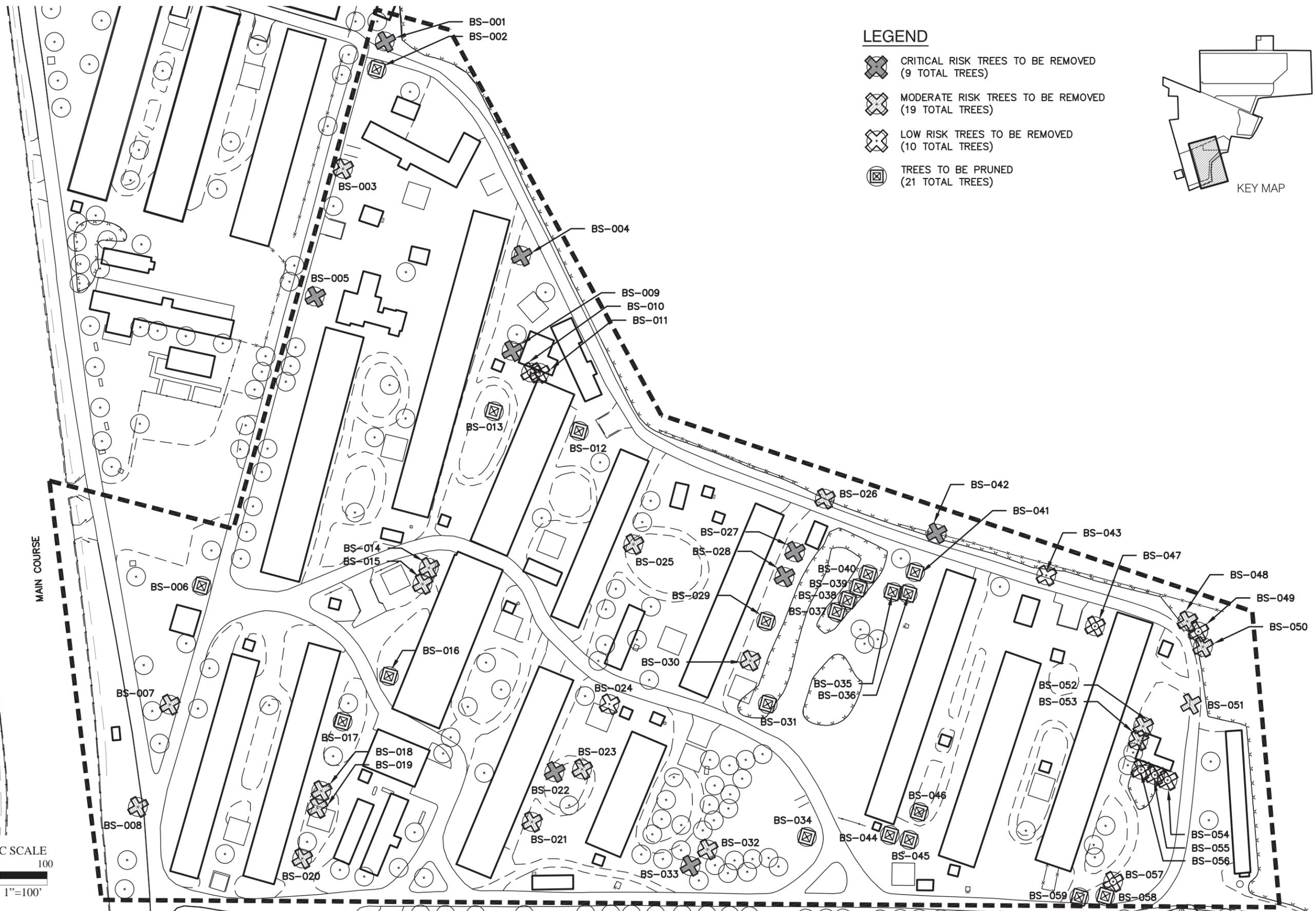
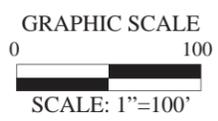
BS-001
BS-002

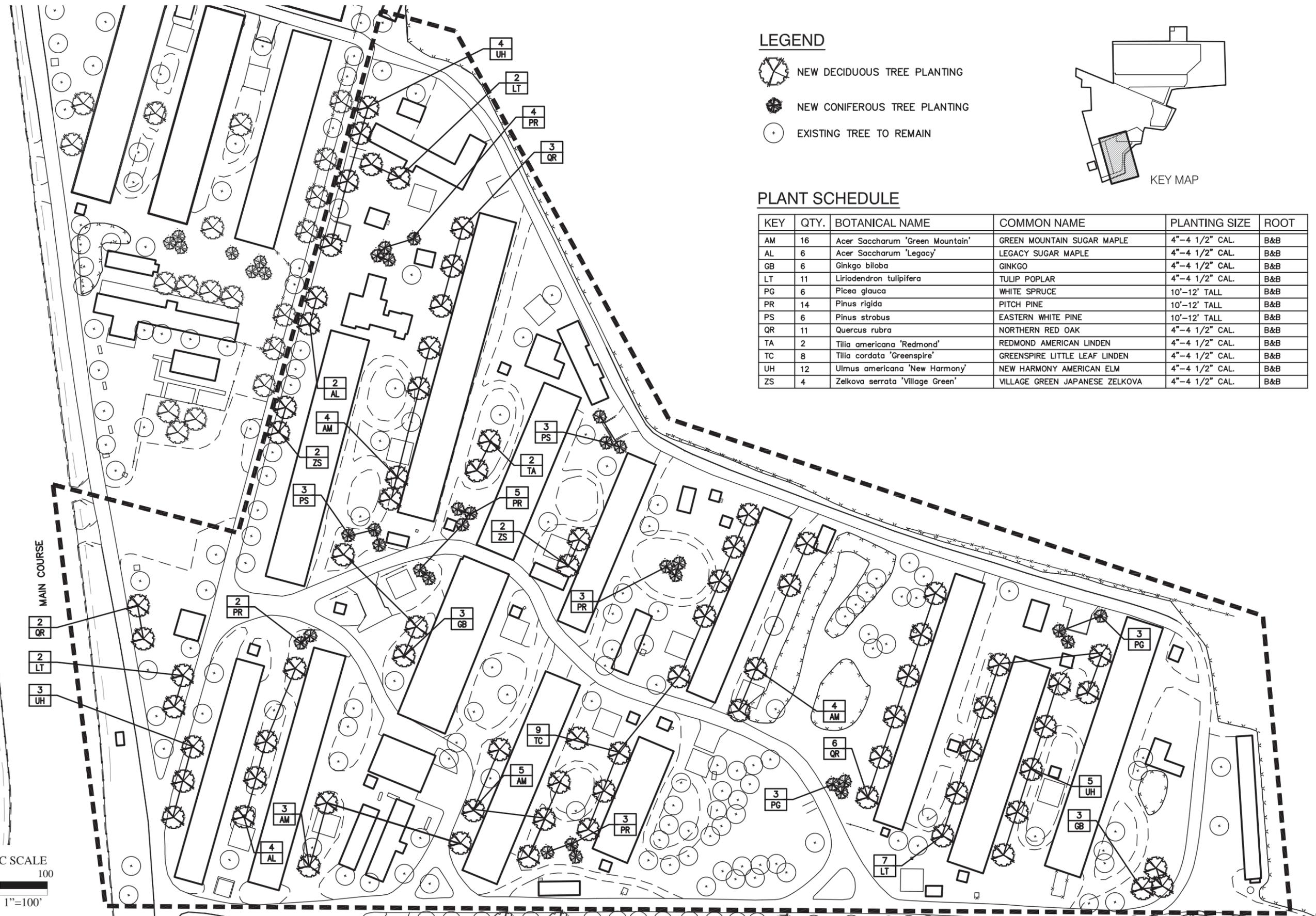
LEGEND

-  CRITICAL RISK TREES TO BE REMOVED
(9 TOTAL TREES)
-  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)



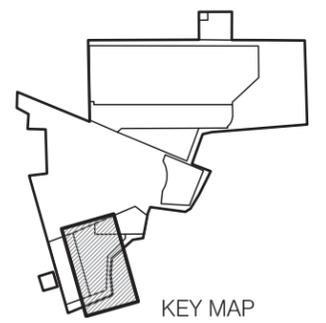
MAIN COURSE





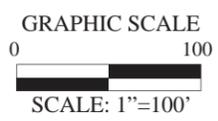
LEGEND

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



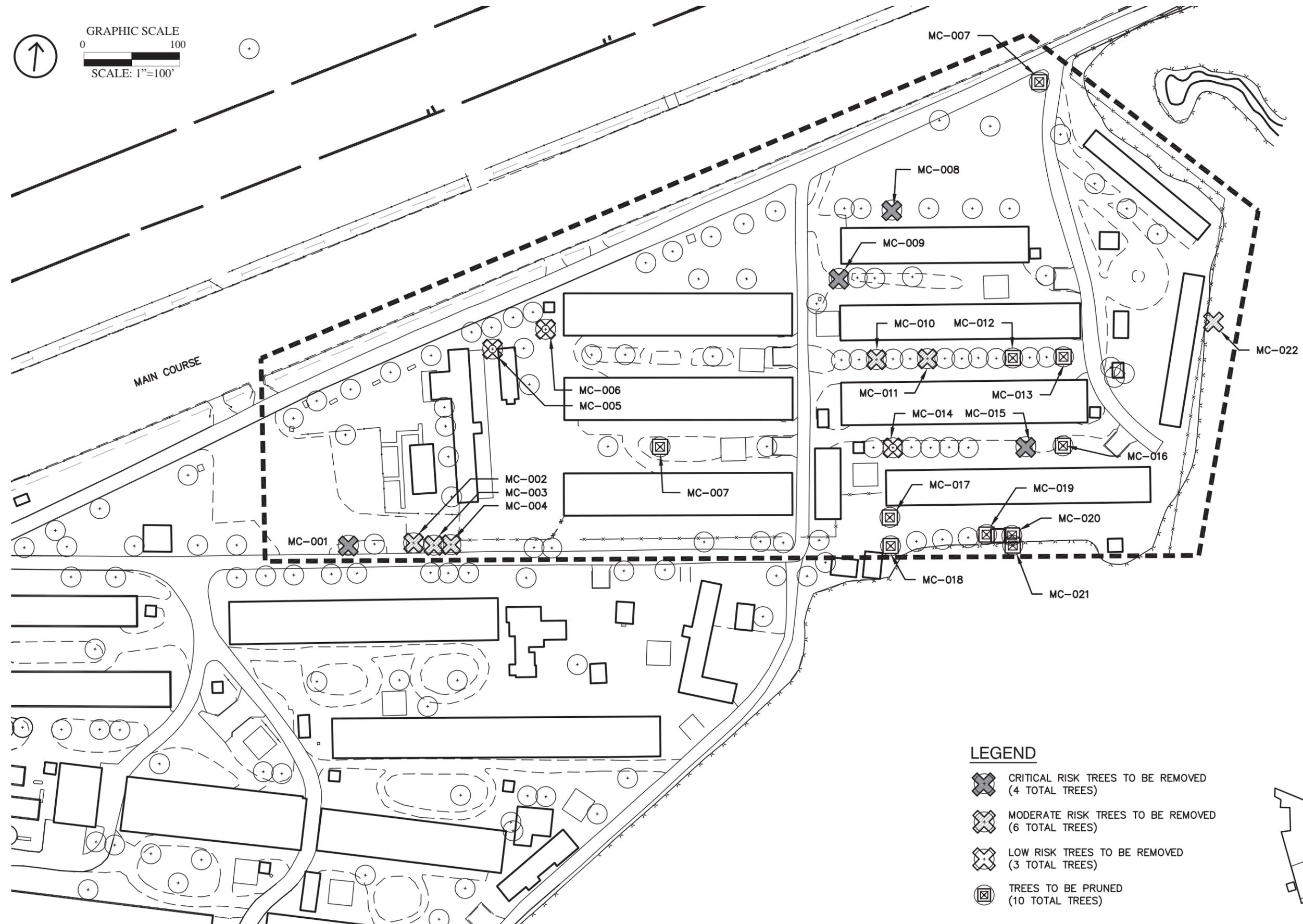
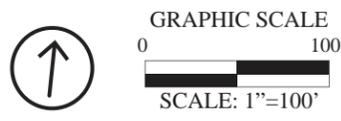
PLANT SCHEDULE

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



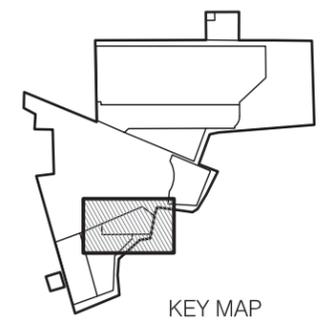
Madden Court Tree Inventory

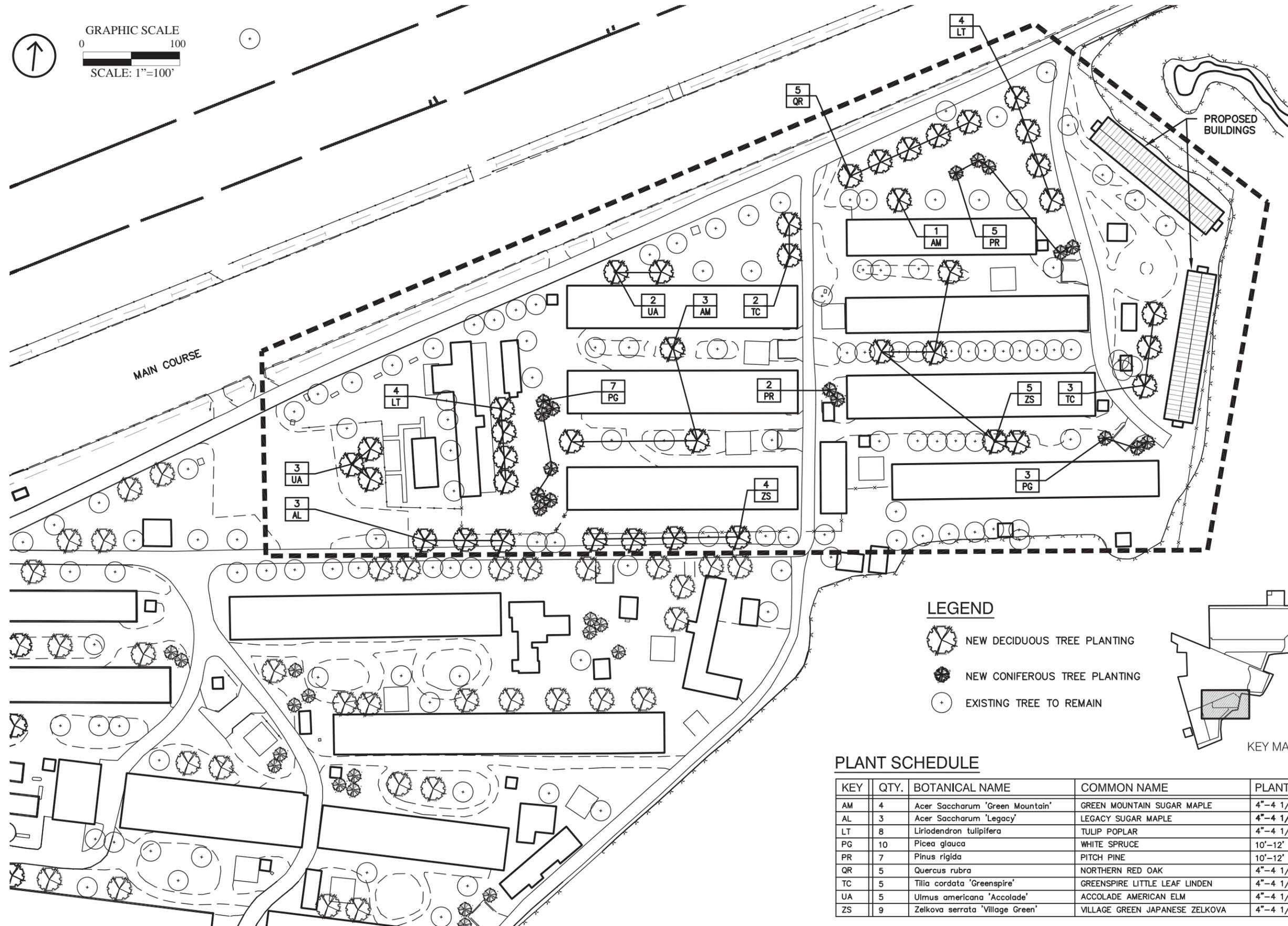
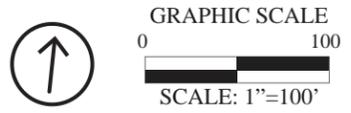
ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
MC-001	SUGAR MAPLE	49"	HIGH	REMOVE	329	DECAY
MC-002	SUGAR MAPLE	32"	MODERATE	REMOVE	361	DEAD
MC-003	SUGAR MAPLE	36"	MODERATE	REMOVE	360	DEAD
MC-004	SUGAR MAPLE	21"	MODERATE	REMOVE	362	CRACK
MC-005	MAPLE	24"	LOW	REMOVE	NONE	BLDG 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



LEGEND

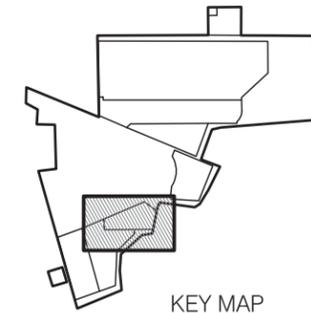
- CRITICAL RISK TREES TO BE REMOVED (4 TOTAL TREES)
- MODERATE RISK TREES TO BE REMOVED (6 TOTAL TREES)
- LOW RISK TREES TO BE REMOVED (3 TOTAL TREES)
- TREES TO BE PRUNED (10 TOTAL TREES)





LEGEND

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

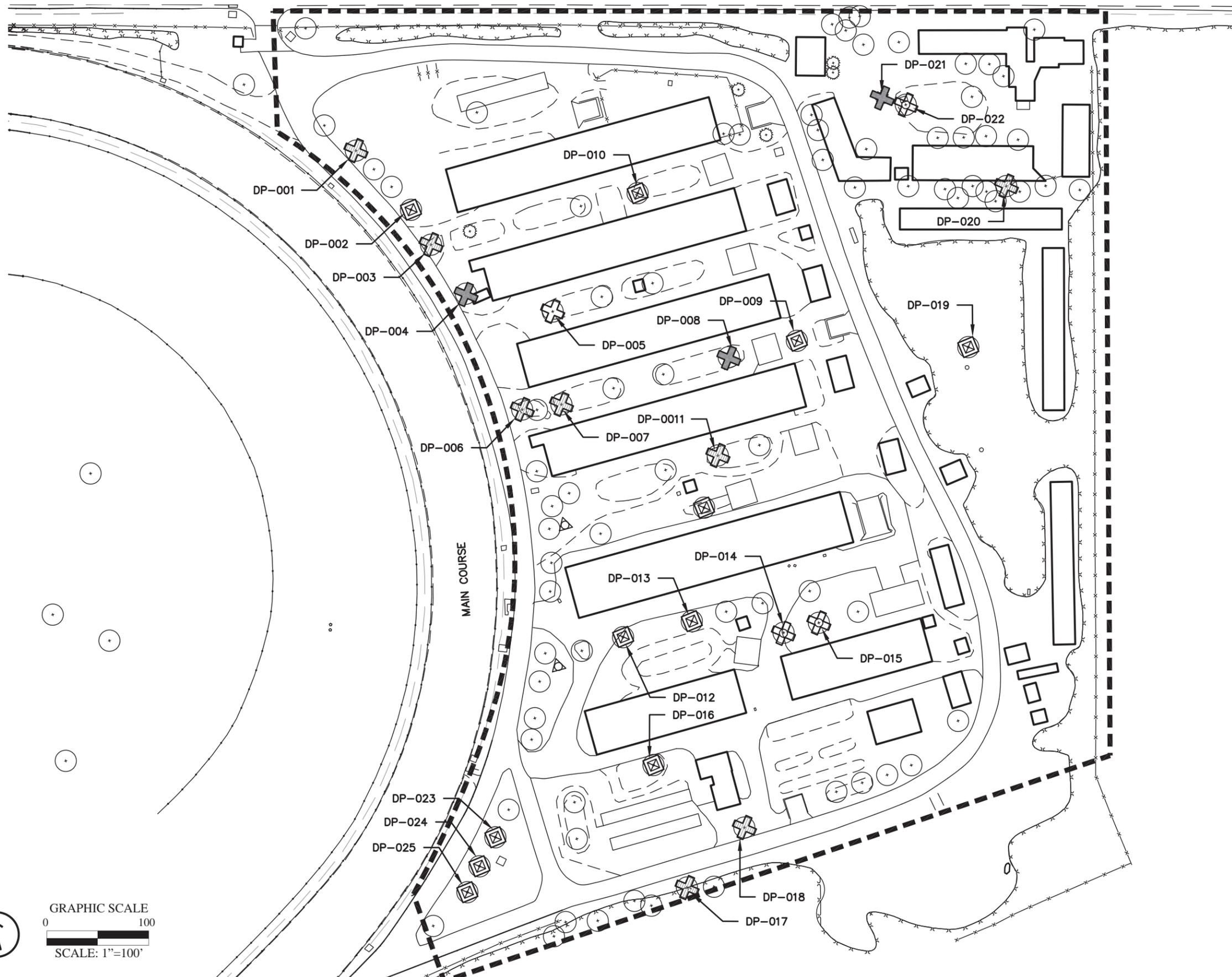


PLANT SCHEDULE

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

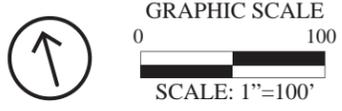
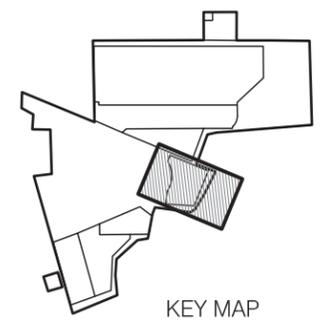
Dupont Tree Inventory

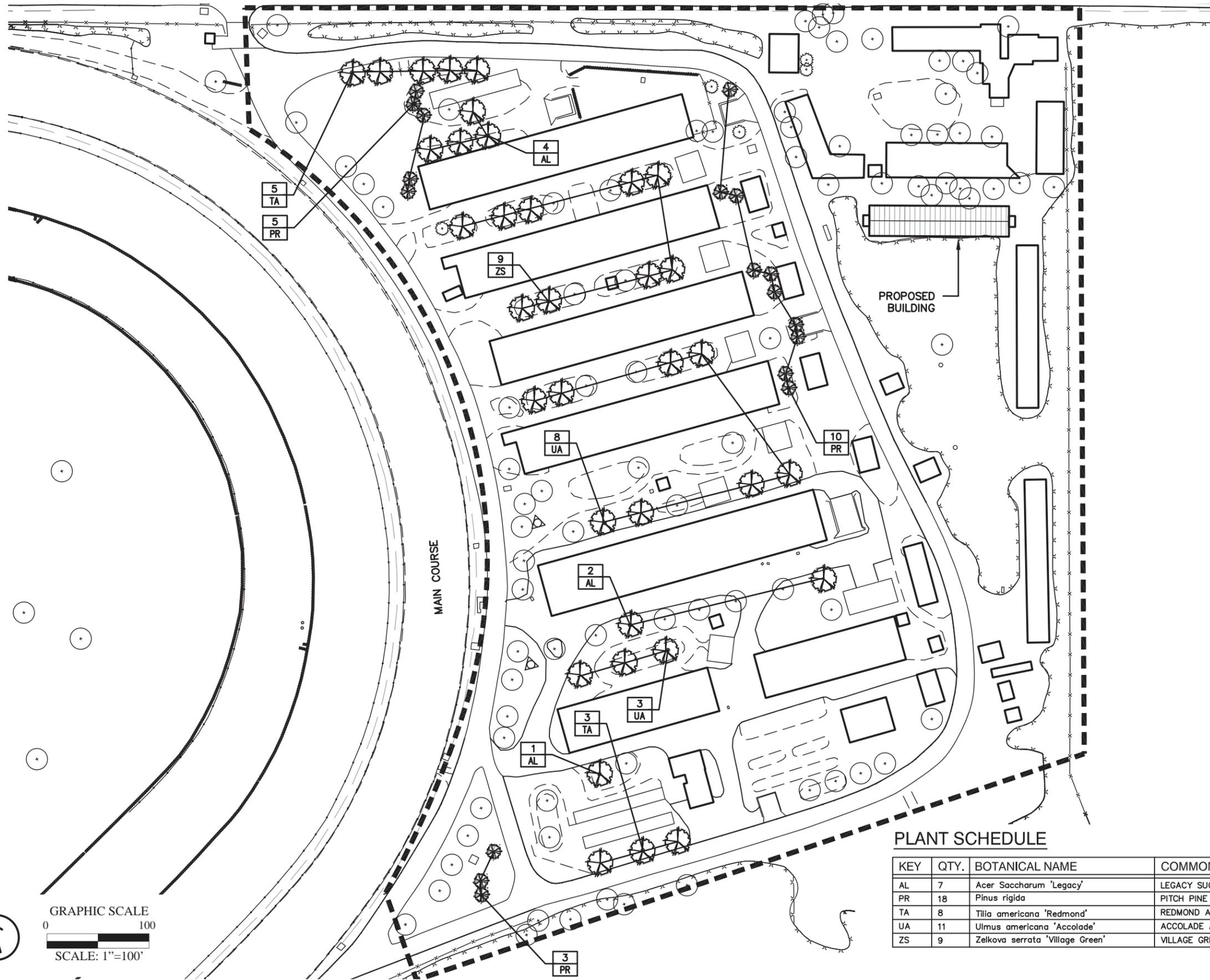
ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
DP-001	RED MAPLE	26"	MODERATE	REMOVE	380	DECAY
DP-002	PITCH PINE	26"	LOW	PRUNE	NONE	DECLINE
DP-003	RED MAPLE	24"	MODERATE	REMOVE	381	DECAY
DP-004	RED MAPLE	26"	HIGH	REMOVE	383	DECAY
DP-005	RED MAPLE	24"	LOW	REMOVE	382	DECAY
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

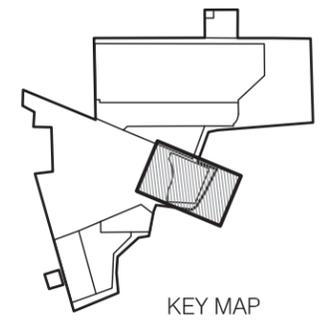
-  CRITICAL RISK TREES TO BE REMOVED (3 TOTAL TREES)
-  MODERATE RISK TREES TO BE REMOVED (8 TOTAL TREES)
-  LOW RISK TREES TO BE REMOVED (4 TOTAL TREES)
-  TREES TO BE PRUNED (11 TOTAL TREES)





LEGEND

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



PLANT SCHEDULE

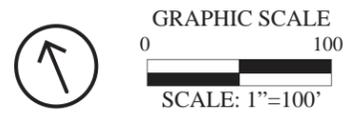
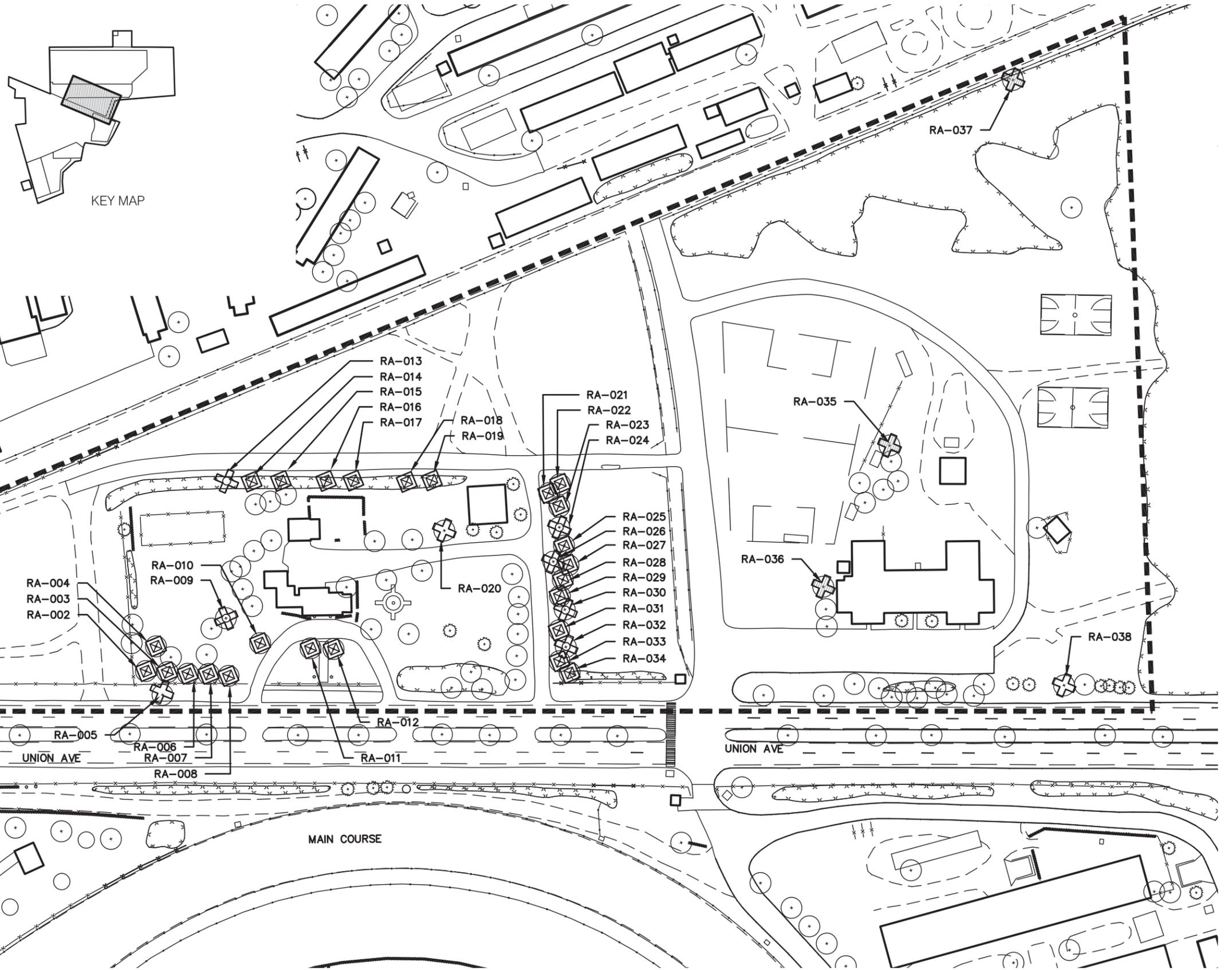
KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AL	7	<i>Acer Saccharum</i> 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
PR	18	<i>Pinus rigida</i>	PITCH PINE	10'-12' TALL	B&B
TA	8	<i>Tilia americana</i> 'Redmond'	REDMOND AMERICAN LINDEN	4"-4 1/2" CAL.	B&B
UA	11	<i>Ulmus americana</i> 'Accolade'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

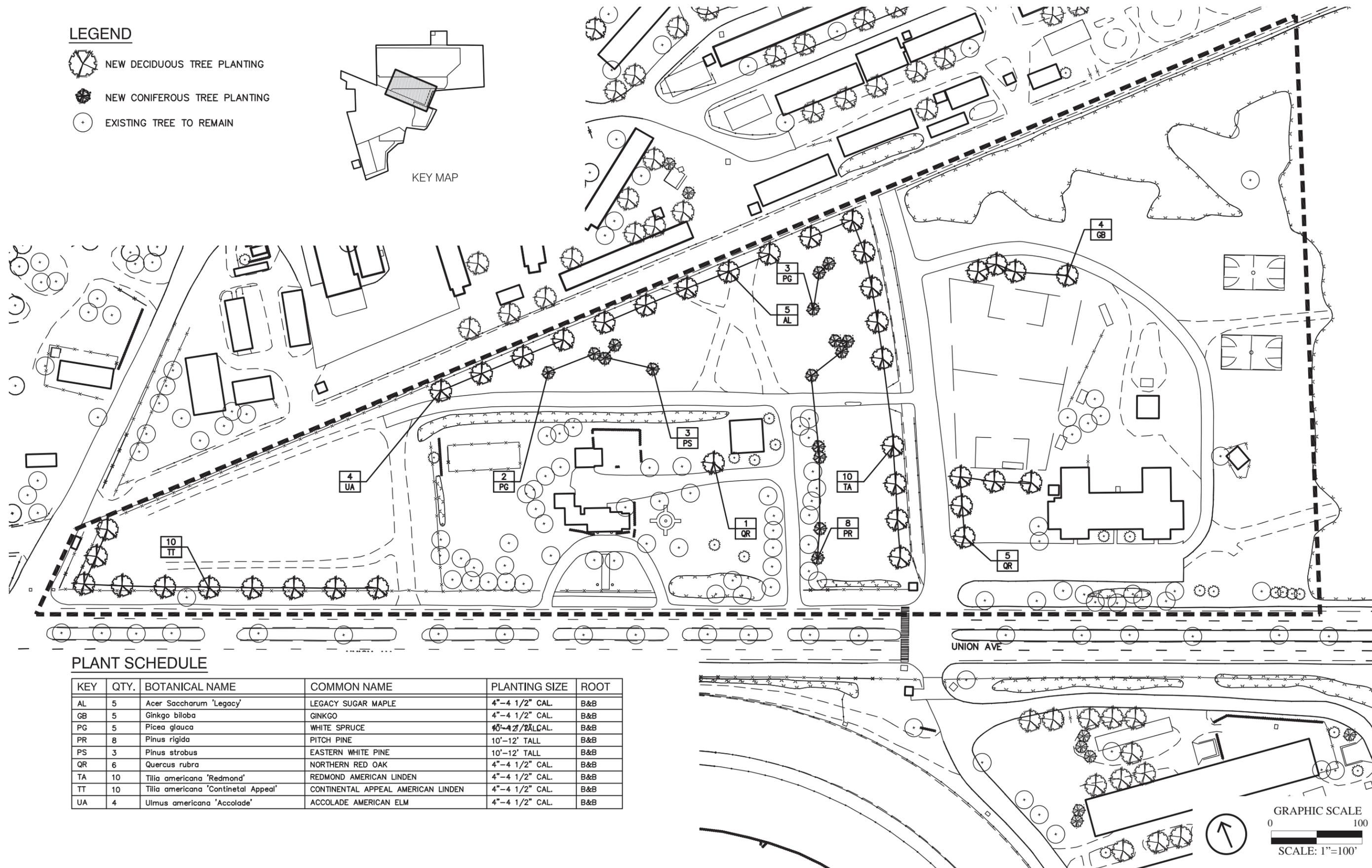
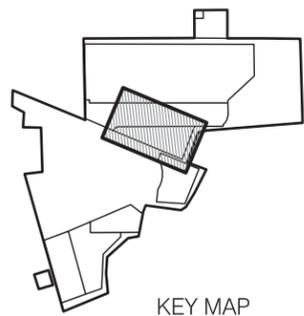
LEGEND

-  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

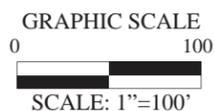
-  NEW DECIDUOUS TREE PLANTING
-  NEW CONIFEROUS TREE PLANTING
-  EXISTING TREE TO REMAIN



PLANT SCHEDULE

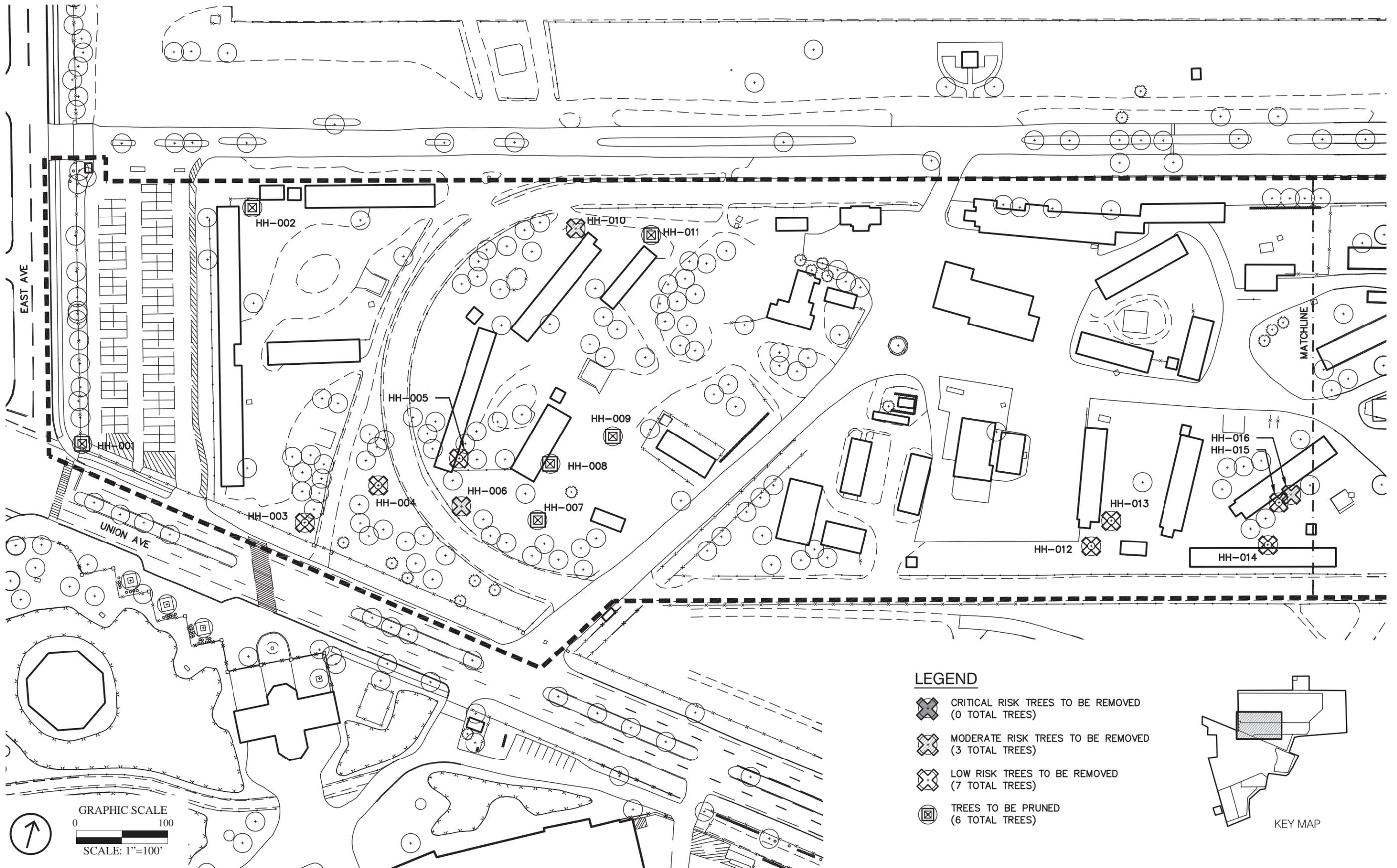
KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AL	5	<i>Acer Saccharum</i> 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
GB	5	<i>Ginkgo biloba</i>	GINKGO	4"-4 1/2" CAL.	B&B
PG	5	<i>Picea glauca</i>	WHITE SPRUCE	10'-12' TALL	B&B
PR	8	<i>Pinus rigida</i>	PITCH PINE	10'-12' TALL	B&B
PS	3	<i>Pinus 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

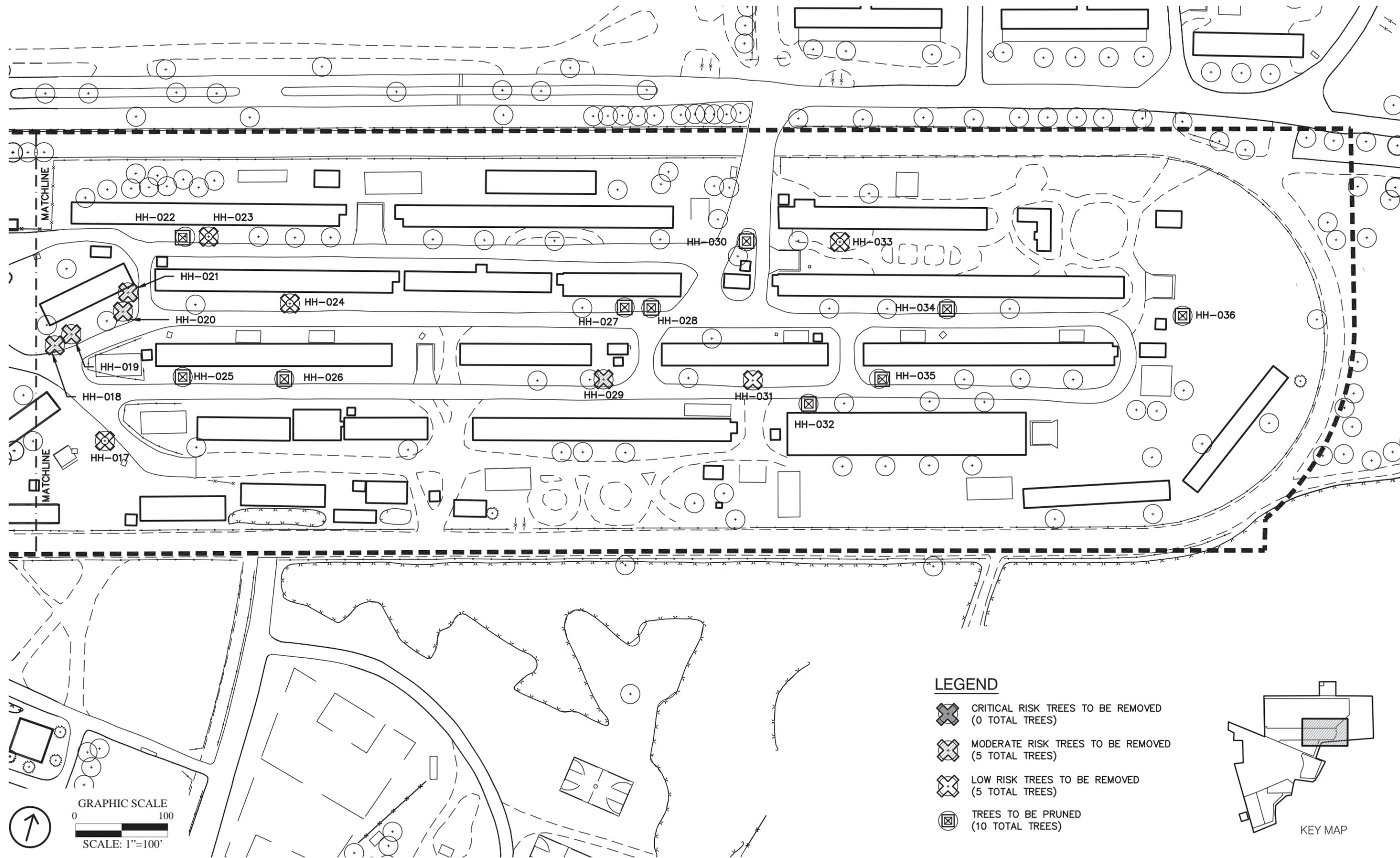
UNION AVE

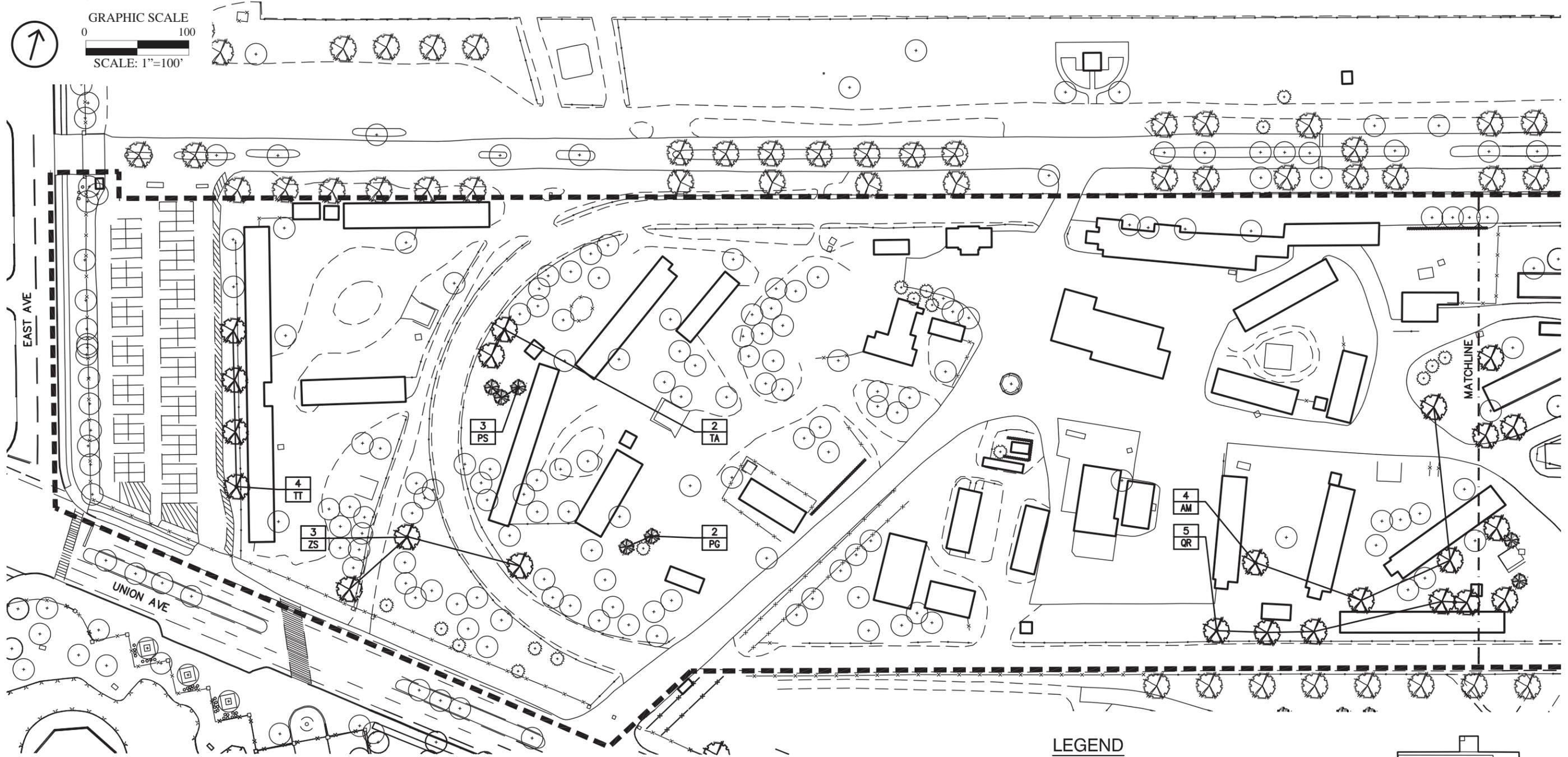
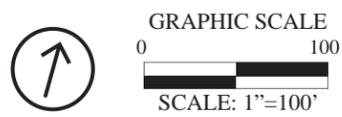


Horse Haven Tree Inventory

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





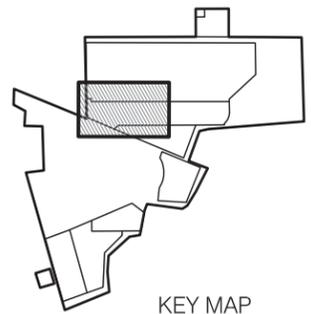


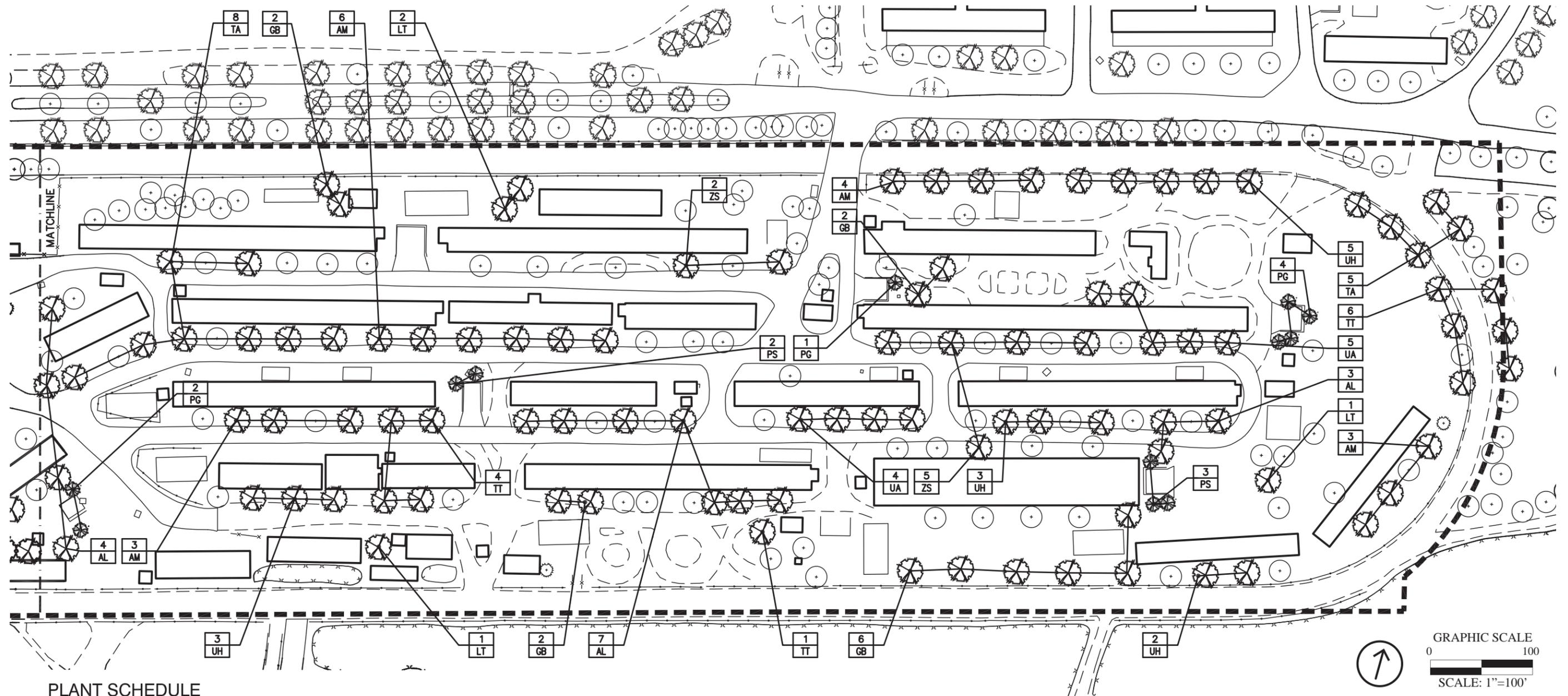
PLANT SCHEDULE

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



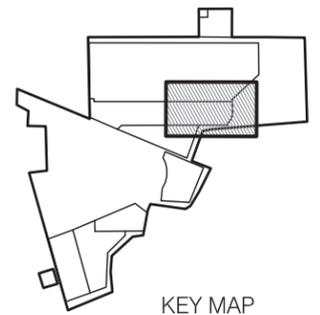


PLANT SCHEDULE

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

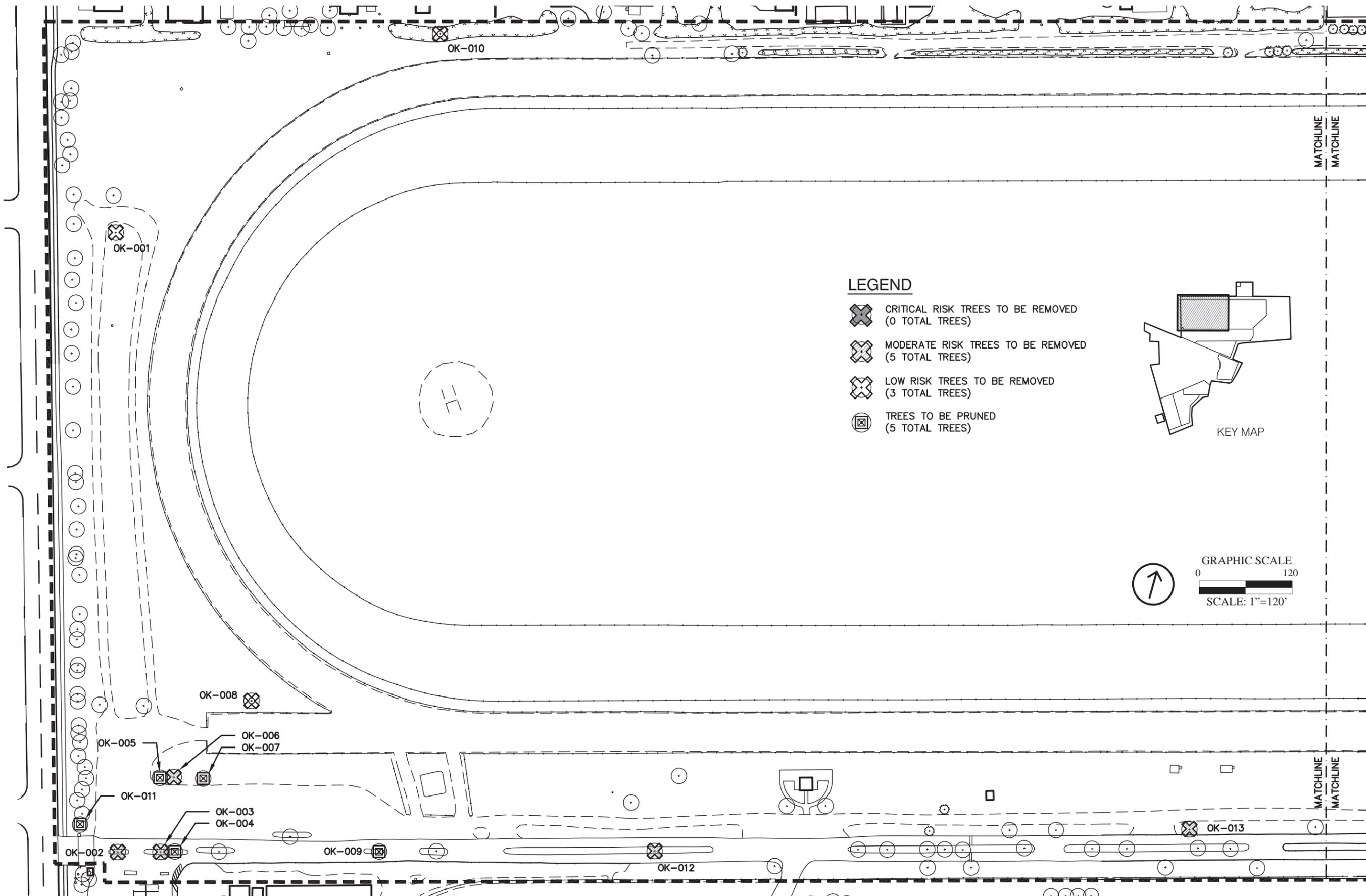


Oklahoma Tree Inventory

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

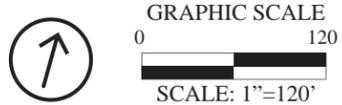
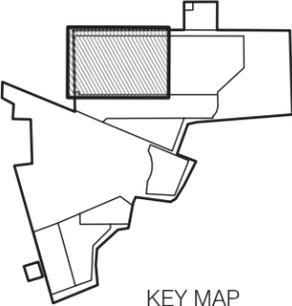
Oklahoma Tree Inventory (cont'd)

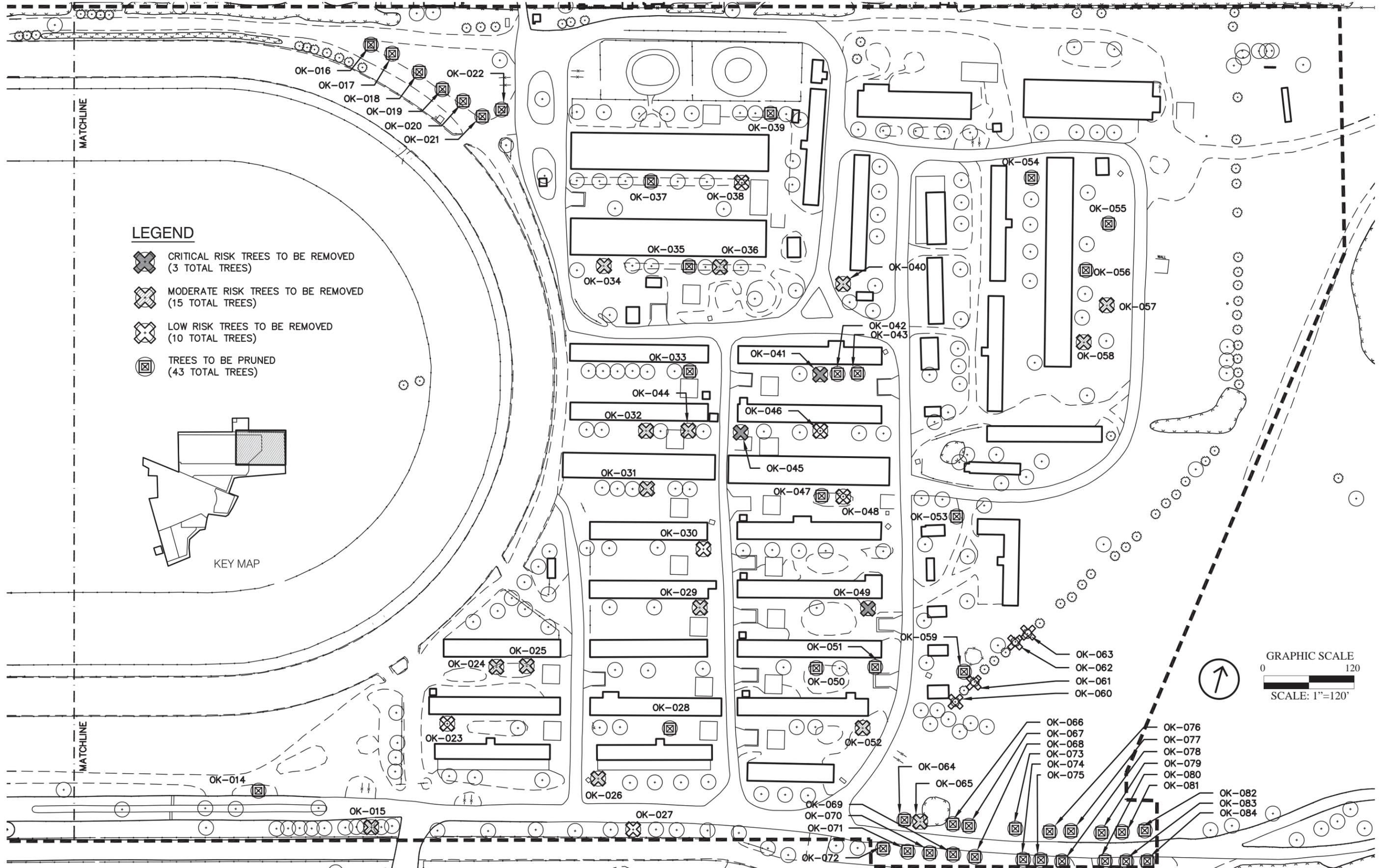
OK-064	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-065	BLACK CHERRY	23"	MODERATE	REMOVE	237	DECAY
OK-066	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-067	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-068	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-069	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-070	LOCUST	12"	LOW	PRUNE	NONE	DECLINE
OK-071	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

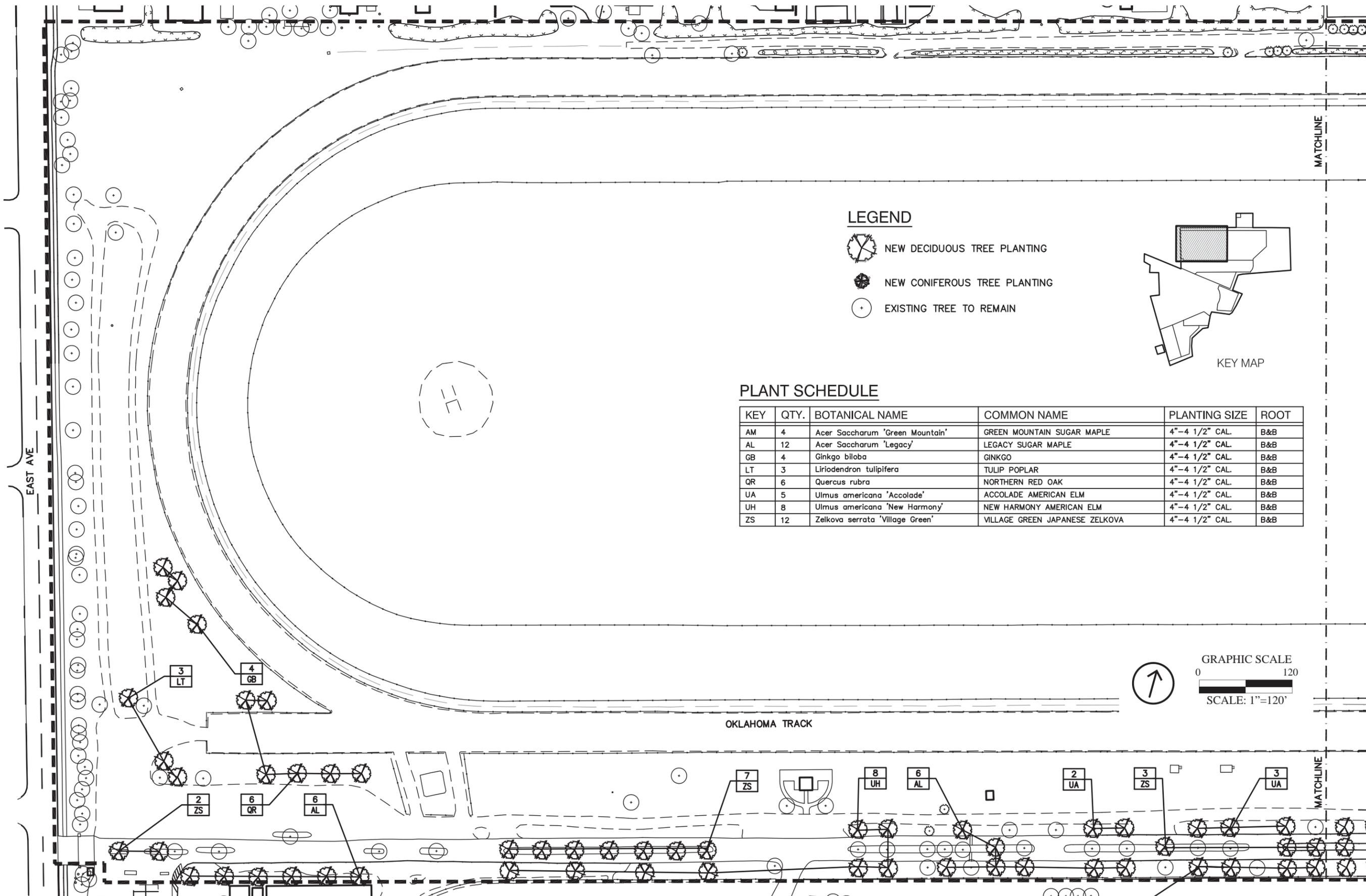


LEGEND

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

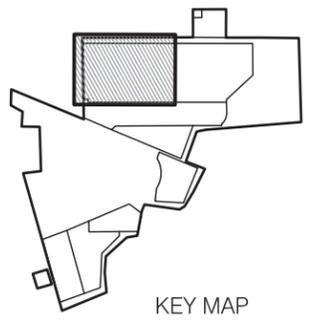






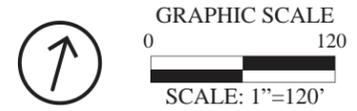
LEGEND

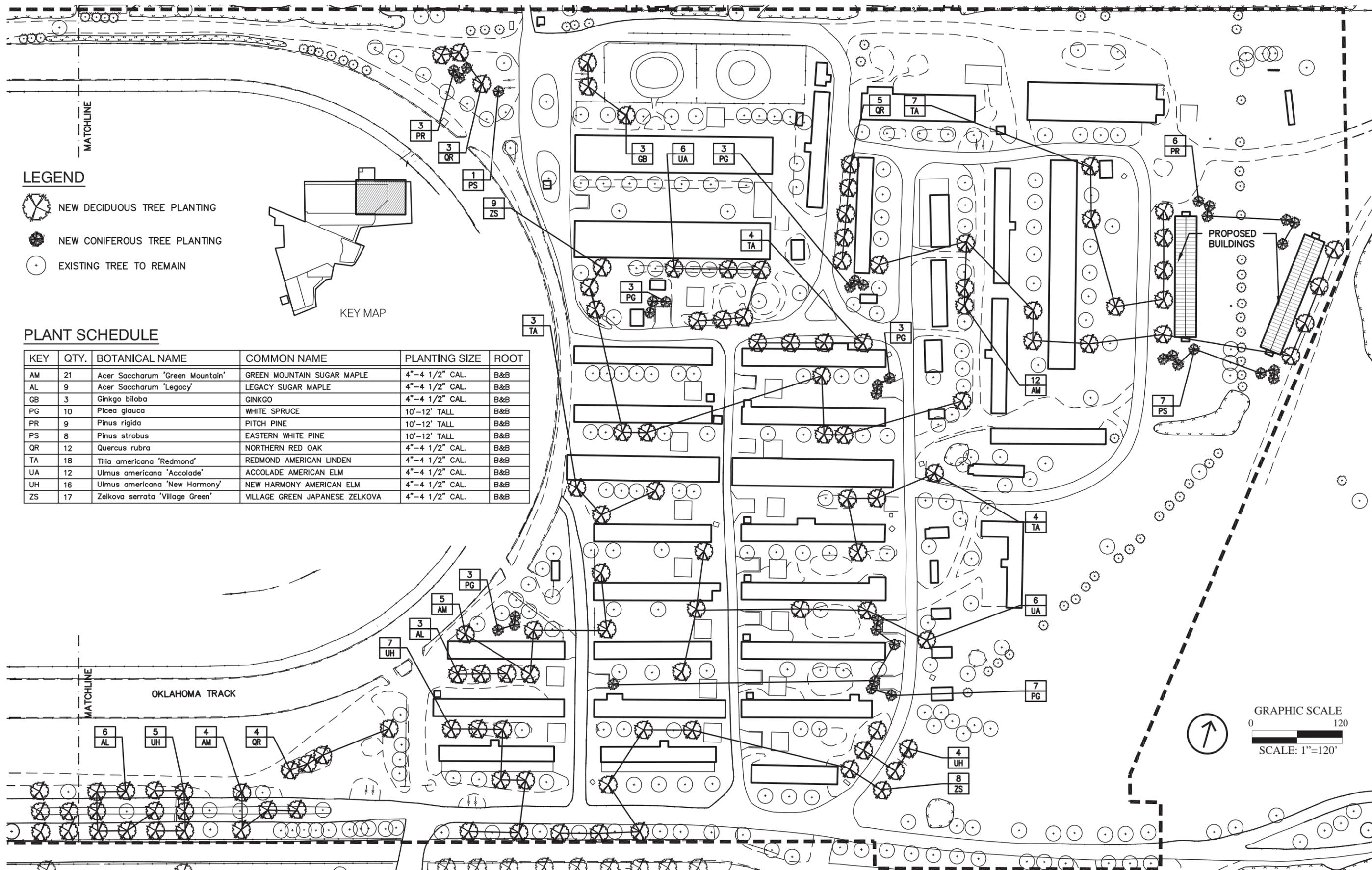
-  NEW DECIDUOUS TREE PLANTING
-  NEW CONIFEROUS TREE PLANTING
-  EXISTING TREE TO REMAIN



PLANT SCHEDULE

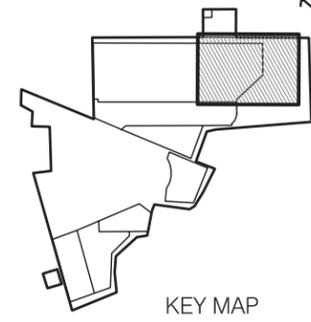
KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AM	4	Acer Saccharum 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	4"-4 1/2" CAL.	B&B
AL	12	Acer Saccharum 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
GB	4	Ginkgo biloba	GINKGO	4"-4 1/2" CAL.	B&B
LT	3	Liriodendron tulipifera	TULIP POPLAR	4"-4 1/2" 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

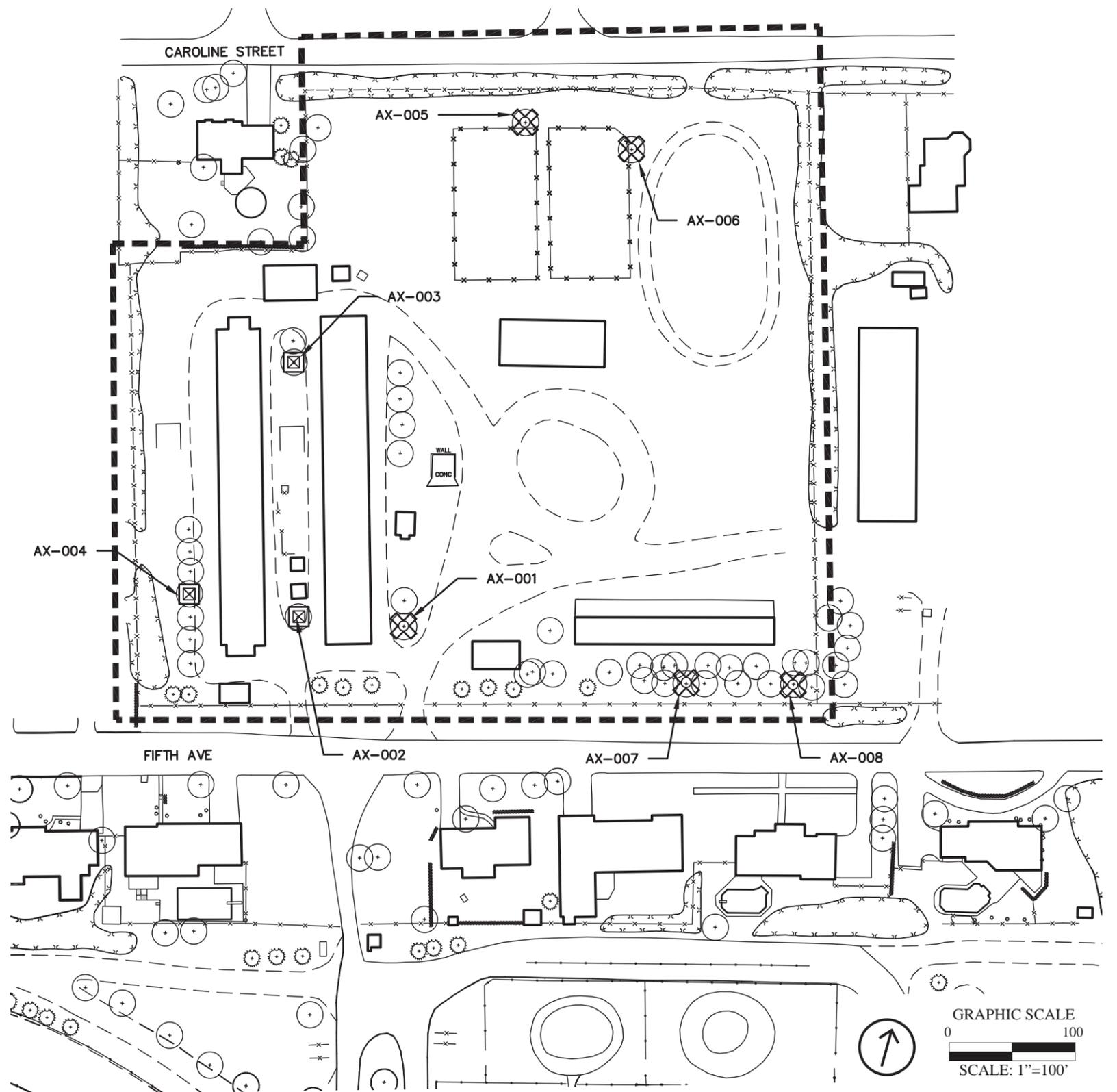
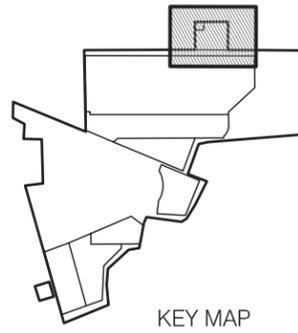
KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AM	21	<i>Acer Saccharum</i> 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	4"-4 1/2" CAL.	B&B
AL	9	<i>Acer Saccharum</i> 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
GB	3	<i>Ginkgo biloba</i>	GINKGO	4"-4 1/2" CAL.	B&B
PG	10	<i>Picea glauca</i>	WHITE 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

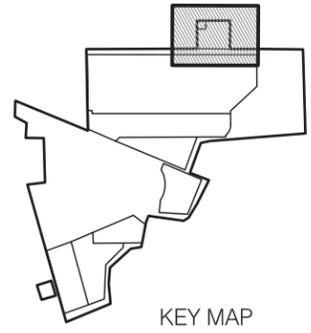
LEGEND

-  CRITICAL RISK TREES TO BE REMOVED
(0 TOTAL TREES)
-  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)



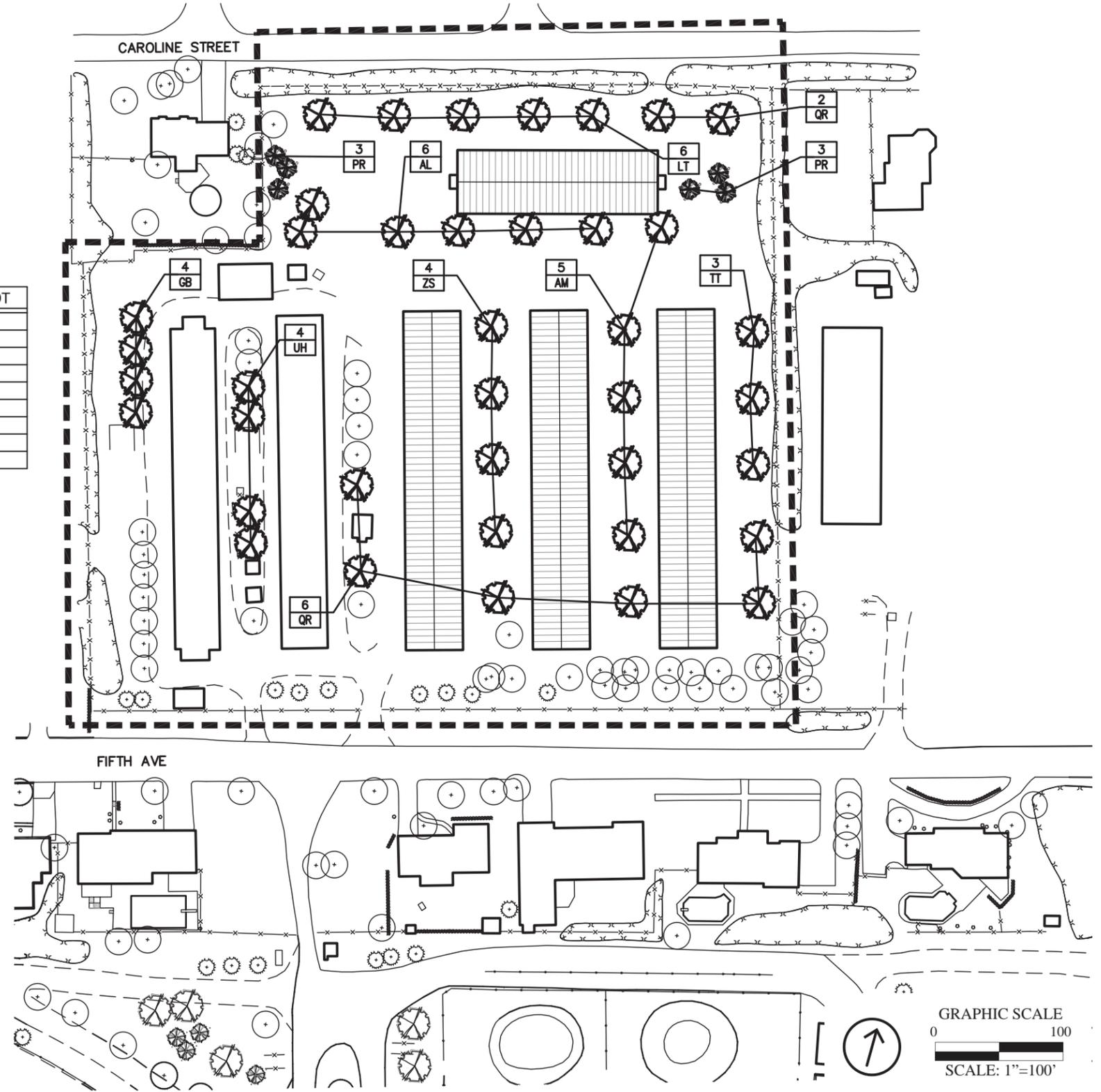
LEGEND

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



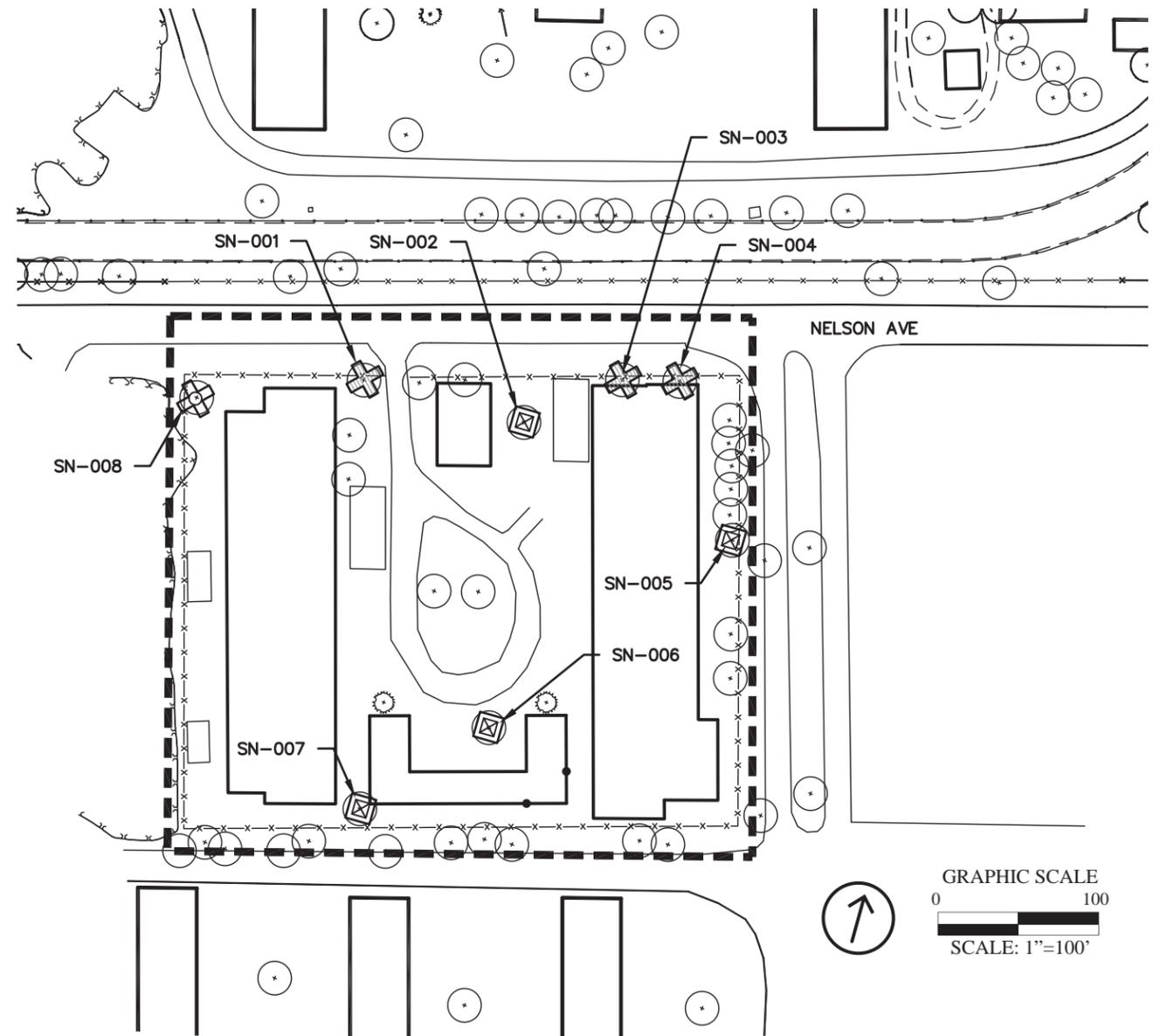
PLANT SCHEDULE

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



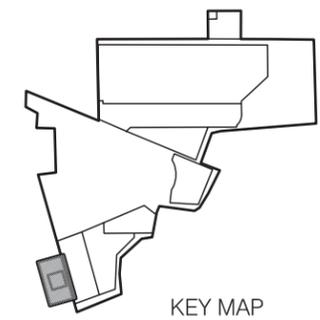
Sanford Tree Inventory

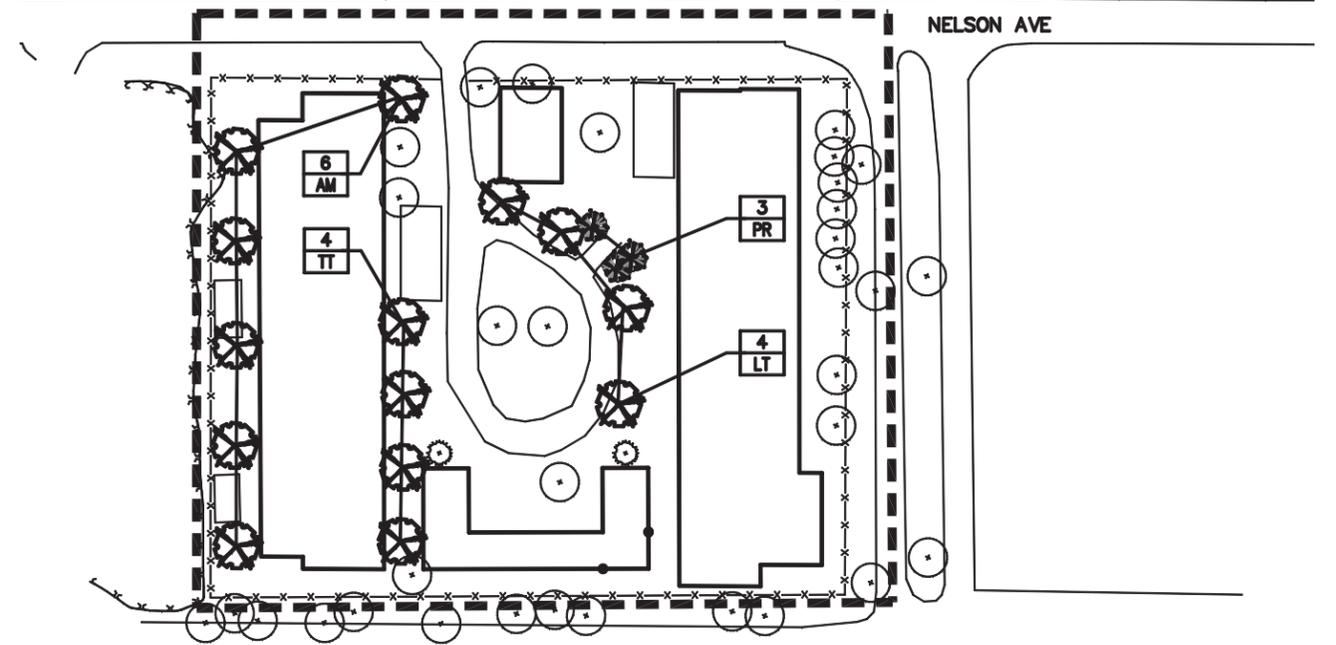
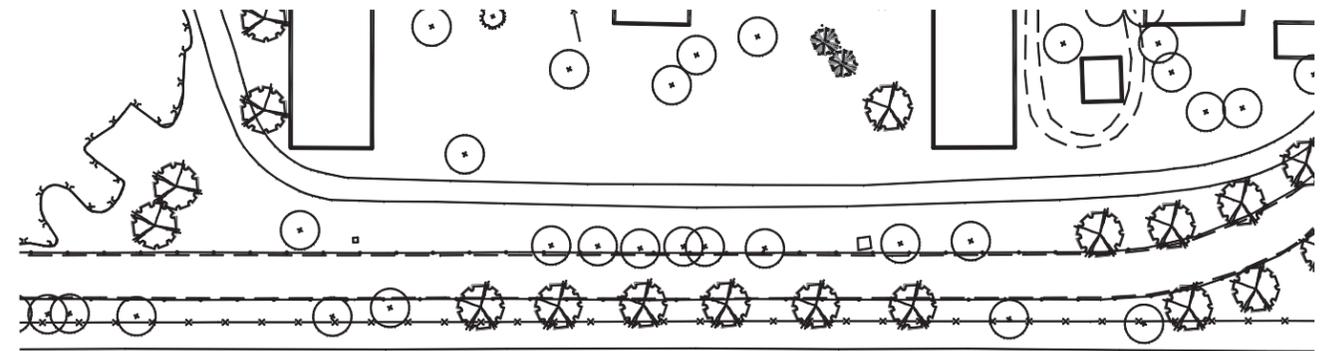
ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
SN-001	SUGAR MAPLE	30"	MODERATE	REMOVE	NONE	DECLINE
SN-002	SUGAR MAPLE	36"	LOW	PRUNE	NONE	DECLINE
SN-003	SUGAR MAPLE	30"	MODERATE	REMOVE	NONE	DECAY
SN-004	SUGAR MAPLE	30"	MODERATE	REMOVE	NONE	DECAY
SN-005	SUGAR MAPLE	18"	LOW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





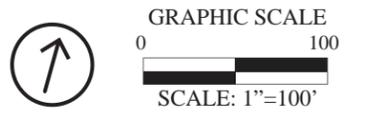
NELSON AVE

6
AM

4
TT

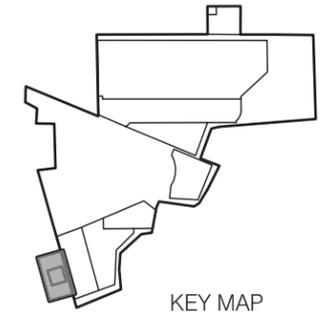
3
PR

4
LT



LEGEND

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



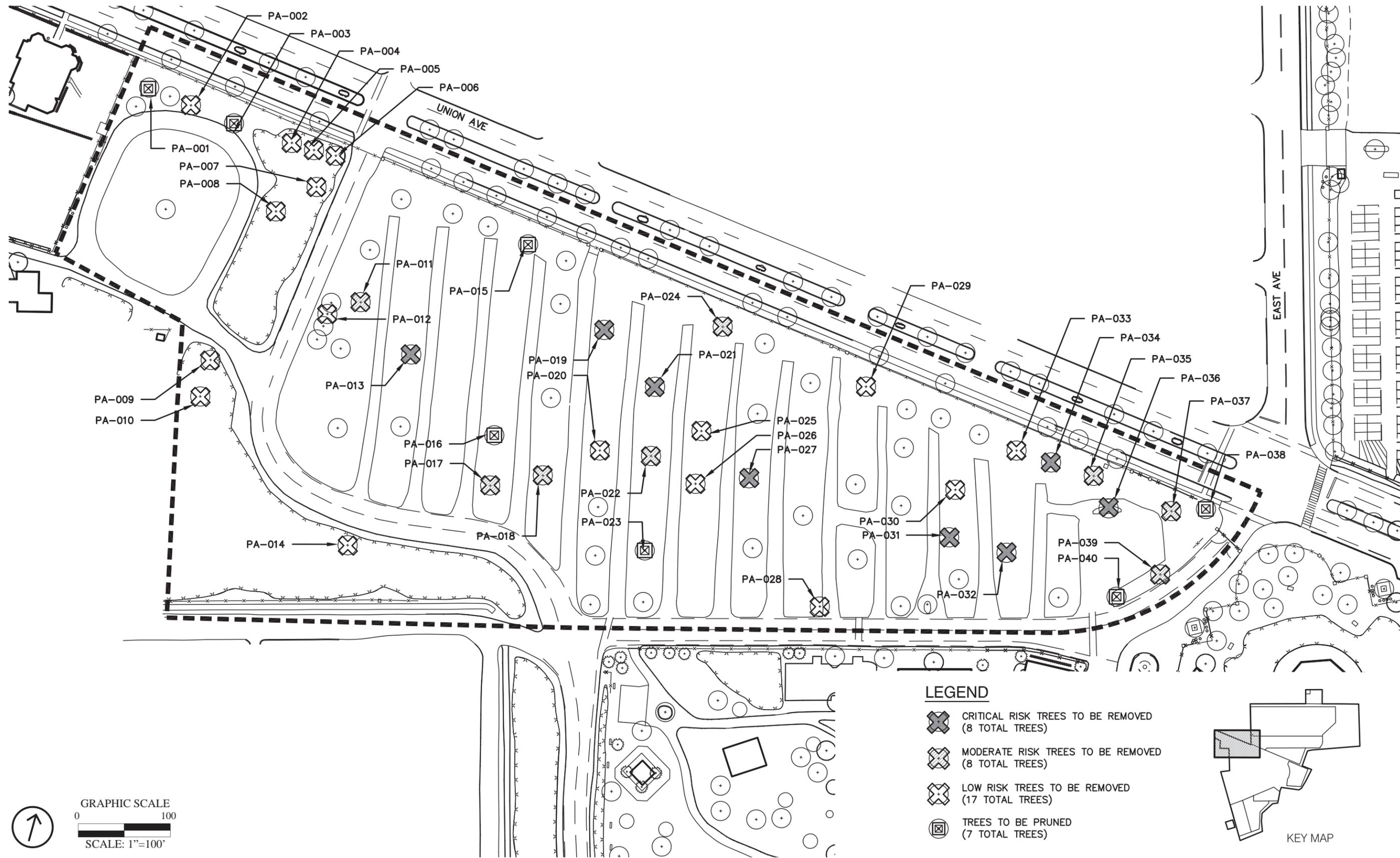
KEY MAP

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

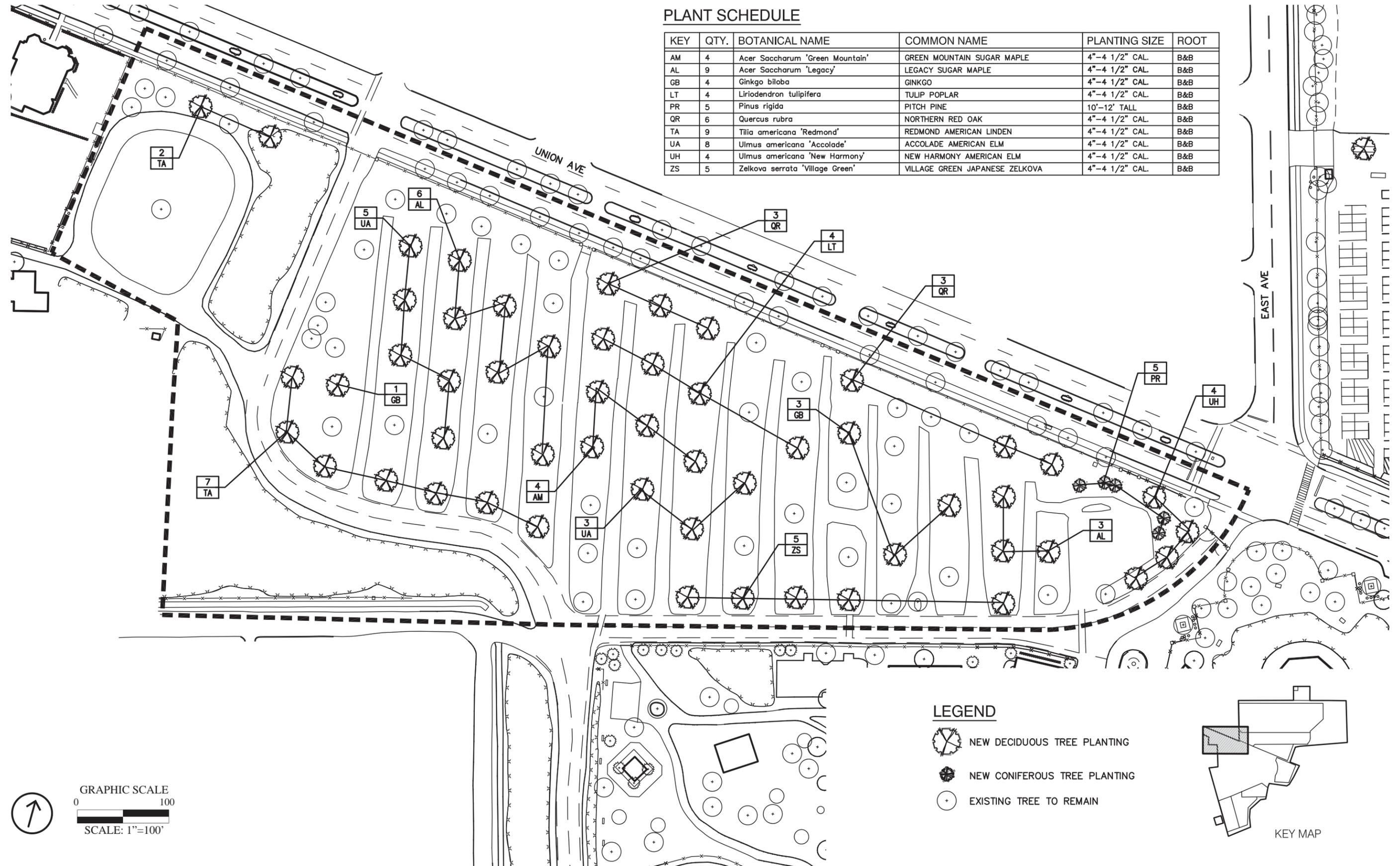
Frontside Autopark Area Tree Inventory

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



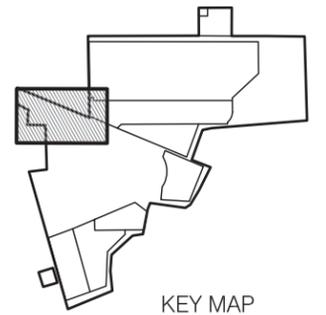
PLANT SCHEDULE

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



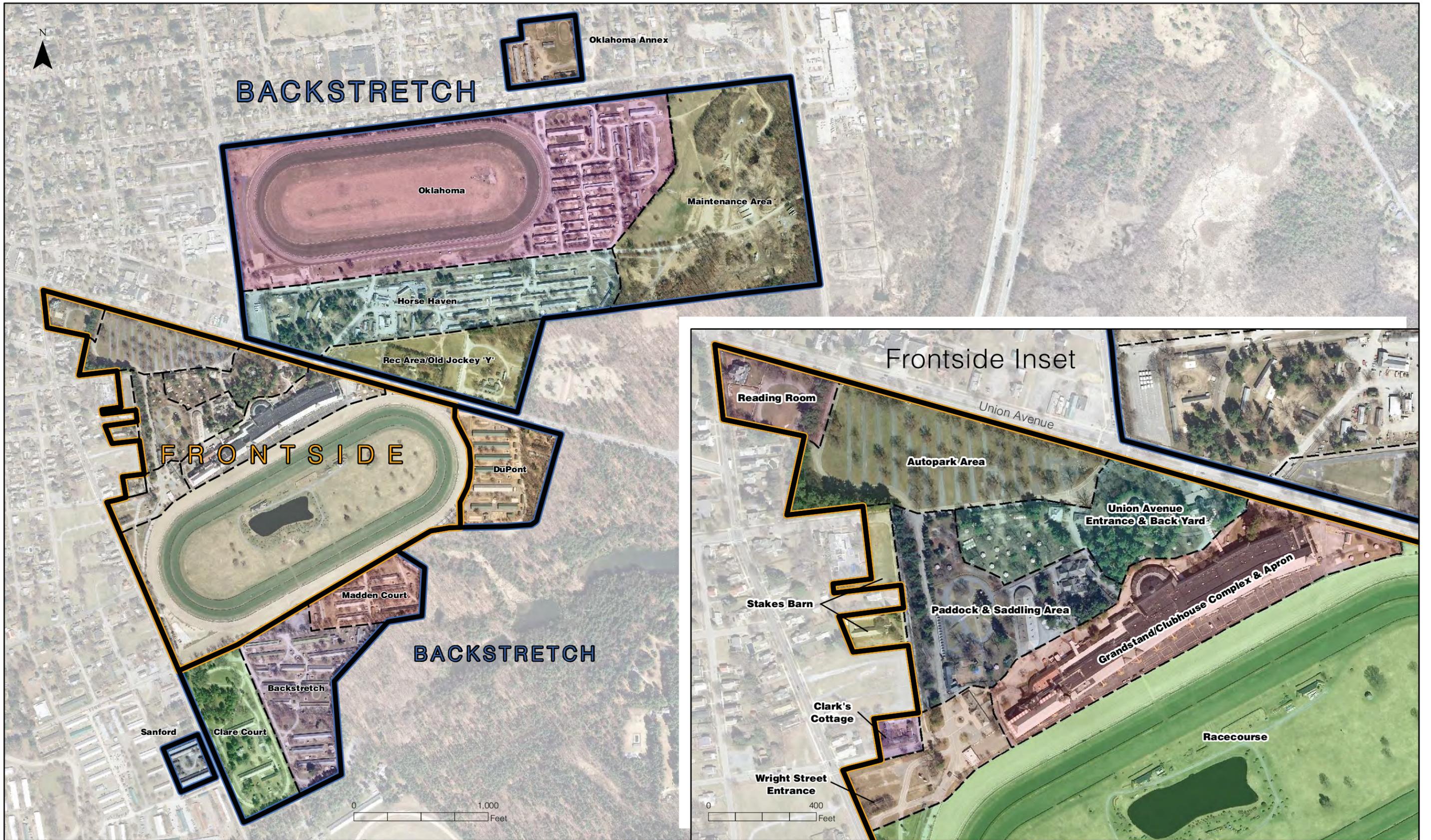
KEY MAP

Attachment D-2
Tree Management Plan: Backstretch Appendix

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.

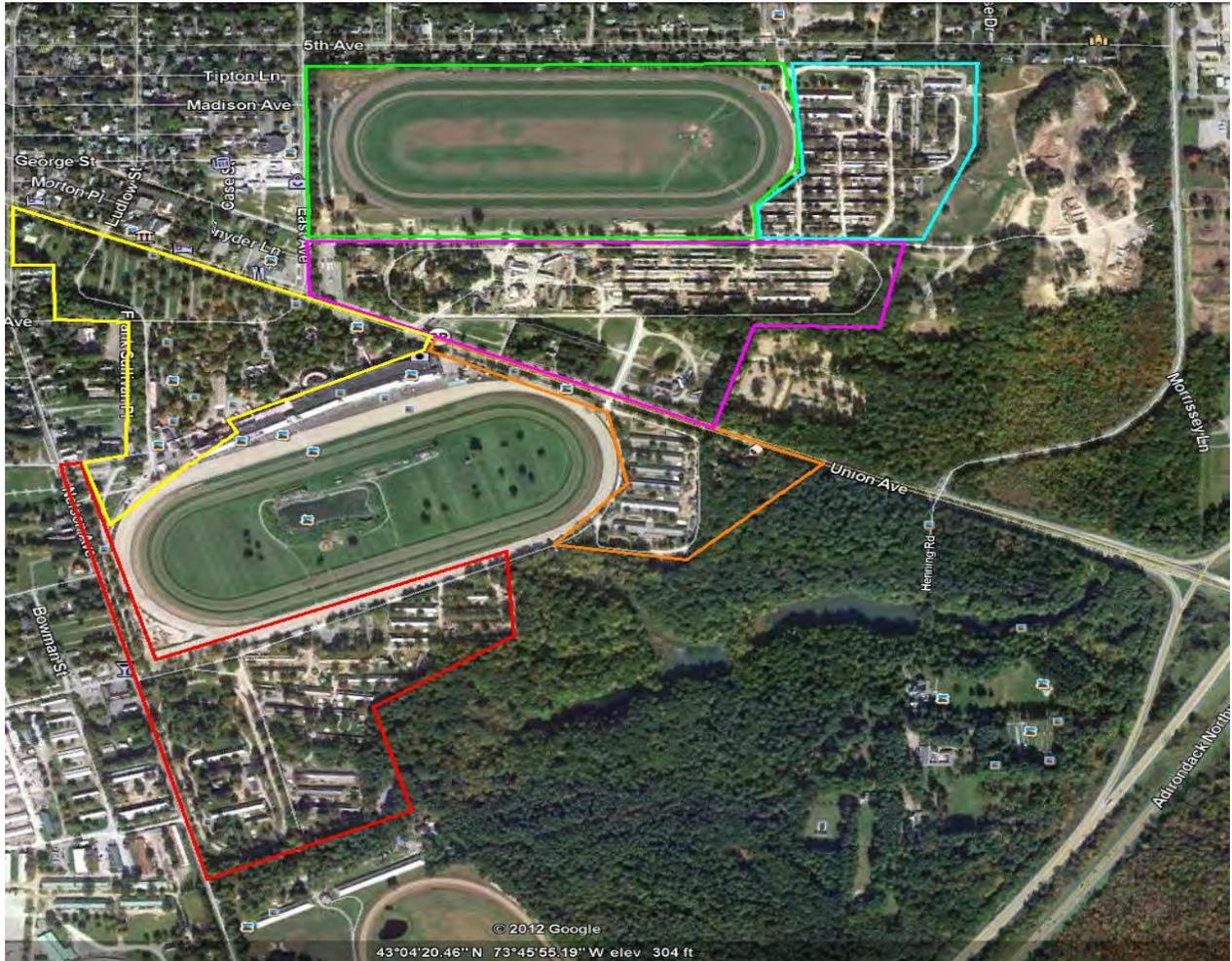
Maps

- 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

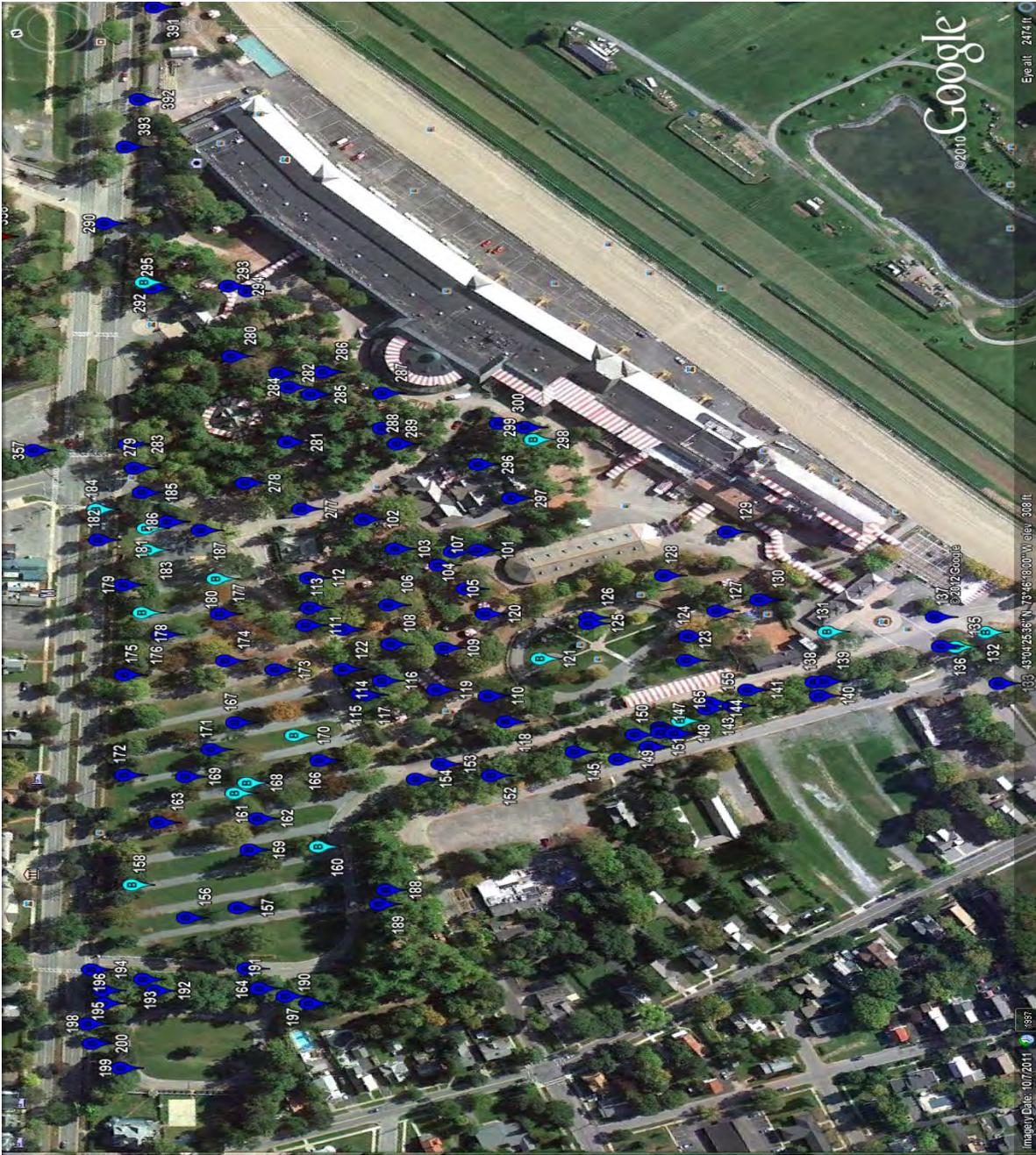
Appendix III: CD contents

CD contents

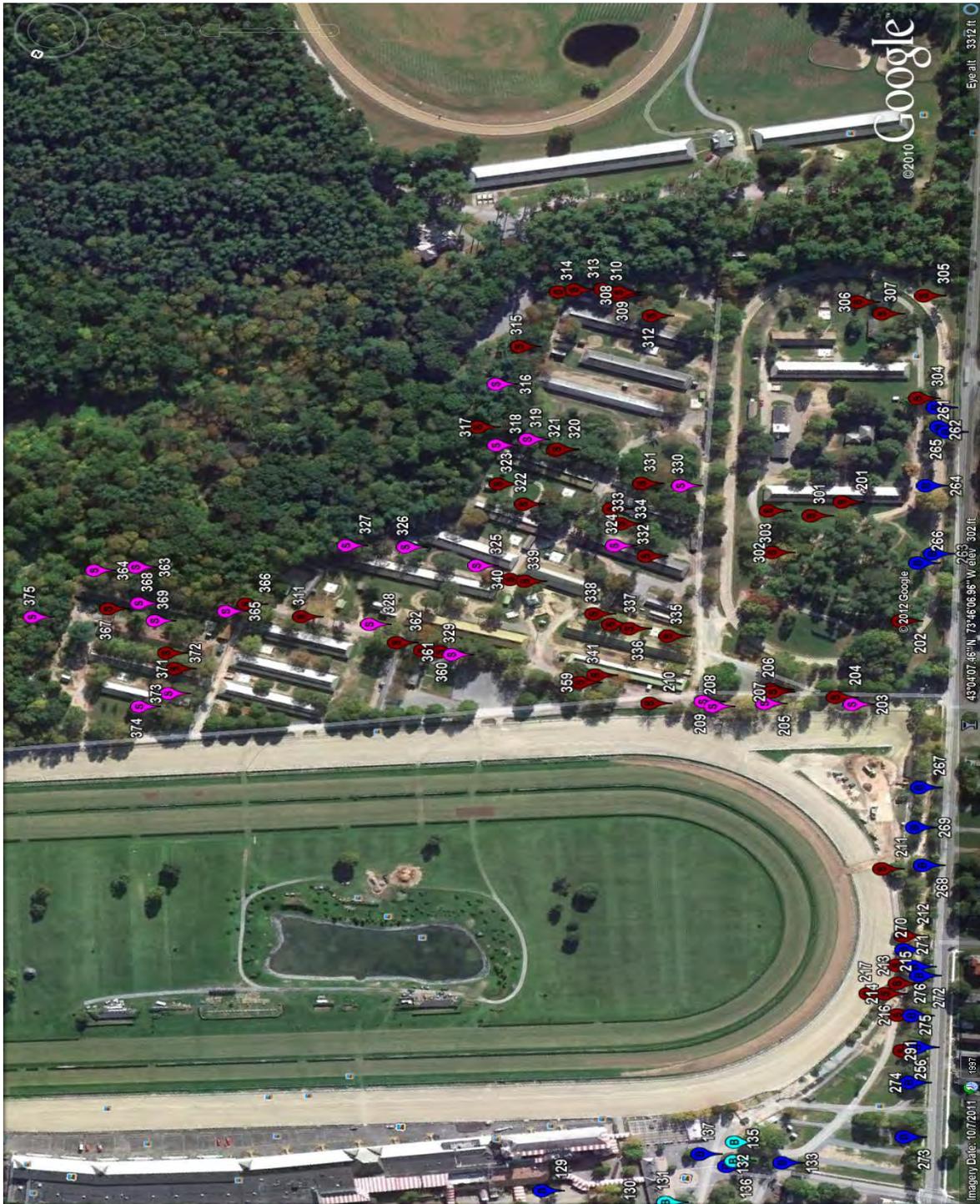
- Final Report
- Maps
- Field data
- Field photos
- Powerpoint® Presentation of Results

Appendix IV: Tree Location Maps by Tag Number

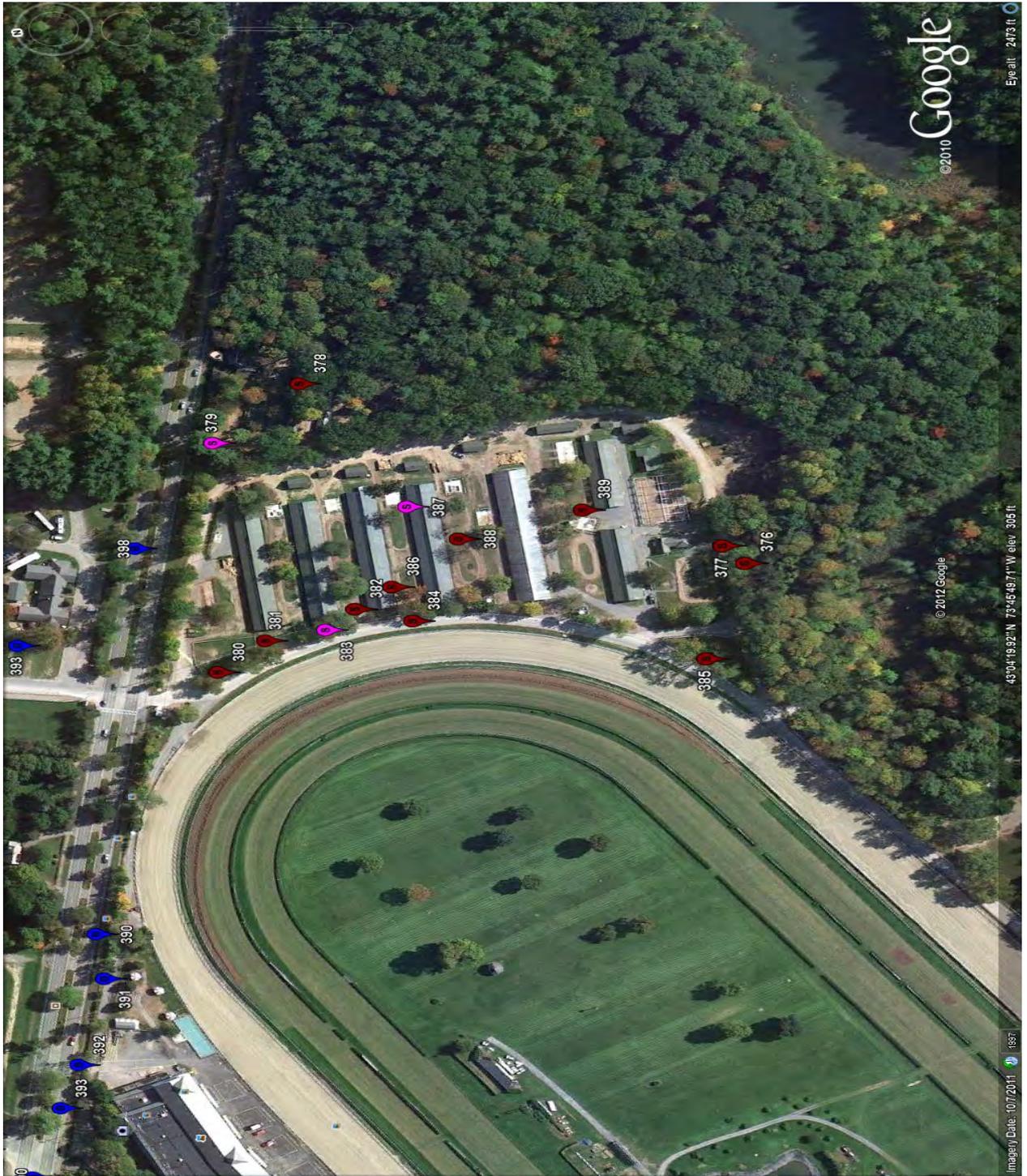
Frontside



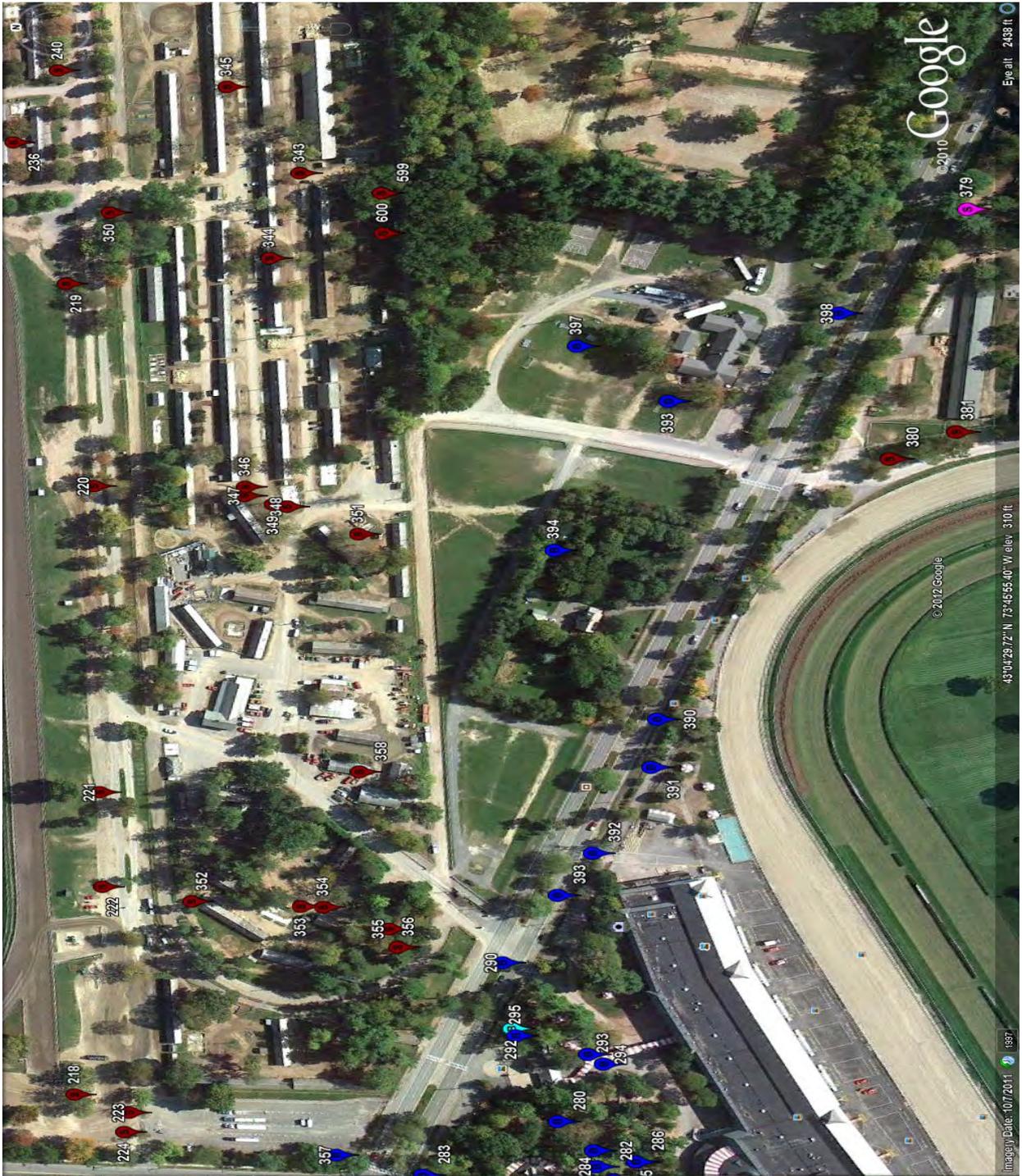
Backside_S_Nelson



Backside_S_Union



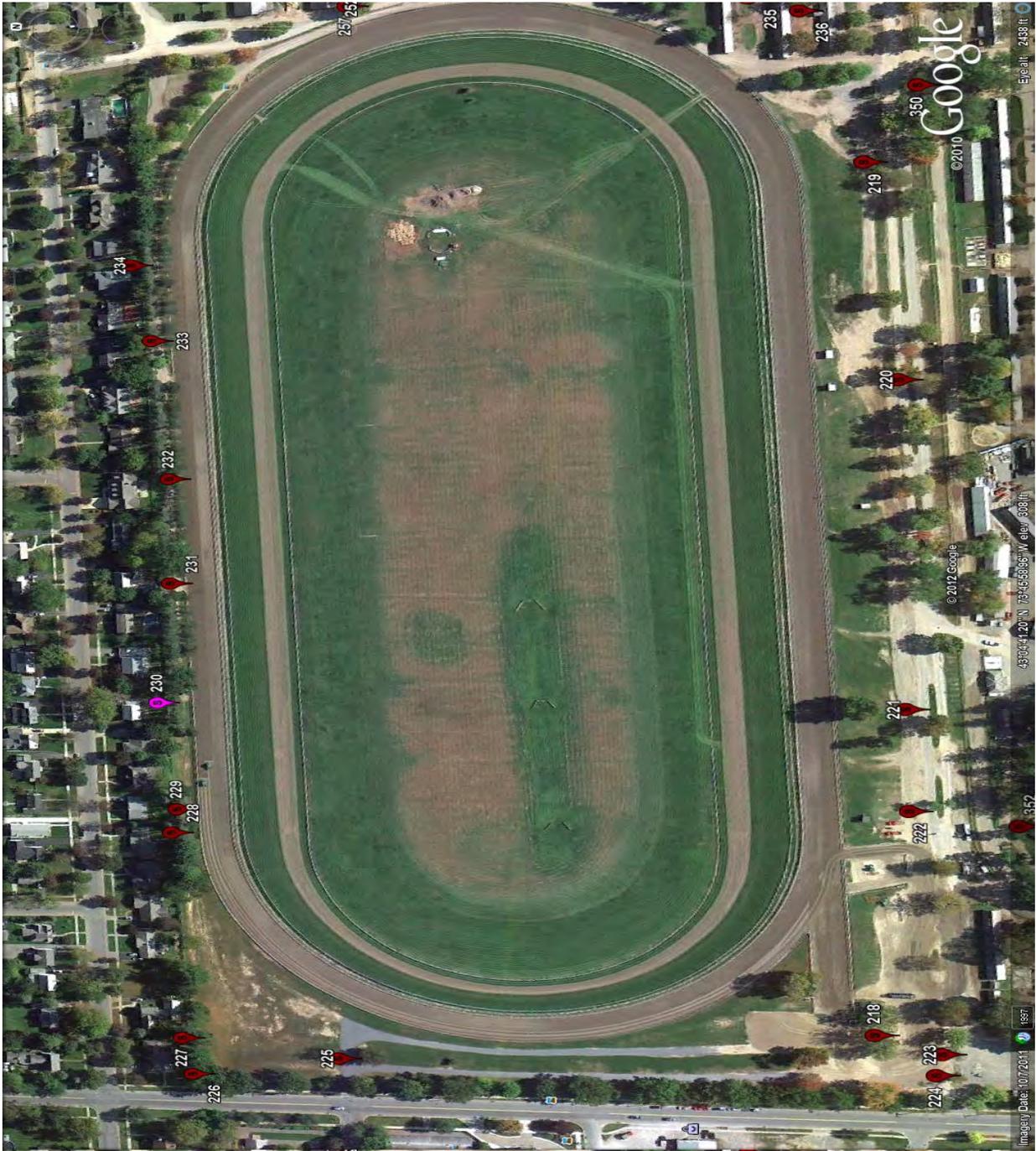
Backside_N_Union



Backside_N_East



Backside_N_West



Attachment D-3
Tree Management Plan: Frontside

FRONTSIDE TREE MANAGEMENT PLAN SARATOGA RACECOURSE

*TREE REMOVAL AND LONG TERM CANOPY REPLANTING STRATEGY FOR
FRONTSIDE AREAS OF SARATOGA RACE COURSE*



Produced by:



February 2016

Produced for:



Union Avenue
Saratoga Springs, NY

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Appendix

NYRA Saratoga Frontside Redevelopment Plans (Drawing Only)
Saratoga Race Course Study Area Regions;
 AKRF Environmental and Planning Consultants
Saratoga Race Course Tree Risk Assessment;
 Urban Forestry LLC



Produced February 2016

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, in collaboration with NYRA, for the management of trees within the Frontside areas of the NYRA Saratoga Race Course facilities.

As the oldest surviving sports ground in the United States, Saratoga Race Course has drawn some of the biggest names in racing since its earliest days. For six weeks every summer, nearly one million visitors flock to the facilities to enjoy for themselves the rich heritage of racing at Saratoga. But it is not purely the sport that draws them; the appeal of Saratoga is, in part, the unparalleled history that presides over the track grounds and landscape itself. While baseball fields, football stadiums and racetracks country-wide have torn down their historic facilities in a race to modernize, Saratoga's story is different. Its 350-acre property is a panorama of historic buildings and landscapes that are recognized as being essential to the character and heritage of the Saratoga Race Course experience.

The Race Course's situation within a wooded, shady grove dates back to over a century and a half. Shade and evergreen trees have always filled the Race Course landscape and helped it to stand out as unique among America's thoroughbred tracks. Planting schemes include informal clusters or "bosques", as well



Typical "grove" planting in the picnic areas

as regular “allees” of shade trees along roadways and in front of barns. The trees cool the patrons, 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 Race Course’s historic character, and in distinguishing it from other courses both nationally and internationally.

The Race Course property is commonly divided into two geographical areas known as the Frontside and the Backstretch. The Frontside is the public area that patrons experience during the track events and includes the historic Grandstand and Clubhouse complex, The Big Red Spring in the picnic grounds, The Paddock and Saddling Areas, concessions, and all of the other public amenities associated with Saratoga Race Course during track events. For the purpose of this study, the Frontside has been divided into two subareas as shown on AKRF Environmental and Planning Consultants (AKRF) “*Study Area Regions*” (see appendix). The areas include: Frontside, and the Racecourse. The Backstretch is a far larger geographical area (±228 acres) that services horses, jockeys, trainer and other staff. The entirety of the Race Course 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 “park-like” character, close investigation of the trees reveals that many are in various states of decline and exhibit signs of deterioration. Because the Race Course 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 generations to come. The purpose of this management plan is to maintain and emphasize the historic character of the Frontside areas of the Race Course by caring for the existing mature shade trees, while also providing recommendations for new plantings. With approximately 40 acres and hundreds of trees within the Frontside project site, this plan proposes multi-phased approach to the removal and replanting of trees based on risk priorities and as funding is available. For tree removals and plantings strategies for the Backstretch areas, see the “*Backstretch Tree Management Plan*” prepared by The LA Group, dated September 2014.



Frontside Tree Management Plan Subareas; See appendix for full map of NYRA Saratoga facilities



Shade trees in the Paddock area



Typical “grove” planting near Union Ave. entrance



Typical “grove” planting in the picnic areas

Mapping and Survey

Base mapping was generated from compiling a field survey of the Frontside performed by Stantec in July 2012, a photogrammetric survey performed by Geomaps International in April 18, 2002 and direct field observations performed by the LA Group in June 2014 and January 2016. The LA Group also coordinated a tree risk assessment and survey performed by Urban Forest Analytics, LLC, licensed arborists. Their 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 race course 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.

NYRA has developed long term Redevelopment Plans that outlines strategic capital improvement projects to improve the economic sustainability of Saratoga Race Course and to improve the aging facility. The areas addressed by NYRA’s Redevelopment Plans have been noted on the Planting Plans in this document for reference. For proposed improvements in these areas, including tree plantings, refer to “NYRA’s Saratoga Frontside Redevelopment Plans” (see appendix for the drawing only). Landscape improvements addressed by NYRA’s Frontside Redevelopment Plan include: Paddock modifications, Wright Street Gate modifications, Lincoln Avenue Gate modifications, East Avenue Gate House modifications, a new Nelson Avenue Service Building, and a new At the Rail building, among others.

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 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 Frontside.



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



Typical large diameter “heritage” maple in decline

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 Race Course. 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 Frontside 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 subareas of the Frontside. In addition to the recommendations made in the 2012 Tree Risk Assessment, LA Group’s field observations determined the need for action on a few 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 Race Course landscape, while located in a pastoral setting, inhabits an urban ecosystem. Trucks, maintenance vehicles, cars, horses and crowds of people moving through the site compact the soil and emit carbon monoxide. Because of these stress 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



Plantings near the Wright Street Gate



Typical roadway alley planting

planting creates a sense of order and tranquility, giving a cohesive influence to the site. Sugar Maples are 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 Frontside. Each subarea of the Frontside can be approached on an individual basis as time and funding allow. It is recommended that “low risk” trees be monitored, and further review by a licensed arborist be completed, before a removals plan of action is determined.

Phase 1:

Phase 1 proposes the removal of (18) trees that are considered “high risk” and “moderate 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 “low risk” trees shall be monitored. If continued dieback becomes a problem they shall be reviewed by a licensed arborist. Removal of “low risk” trees shall be limited, where possible, to avoid visual impacts.

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. 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.



Typical large diameter “heritage” maple in decline



Typical large diameter “heritage” Maples found on site

Planting Design

A strategy of tree planting was developed to compliment the beauty of the heritage trees and overall character of the grounds. 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 and Pine 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.

Recommended Species

Deciduous Trees

Acer saccharum ‘Green Mountain’

Acer saccharum ‘Legacy’

Liriodendron tulipifera

Quercus rubra

Ulmus americana ‘Accolade’

Ulmus americana ‘New Harmony’

Green Mountain Sugar Maple

Legacy Sugar Maple

Tulip Poplar

Northern Red Oak

Accolade American Elm

New Harmony American Elm

Coniferous Trees

Pinus rigida

Pinus strobus

Pitch Pine

White Pine

Action Plans

The following plans and tables represent the sum of all recommended removals, pruning, and new plantings that are proposed throughout the Frontside. 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 and Pruning Plans

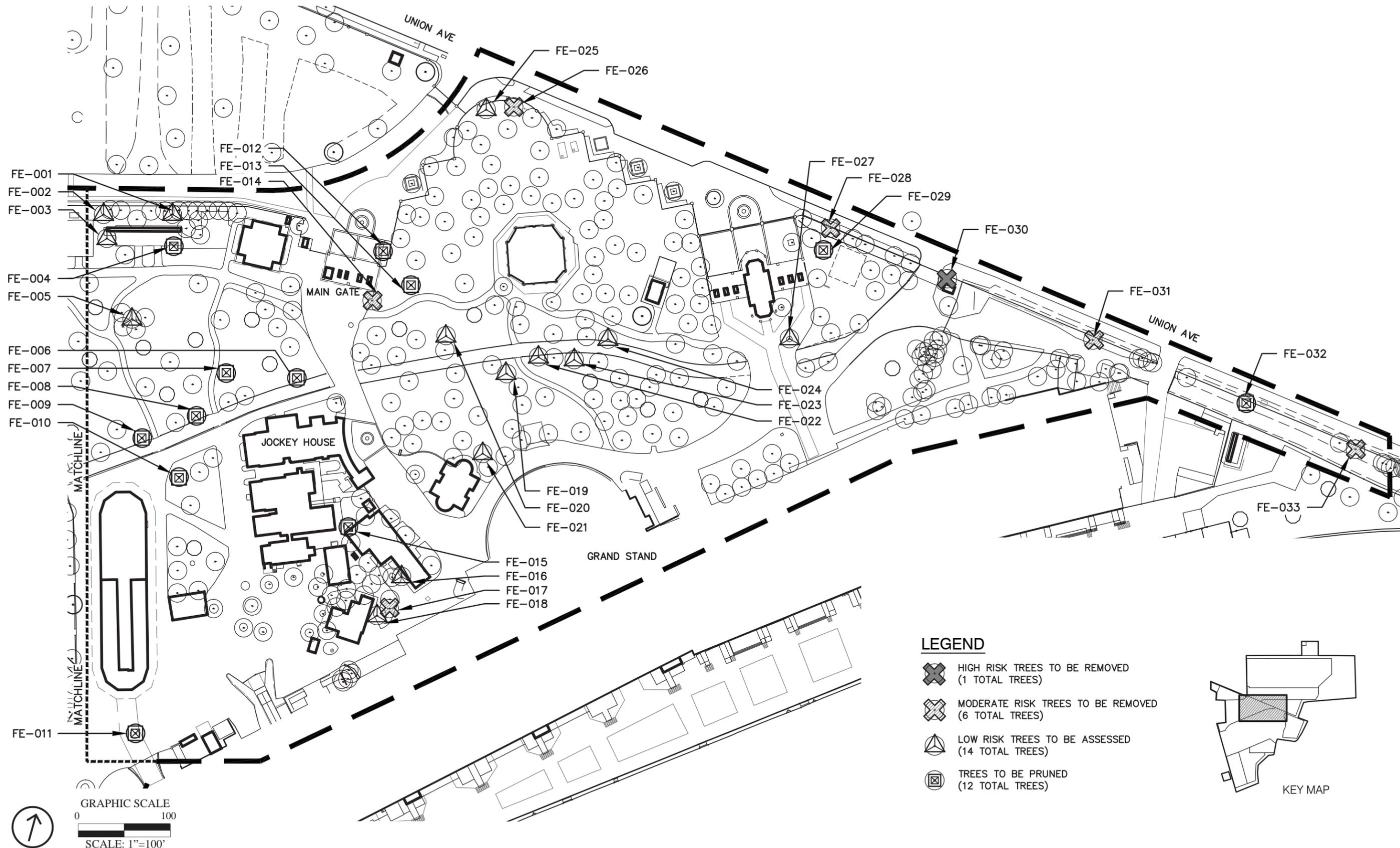
The Removal Plans graphically depict the existing site conditions of each subarea of the Frontside and the action proposed for each tree within the Tree Inventory tables. Each tree requiring action is provided an ID number that corresponds to the Tree Inventory table. The actions have been broken down into risk categories with “high risk” and “moderate risk” trees proposed to be removed in Phase 1 as soon as NYRA determines is feasible. The remaining trees are indicated as “low risk” and are recommended to be assessed prior to removal 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.

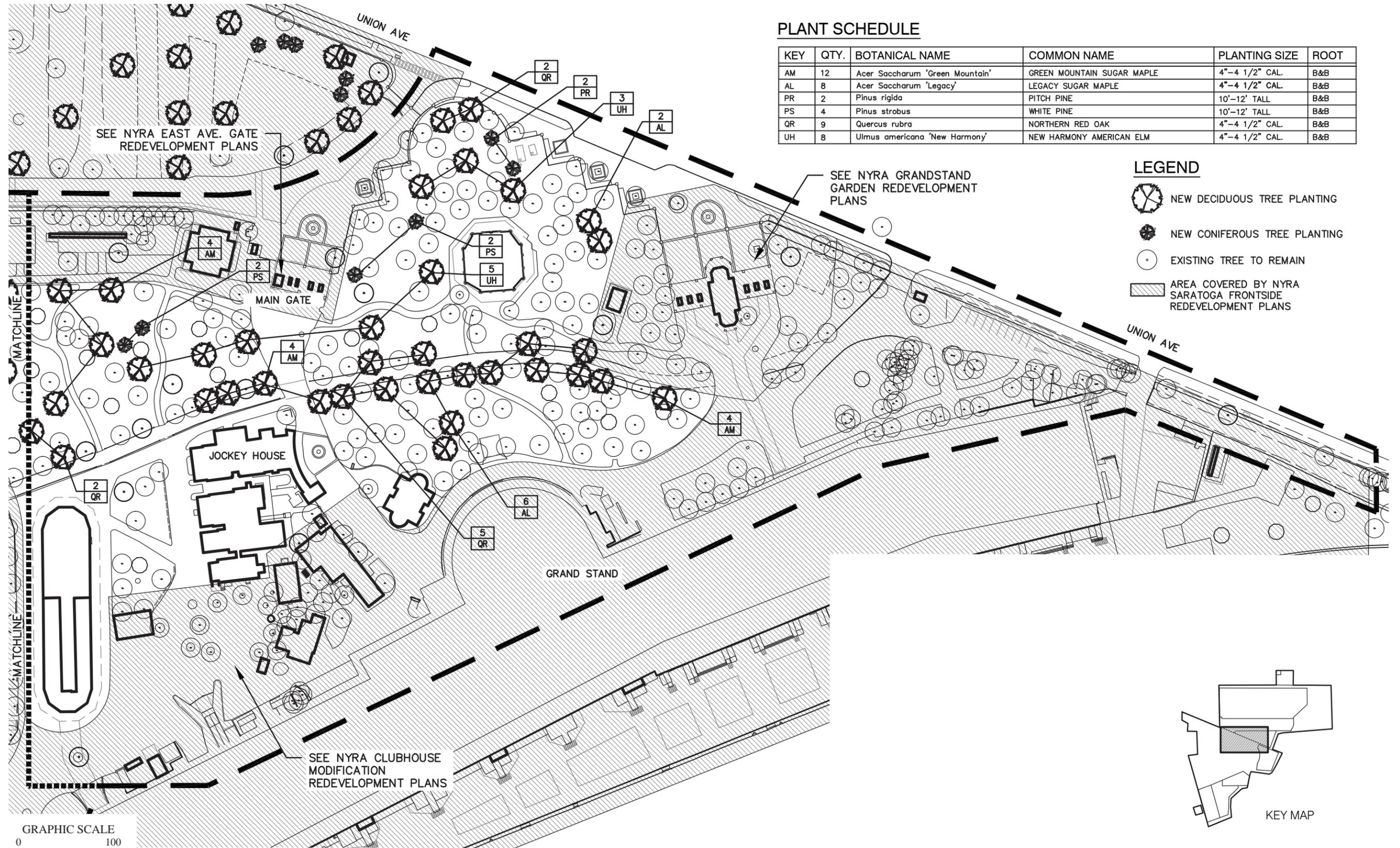
Planting Plans

The Planting Plans graphically depict the site conditions of the Frontside 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 Frontside. New plantings can be completed on a subarea by subarea basis as NYRA determines feasible. It is noted that NYRA is currently proposing Redevelopment Plans for portions of the Frontside (refer to “NYRA’s Saratoga Frontside Redevelopment Plans” in the appendix). Proposed plantings in these areas are not part of this project and will be developed by NYRA at the time that a the designs for specific components of the Redevelopment Plans are advanced.

Frontside (East) Tree Inventory

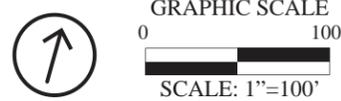
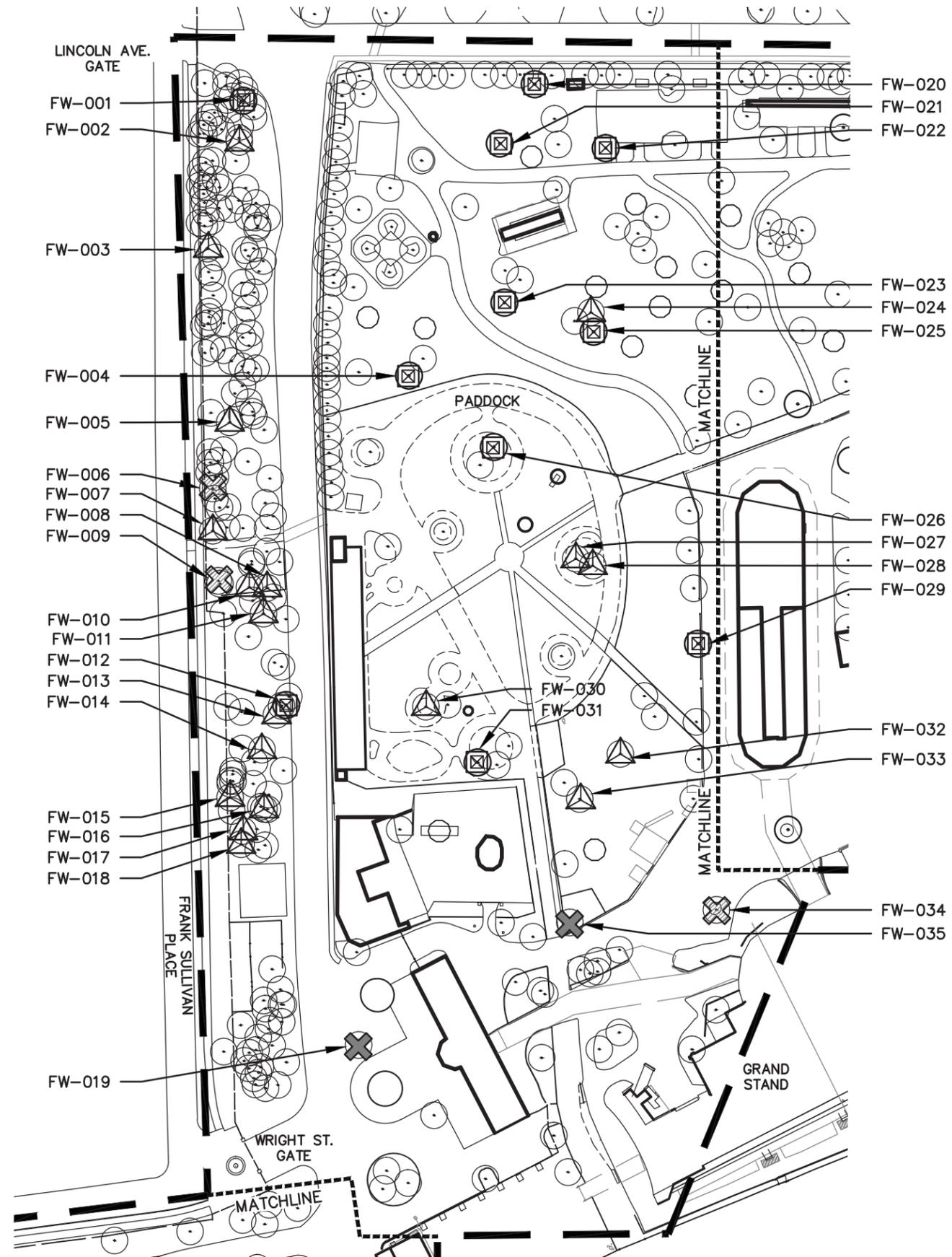
ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
FE-001	RED MAPLE	25"	LOW	ASSESS	113	DECAY
FE-002	RED MAPLE	21"	LOW	ASSESS	122	DECAY
FE-003	NORWAY MAPLE	21"	LOW	ASSESS	111	DECAY
FE-004	SUGAR MAPLE	33"	LOW	PRUNE	112	DECLINE
FE-005	SUGAR MAPLE	20"	LOW	ASSESS	106	DECAY
FE-006	WHITE OAK	40"	LOW	PRUNE	102	OVER ROAD
FE-007	WHITE OAK	48"	LOW	PRUNE	103	DEAD
FE-008	WHITE PINE	34"	LOW	PRUNE	104	DEADWOOD
FE-009	SUGAR MAPLE	39"	LOW	PRUNE	107	DEAD
FE-010	SUGAR MAPLE	20'	LOW	PRUNE	101	DECLINE
FE-011	SUGAR MAPLE	16"	LOW	PRUNE	NONE	DEADWOOD (SP)
FE-012	WHITE OAK	58"	MODERATE	PRUNE	278	DECAY
FE-013	SUGAR MAPLE	18"	LOW	PRUNE	NONE	CANKER/DECAY (SP)
FE-014	SUGAR MAPLE	18"	MODERATE	REMOVE	277	DECAY
FE-015	SUGAR MAPLE	30"	LOW	PRUNE	296	ROT/BLDG (SP)
FE-016	NORWAY SPRUCE	14"	LOW	ASSESS	300	BLDG IMPACT
FE-017	WHITE PINE	16"	MODERATE	REMOVE	299	ROOTS
FE-018	WHITE PINE	24"	LOW	ASSESS	298	DECLINE
FE-019	PITCH PINE	20"	LOW	ASSESS	286	DEAD
FE-020	WHITE PINE	20"	LOW	ASSESS	281	DECAY
FE-021	PITCH PINE	20"	LOW	ASSESS	287	DECLINE/CANKER
FE-022	WHITE PINE	17"	LOW	ASSESS	285	CANKER
FE-023	WHITE PINE	19"	LOW	ASSESS	284	CANKER
FE-024	WHITE PINE	17"	LOW	ASSESS	282	DECLINE
FE-025	NORWAY MAPLE	32"	LOW	ASSESS	279	DECAY
FE-026	NORWAY MAPLE	25"	MODERATE	REMOVE	283	DECAY
FE-027	SUGAR MAPLE	25"	LOW	ASSESS	293	DECAY
FE-028	NORWAY MAPLE	15"	MODERATE	REMOVE	292	DECAY
FE-029	SUGAR MAPLE	25"	MODERATE	PRUNE	295	DEADWOOD (SP)
FE-030	SUGAR MAPLE	12"	CRITICAL	REMOVE	290	DECAY
FE-031	NORWAY MAPLE	19"	MODERATE	REMOVE	393	CANKER
FE-032	NORWAY MAPLE	18"	LOW	PRUNE	NONE	DEADWOOD
FE-033	SUGAR MAPLE	35"	MODERATE	REMOVE	391	DEAD WOOD





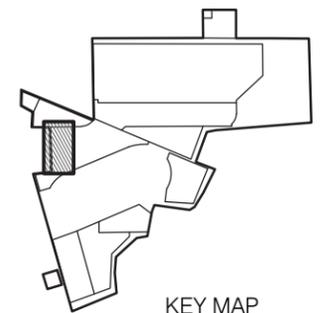
Frontside (West) Tree Inventory

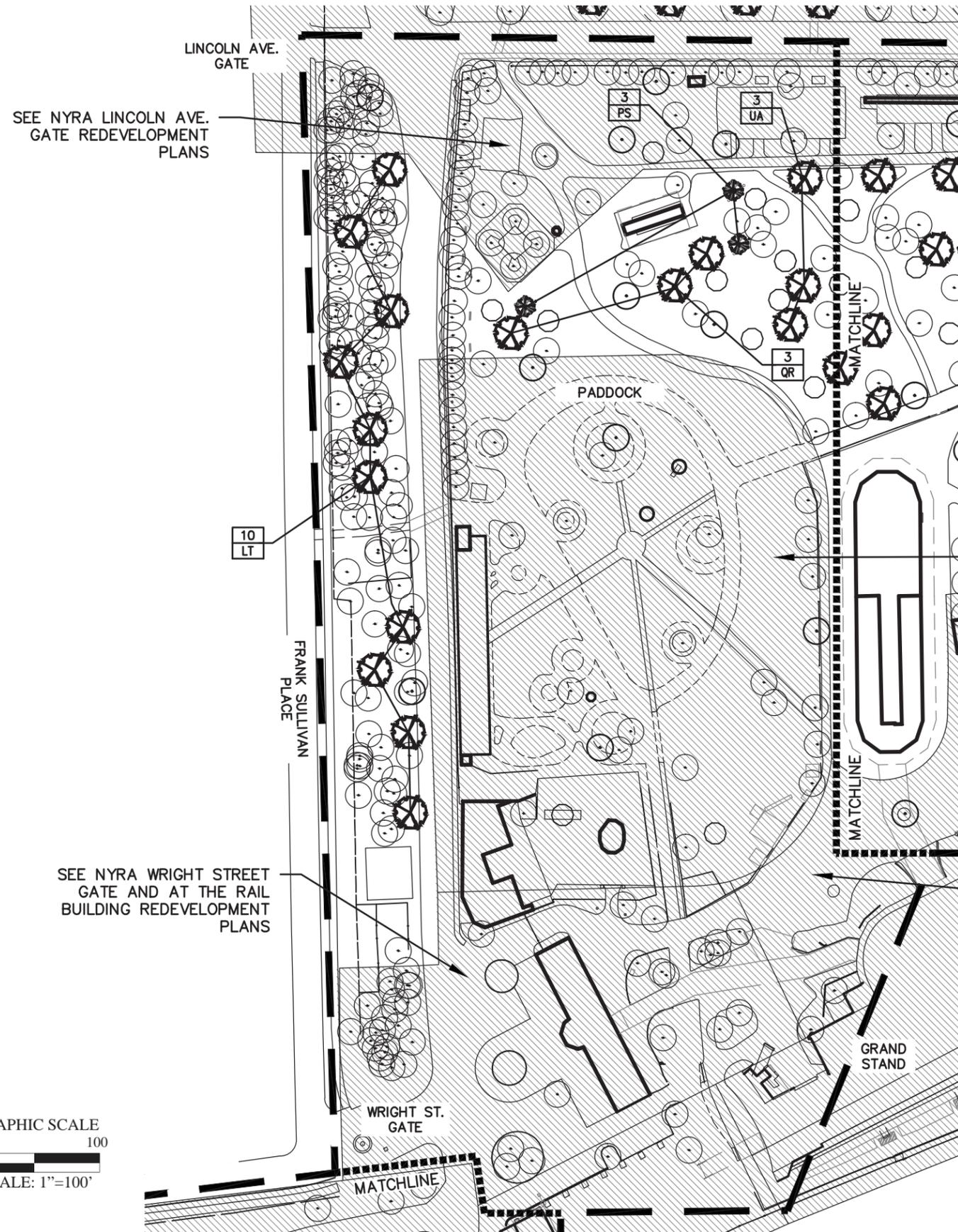
ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
FW-001	RED OAK	27"	LOW	PRUNE	154	SPLIT
FW-002	HEMLOCK	23"	LOW	ASSESS	153	DECAY
FW-003	RED MAPLE	25"	MODERATE	REMOVE	152	DECAY
FW-004	SUGAR MAPLE	36"	LOW	PRUNE	119	DEAD (SP)
FW-005	AMERICAN BEECH	19"	LOW	ASSESS	145	DECAY
FW-006	RED MAPLE	14"	MODERATE	REMOVE	149	DECAY
FW-007	RED MAPLE	14"	LOW	ASSESS	151	DECAY
FW-008	SUGAR MAPLE	30"	LOW	ASSESS	146	DECAY
FW-009	RED MAPLE	11"	MODERATE	REMOVE	147	DEAD
FW-010	SUGAR MAPLE	13"	LOW	ASSESS	148	DEAD
FW-011	BLACK CHERRY	15"	LOW	ASSESS	165	DEACAY
FW-012	PIN OAK	22"	CRITICAL	PRUNE	155	DECAY
FW-013	SUGAR MAPLE	18"	LOW	ASSESS	144	DECAY
FW-014	SUGAR MAPLE	28"	LOW	ASSESS	143	DECAY
FW-015	SUGAR MAPLE	17"	LOW	ASSESS	140	DECLINE
FW-016	SUGAR MAPLE	18"	LOW	ASSESS	141	ROOTS
FW-017	SUGAR MAPLE	19"	LOW	ASSESS	139	DECLINE
FW-018	SUGAR MAPLE	19"	LOW	ASSESS	138	DECAY
FW-019	SILVER MAPLE	30"	CRITICAL	REMOVE	131	DECAY
FW-020	RED MAPLE	32"	LOW	PRUNE	115	DECAY
FW-021	PIN OAK	33"	LOW	PRUNE	117	DECAY
FW-022	SUGAR MAPLE	25"	LOW	PRUNE	116	DEADWOOD (SP)
FW-023	RED MAPLE	23"	MODERATE	PRUNE	110	DEADWOOD (SP)
FW-024	SUGAR MAPLE	28"	LOW	ASSESS	109	DECAY
FW-025	SUGAR MAPLE	29"	LOW	PRUNE	108	DEADWOOD (SP)
FW-026	SUGAR MAPLE	21"	LOW	PRUNE	121	DEAD (SP)
FW-027	WHITE PINE	29"	LOW	ASSESS	125	DECAY
FW-028	WHITE PINE	29"	LOW	REMOVE	126	DECAY
FW-029	SUGAR MAPLE	24"	LOW	PRUNE	NONE	DEADWOOD/BLDG
FW-030	SUGAR MAPLE	25"	LOW	ASSESS	123	DECLINE
FW-031	RED MAPLE	28"	LOW	PRUNE	124	DECAY
FW-032	SUGAR MAPLE	32"	LOW	ASSESS	128	DECAY
FW-033	SUGAR MAPLE	26"	LOW	ASSESS	127	DECAY
FW-034	SUGAR MAPLE	26"	MODERATE	REMOVE	129	DECAY
FW-035	SUGAR MAPLE	19"	CRITICAL	REMOVE	130	DECAY



LEGEND

- HIGH RISK TREES TO BE REMOVED (2 TOTAL TREES)
- MODERATE RISK TREES TO BE REMOVED (3 TOTAL TREES)
- LOW RISK TREES TO ASSESSED (18 TOTAL TREES)
- TREES TO BE PRUNED (11 TOTAL TREES)



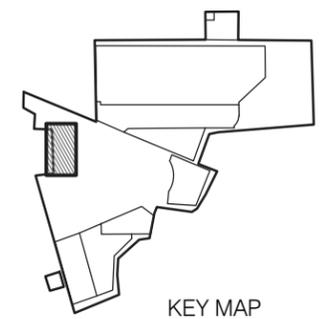
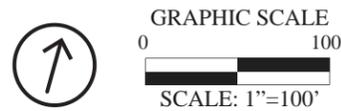


PLANT SCHEDULE

KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
LT	10	<i>Liriodendron tulipifera</i>	TULIP POPLAR	4"-4 1/2" CAL.	B&B
PS	3	<i>Pinus strobus</i>	WHITE PINE	10'-12' TALL	B&B
QR	3	<i>Quercus rubra</i>	NORTHERN RED OAK	4"-4 1/2" CAL.	B&B
UH	3	<i>Ulmus americana 'New Harmony'</i>	NEW HARMONY AMERICAN ELM	4"-4 1/2" CAL.	B&B

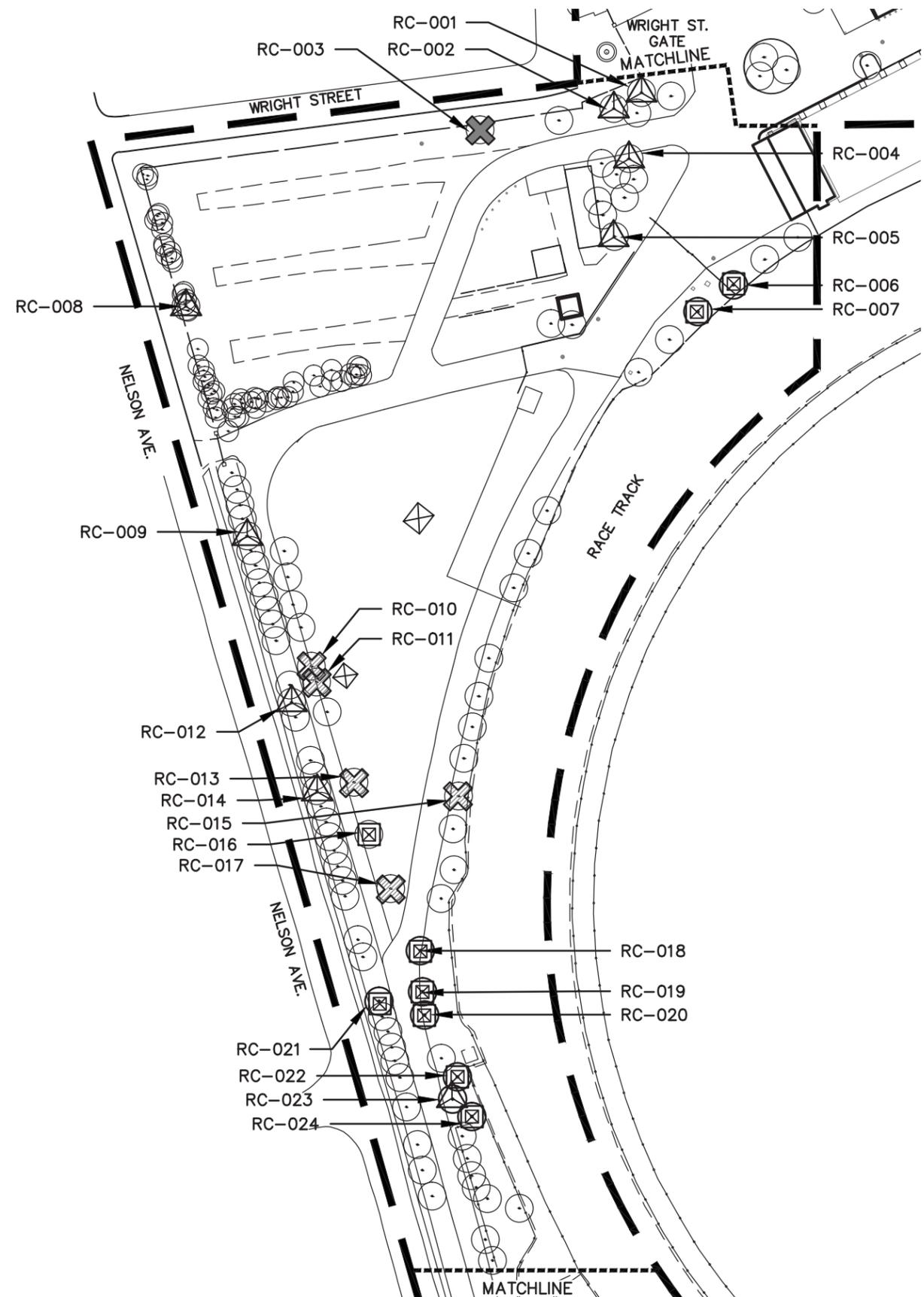
LEGEND

-  NEW DECIDUOUS TREE PLANTING
-  NEW CONIFEROUS TREE PLANTING
-  EXISTING TREE TO REMAIN
-  AREA COVERED BY NYRA SARATOGA FRONTSIDE REDEVELOPMENT PLANS



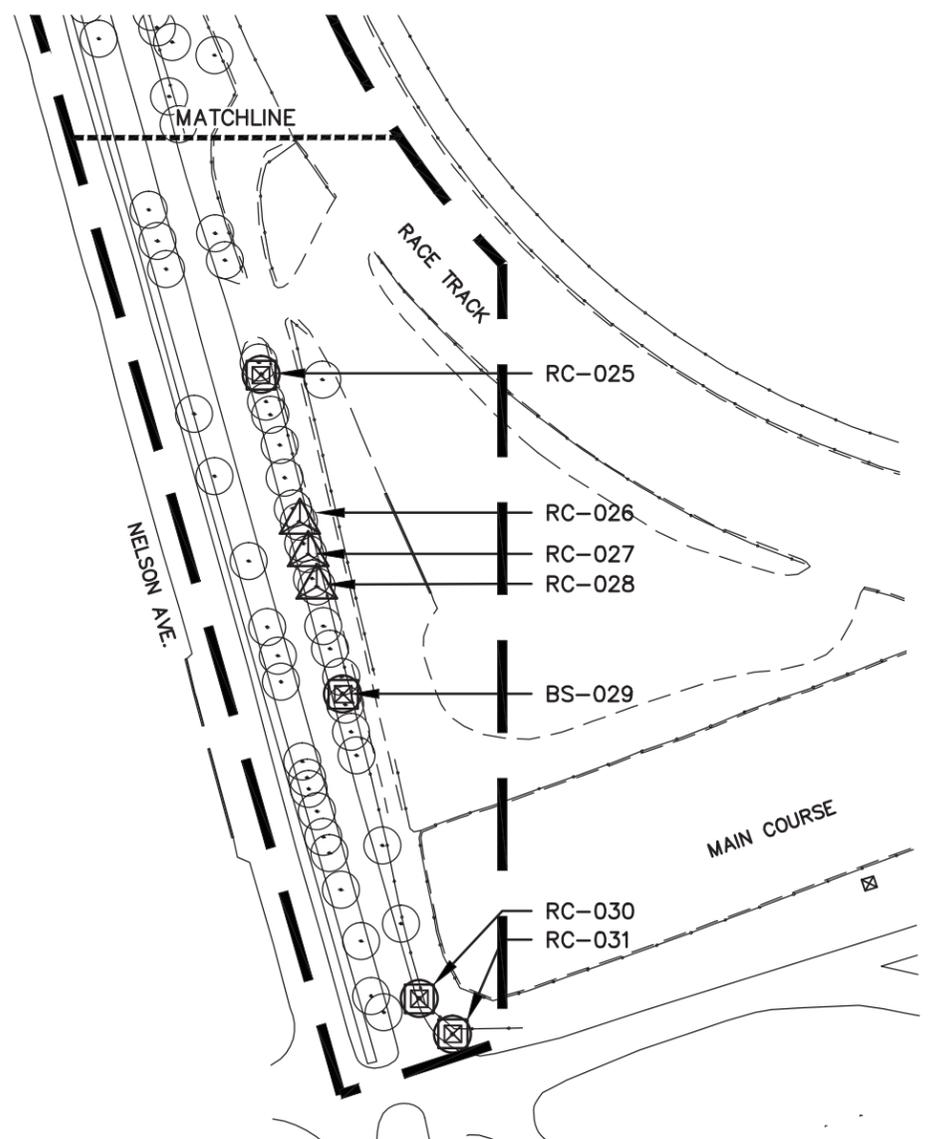
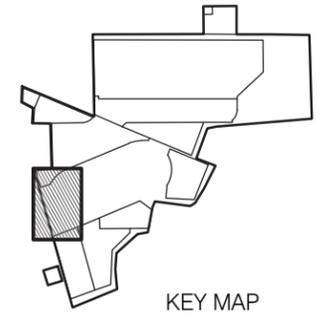
Race Course Tree Inventory

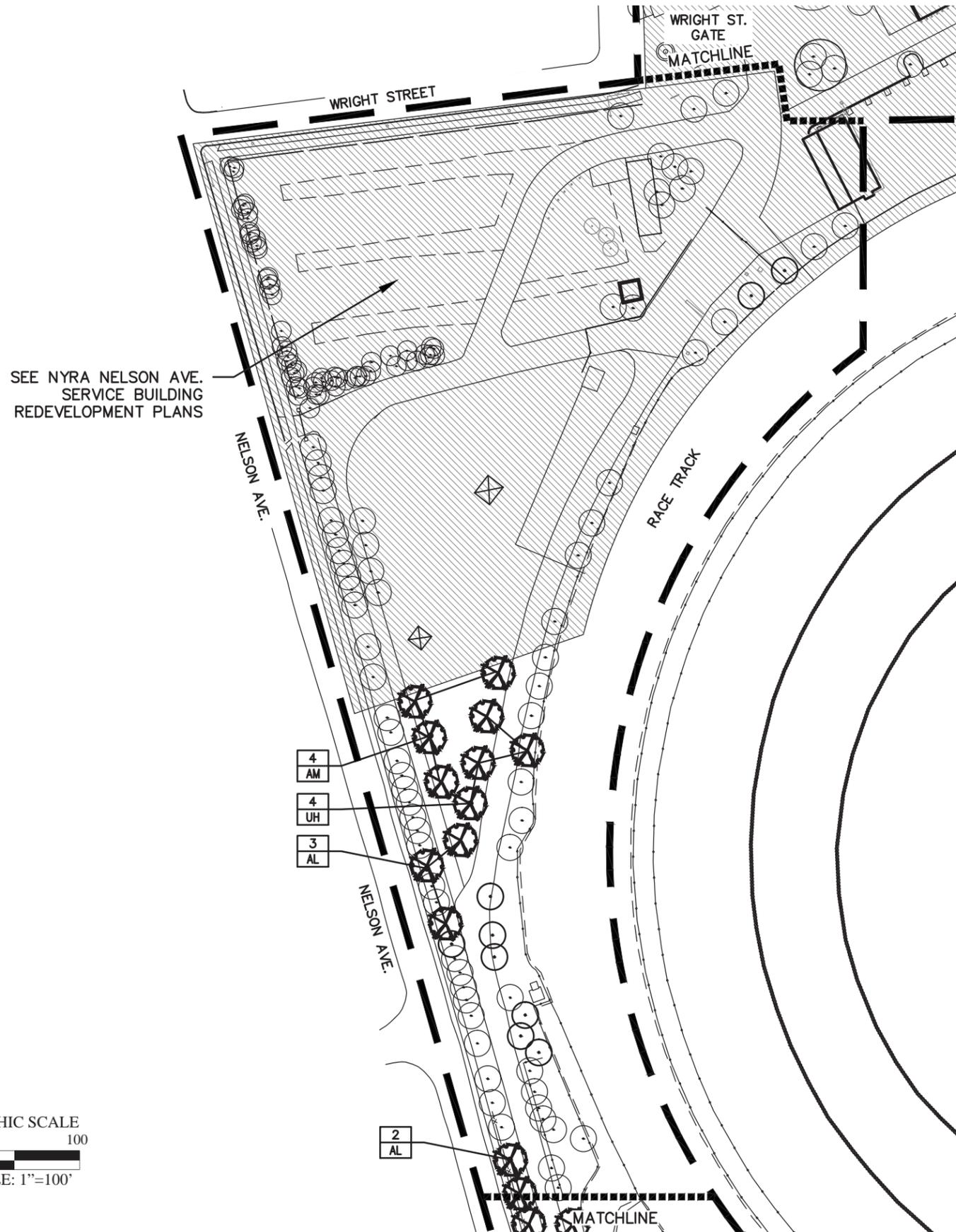
ID#	SPECIES	SIZE (DBH)	RISK LEVEL	ACTION/PHASE	RISK ASSESSMENT TAG #	COMMENT
RC-001	SUGAR MAPLE	18"	LOW	ASSESS	136	DECLINE
RC-002	WHITE PINE	20"	LOW	ASSESS	135	DECAY
RC-003	SUGAR MAPLE	27"	CRITICAL	REMOVE	133	DECAY
RC-004	SUGAR MAPLE	23"	LOW	ASSESS	132	DEAD
RC-005	SUGAR MAPLE	30"	LOW	ASSESS	NONE	CANKER/ROT (SP)
RC-006	SUGAR MAPLE	24"	LOW	PRUNE	NONE	DECAY
RC-007	SUGAR MAPLE	24"	LOW	PRUNE	NONE	DECAY
RC-008	SUGAR MAPLE	16"	LOW	ASSESS	273	DECAY
RC-009	NORWAY MAPLE	14"	LOW	ASSESS	274	DECLINE
RC-010	NORWAY MAPLE	23"	MODERATE	REMOVE	291	DECAY
RC-011	NORWAY MAPLE	19"	MODERATE	REMOVE	256	DECAY
RC-012	NORWAY MAPLE	14"	LOW	ASSESS	275	DECAY
RC-013	NORWAY MAPLE	18"	MODERATE	REMOVE	216	DECAY
RC-014	RED MAPLE	20"	LOW	ASSESS	276	DECAY
RC-015	SUGAR MAPLE	13"	MODERATE	REMOVE	217	CANKER
RC-016	NORWAY MAPLE	25"	LOW	ASSESS	214	(SP)
RC-017	NORWAY MAPLE	19"	MODERATE	REMOVE	215	CANKER
RC-018	NORWAY MAPLE	18"	LOW	PRUNE	NONE	DEADWOOD
RC-019	NORWAY MAPLE	12"	LOW	PRUNE	NONE	DEADWOOD
RC-020	NORWAY MAPLE	16"	LOW	PRUNE	NONE	DEADWOOD
RC-021	SUGAR MAPLE	26"	LOW	PRUNE	271	DEAD
RC-022	SUGAR MAPLE	18"	LOW	PRUNE	NONE	DEADWOOD
RC-023	SUGAR MAPLE	13"	LOW	ASSESS	212	DECLINE
RC-024	SUGAR MAPLE	18"	LOW	PRUNE	NONE	DEADWOOD
RC-025	RED MAPLE	18"	LOW	PRUNE	NONE	(SP)
RC-026	NORWAY MAPLE	16"	LOW	ASSESS	NONE	DEAD
RC-027	NORWAY MAPLE	24"	LOW	ASSESS	NONE	DEAD
RC-028	NORWAY MAPLE	16"	LOW	ASSESS	NONE	DEAD
RC-029	SUGAR MAPLE	30"	LOW	PRUNE	NONE	DEADWOOD (SP)
RC-030	SUGAR MAPLE	24"	LOW	PRUNE	NONE	CANKER
RC-031	SUGAR MAPLE	24"	LOW	PRUNE	NONE	DEADWOOD/UTILITY (SP)



LEGEND

-  HIGH RISK TREES TO BE REMOVED (1 TOTAL TREES)
-  MODERATE RISK TREES TO BE REMOVED (5 TOTAL TREES)
-  LOW RISK TREES TO BE ASSESSED (11 TOTAL TREES)
-  TREES TO BE PRUNED (14 TOTAL TREES)



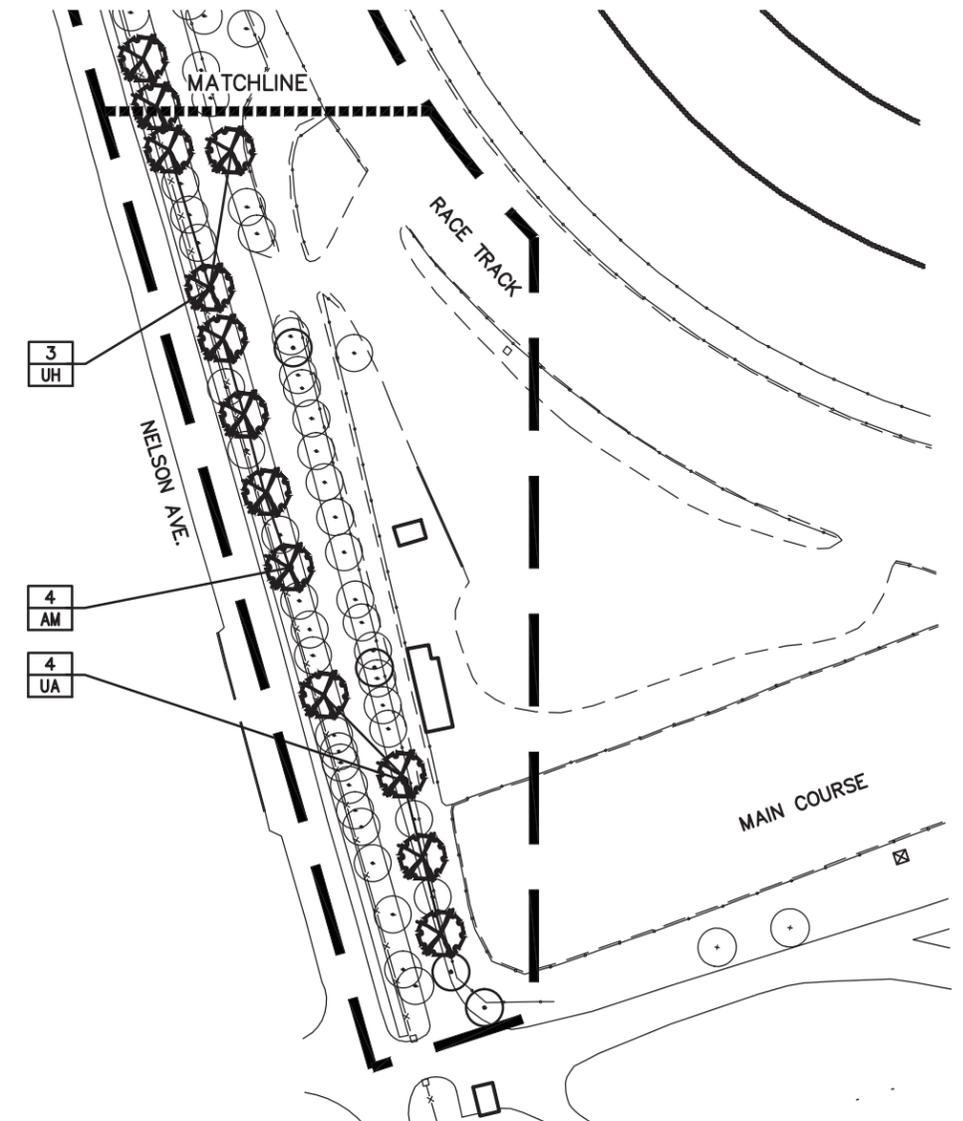
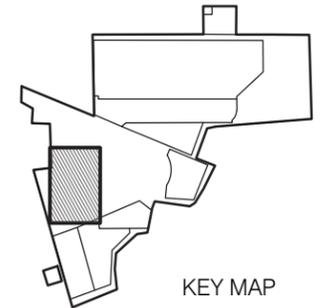


PLANT SCHEDULE

KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING SIZE	ROOT
AM	8	<i>Acer Saccharum</i> 'Green Mountain'	GREEN MOUNTAIN SUGAR MAPLE	4"-4 1/2" CAL.	B&B
AL	5	<i>Acer Saccharum</i> 'Legacy'	LEGACY SUGAR MAPLE	4"-4 1/2" CAL.	B&B
UA	4	<i>Ulmus americana</i> 'Accolade'	ACCOLADE AMERICAN ELM	4"-4 1/2" CAL.	B&B
UH	7	<i>Ulmus americana</i> 'New Harmony'	NEW HARMONY AMERICAN ELM	4"-4 1/2" CAL.	B&B

LEGEND

- NEW DECIDUOUS TREE PLANTING
- NEW CONIFEROUS TREE PLANTING
- EXISTING TREE TO REMAIN
- AREA COVERED BY NYRA SARATOGA FRONTSIDE REDEVELOPMENT PLANS



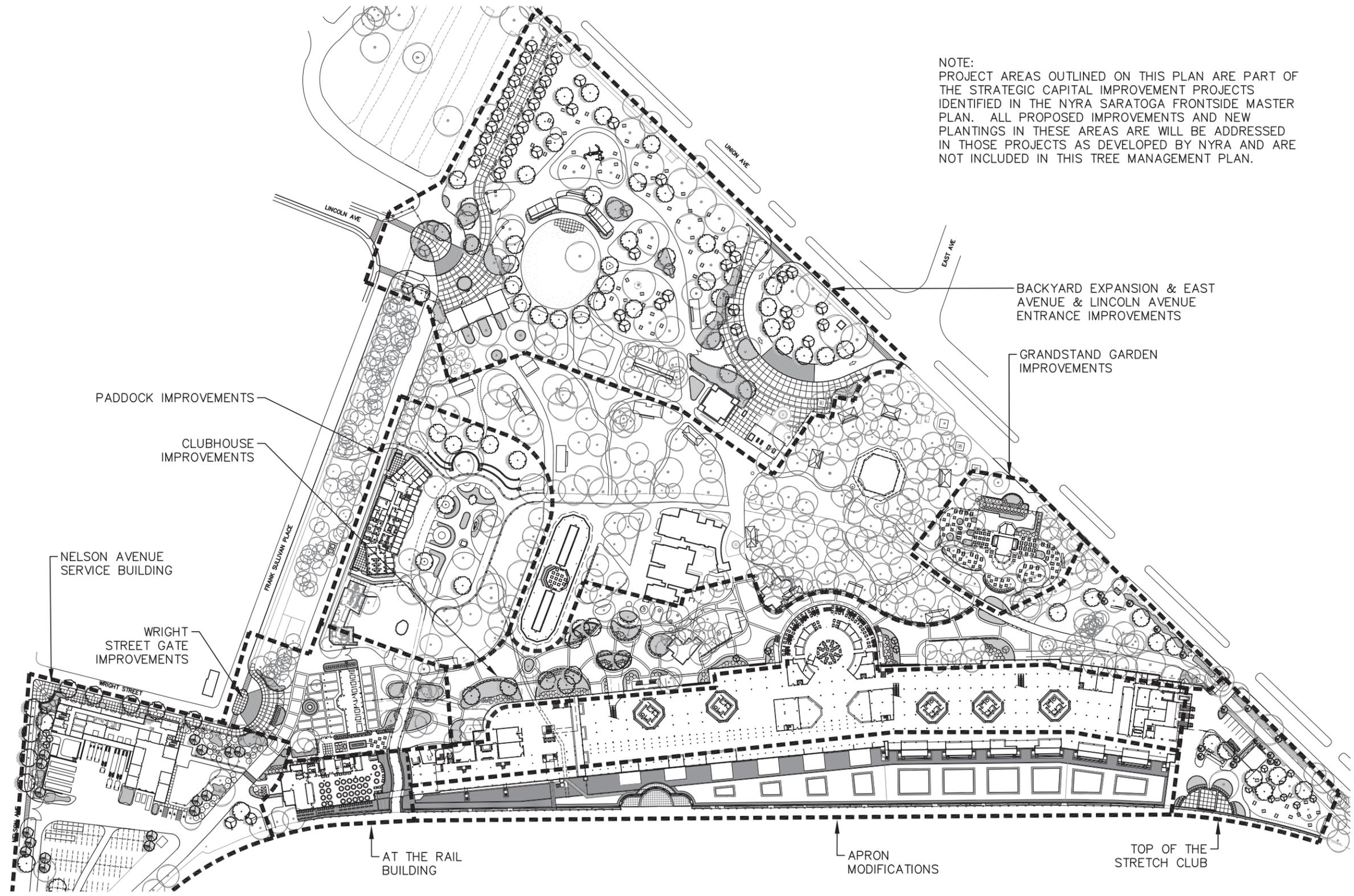
Appendix:

NYRA Saratoga Frontside Redevelopment Plans (drawing only)

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

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

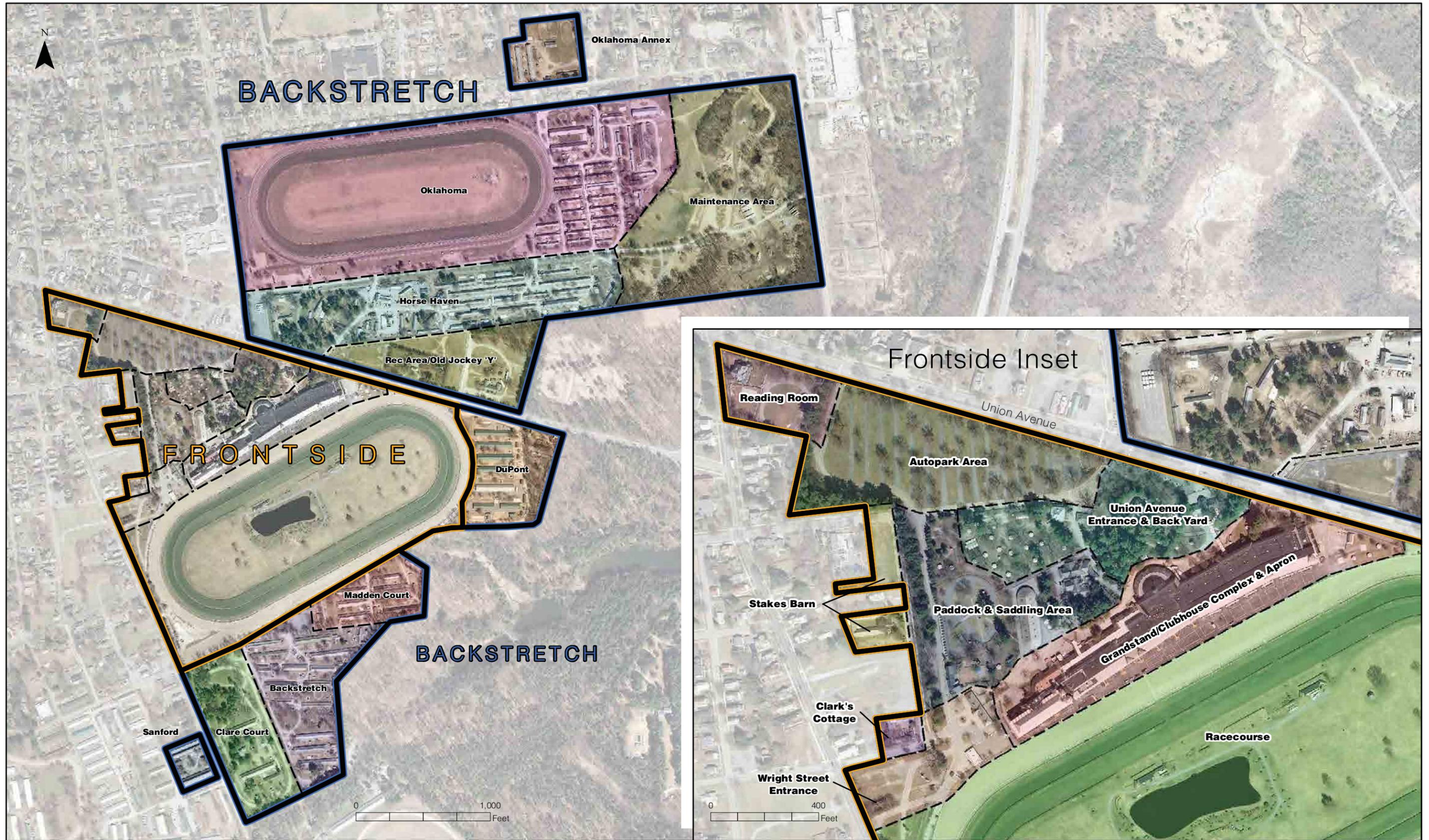
NOTE:
 PROJECT AREAS OUTLINED ON THIS PLAN ARE PART OF THE STRATEGIC CAPITAL IMPROVEMENT PROJECTS IDENTIFIED IN THE NYRA SARATOGA FRONTSIDE MASTER PLAN. ALL PROPOSED IMPROVEMENTS AND NEW PLANTINGS IN THESE AREAS ARE WILL BE ADDRESSED IN THOSE PROJECTS AS DEVELOPED BY NYRA AND ARE NOT INCLUDED IN THIS TREE MANAGEMENT PLAN.



OVERALL REDEVELOPMENT PLAN
 SCALE: 1" = 80'-0" (FULL SCALE - 24x36 LAYOUT)
 SCALE: 1" = 160'-0" (HALF SCALE - 11x17 LAYOUT)



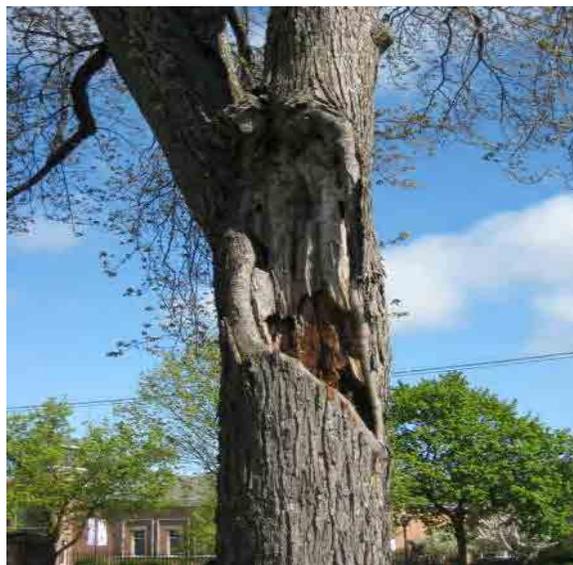
NYRA Saratoga Frontside Redevelopment Plans (For Reference Only)



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.

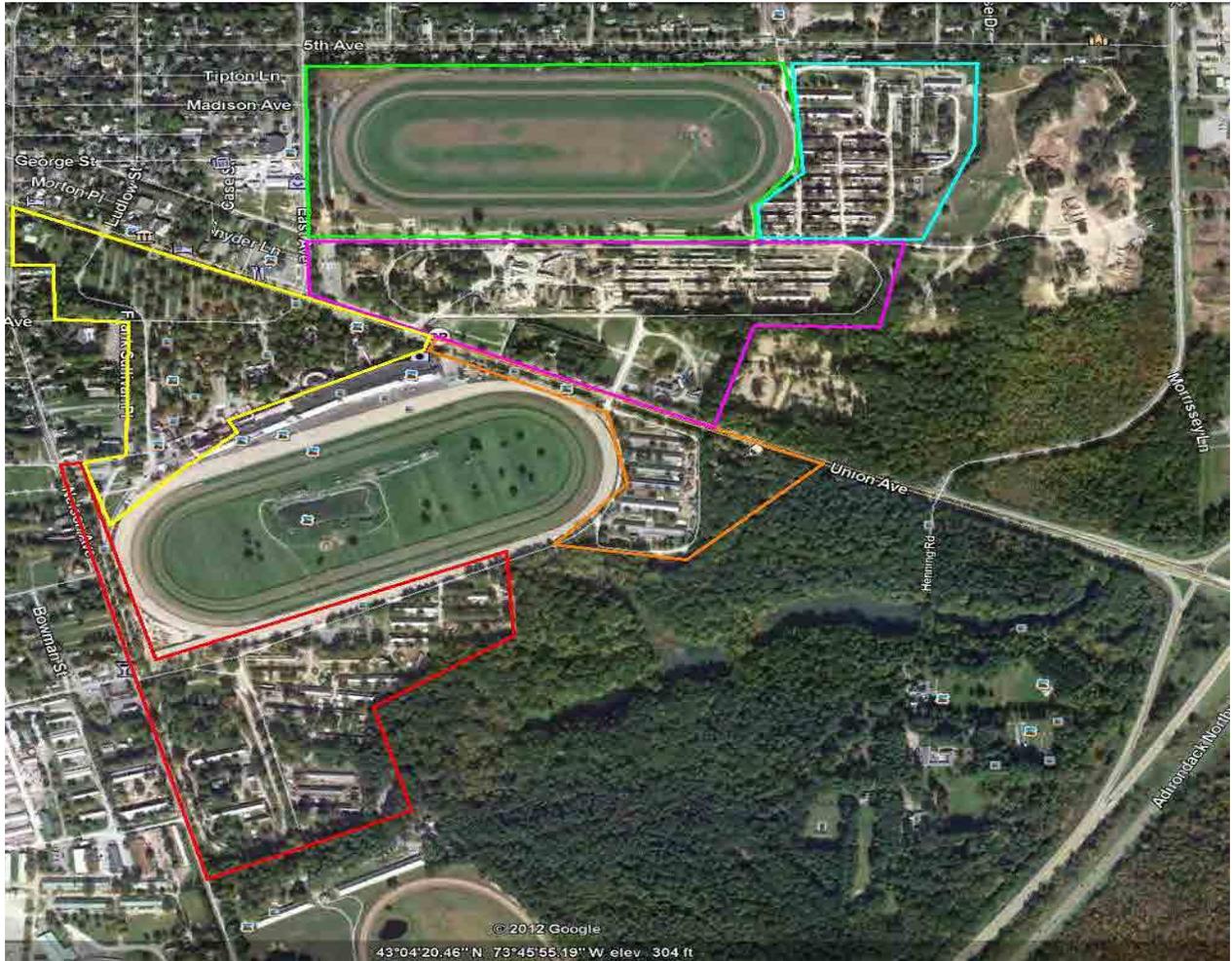
Maps

- 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					
Tag	Area	Species	Diam	Comment	Method
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

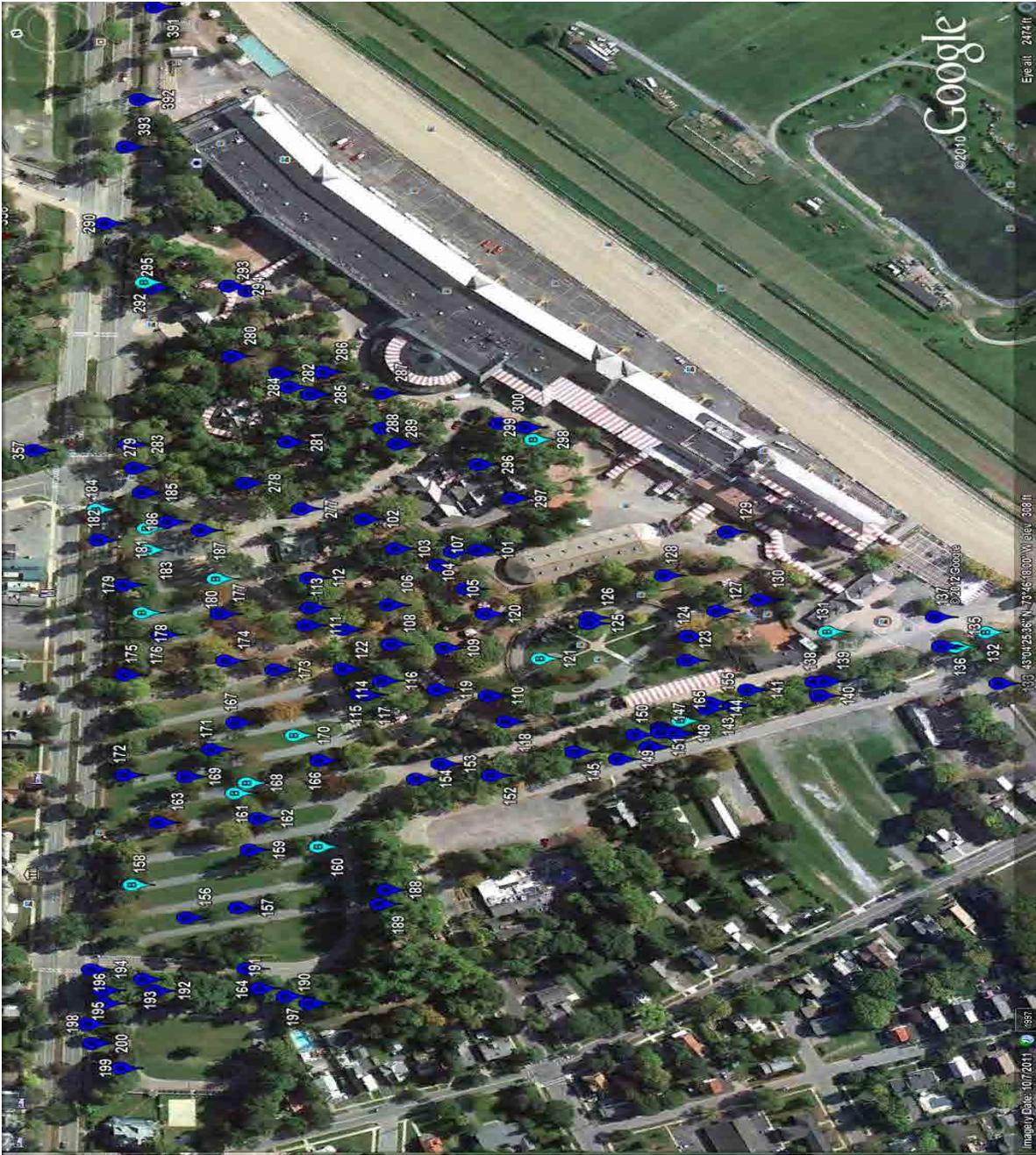
Appendix III: CD contents

CD contents

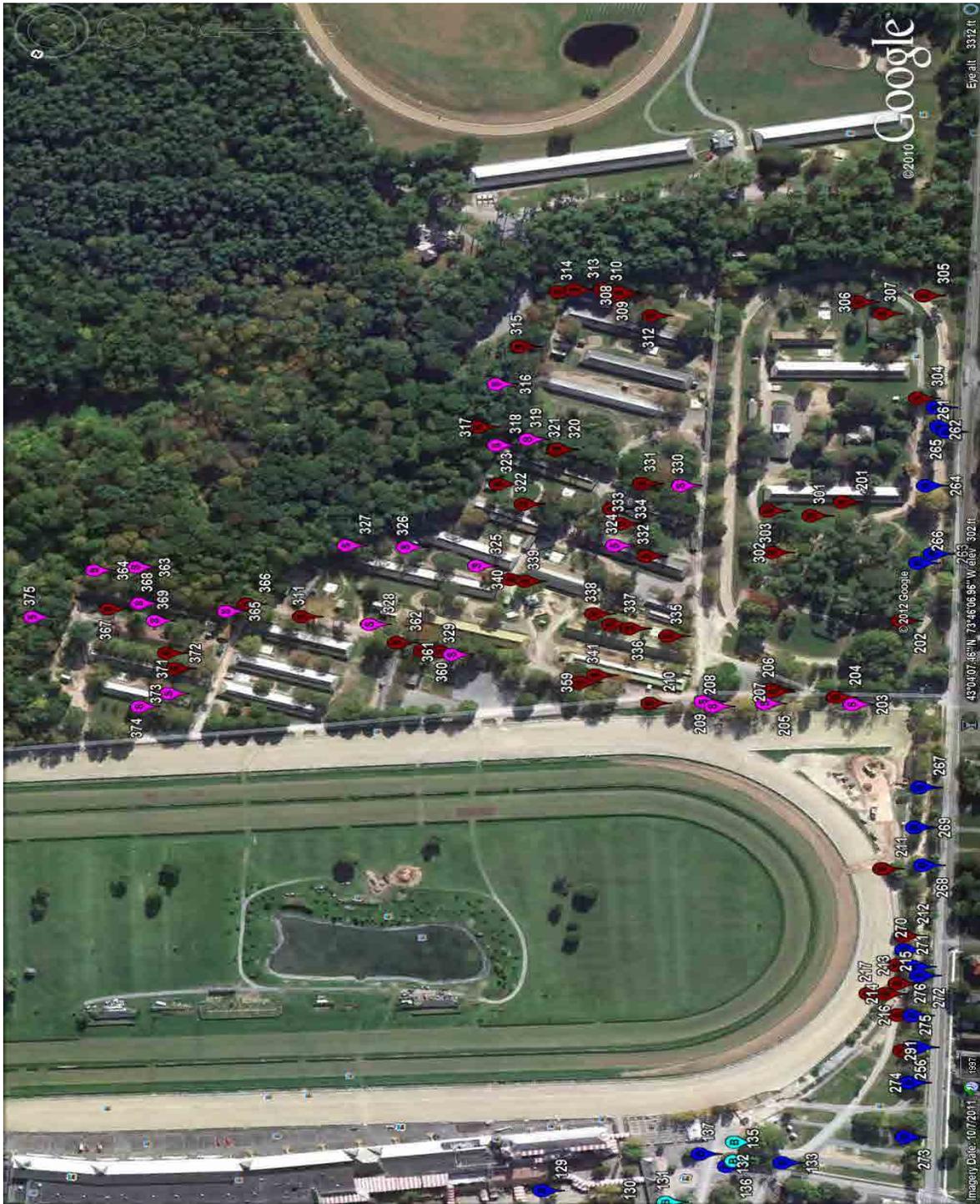
- Final Report
- Maps
- Field data
- Field photos
- Powerpoint® Presentation of Results

Appendix IV: Tree Location Maps by Tag Number

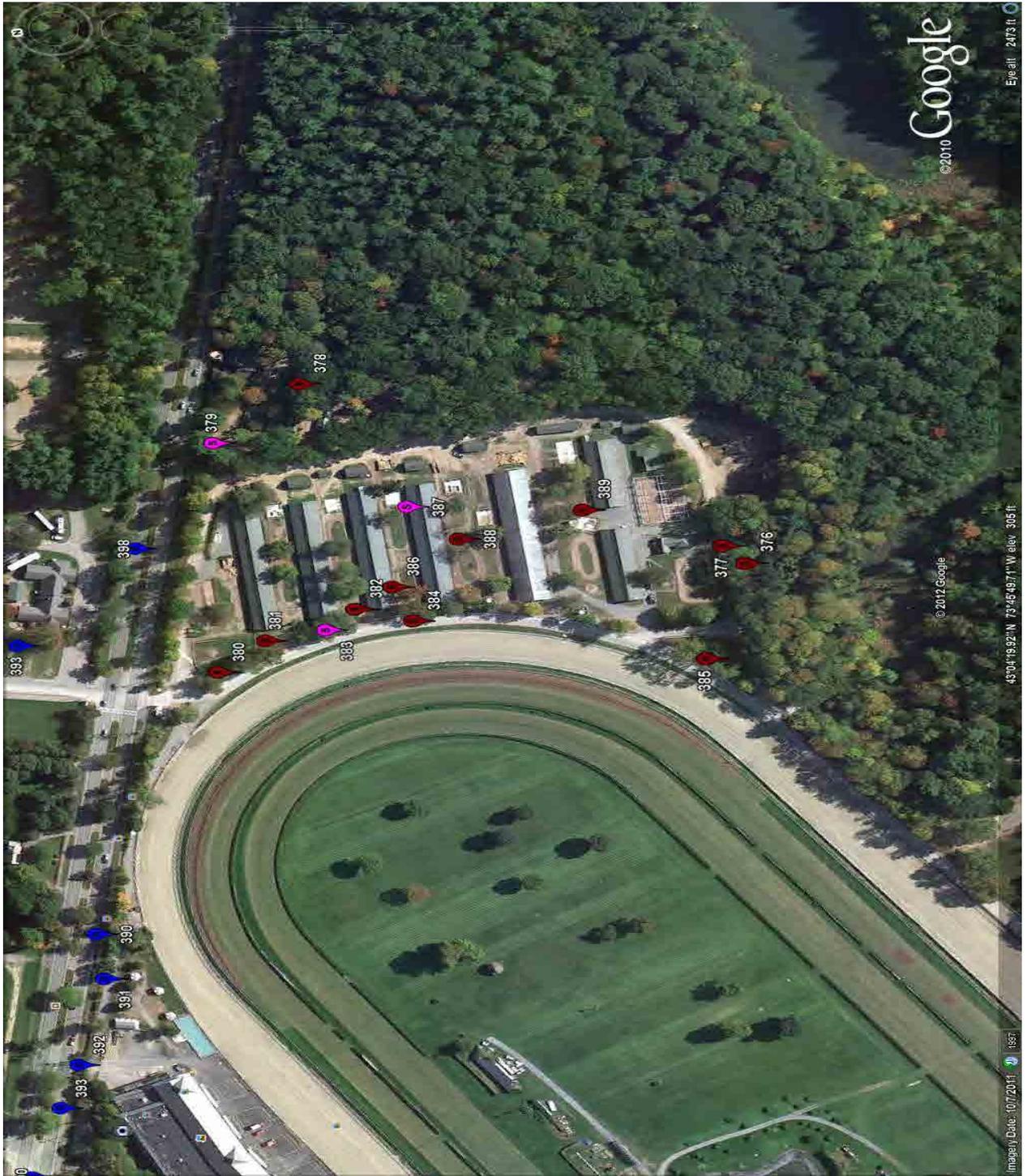
Frontside



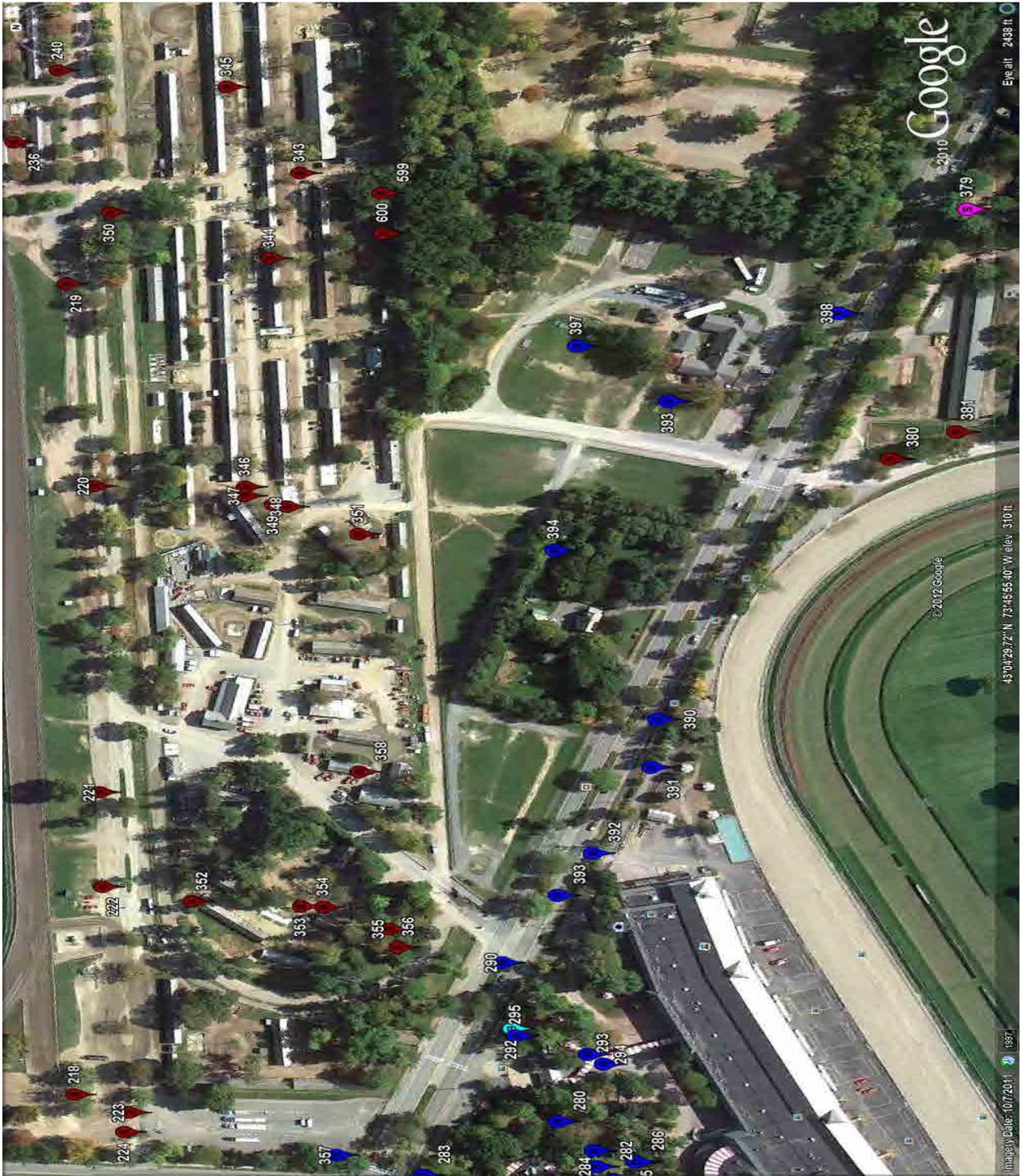
Backside_S_Nelson



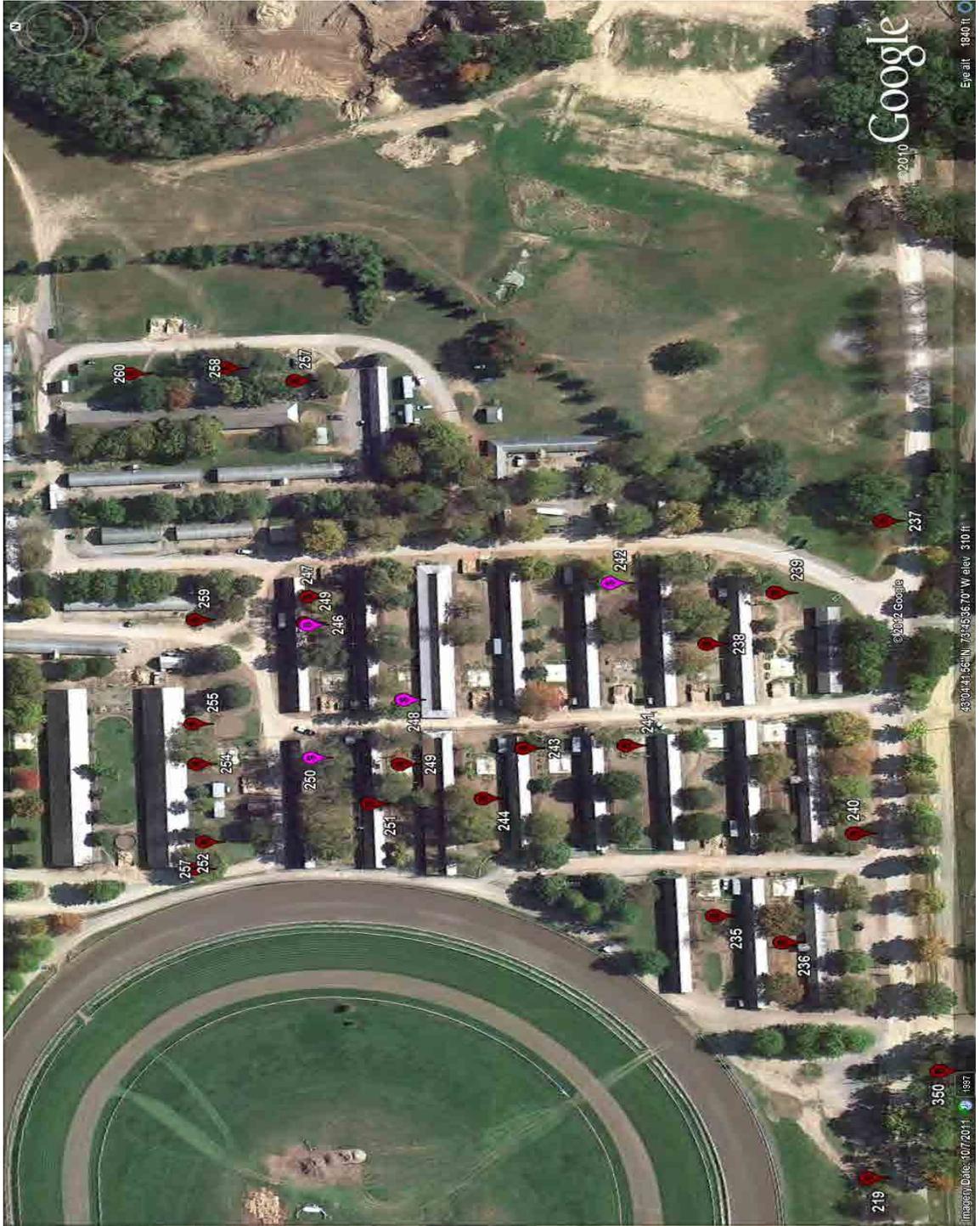
Backside_S_Union



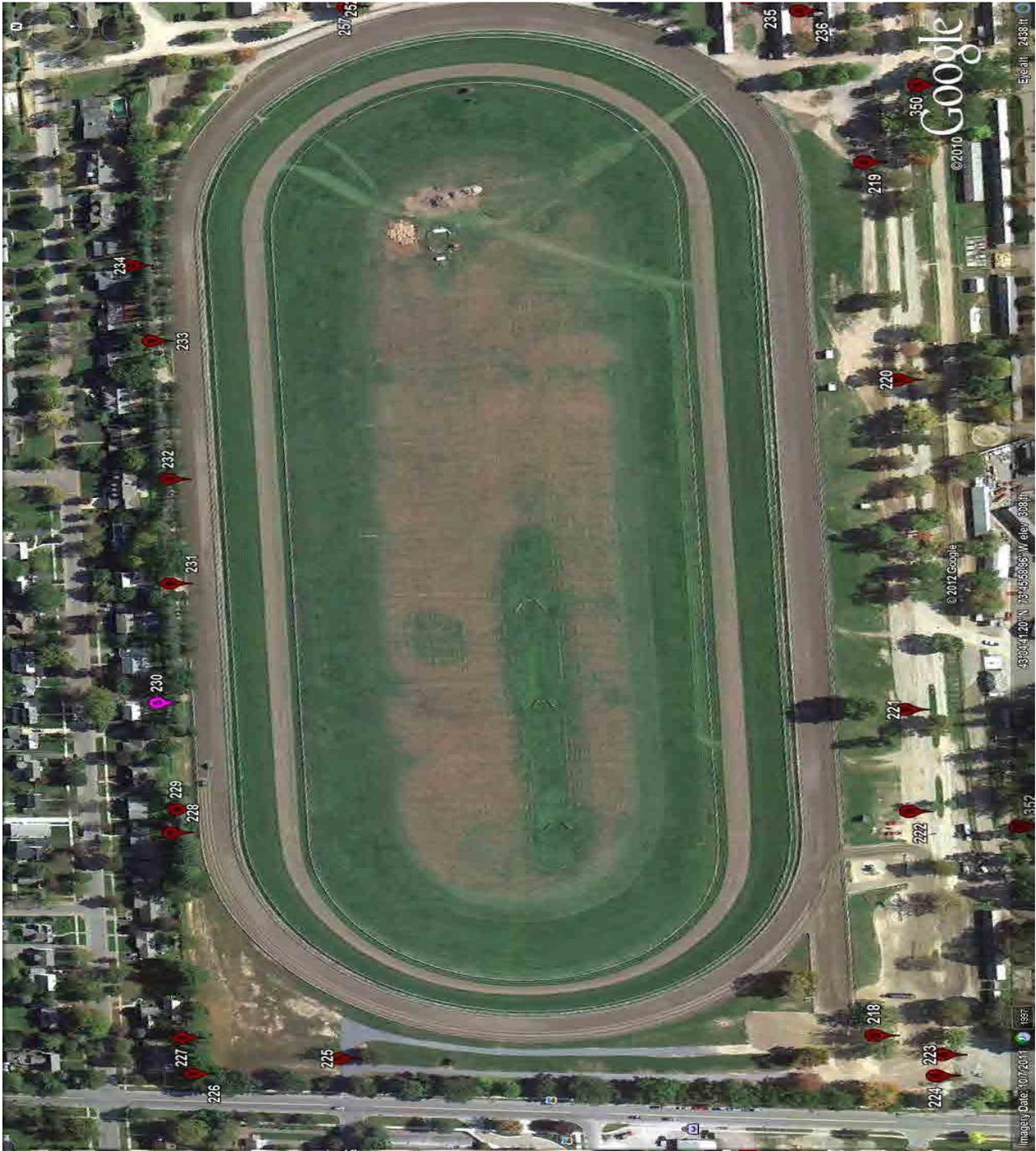
Backside_N_Union



Backside_N_East



Backside_N_West



Attachment E
Guide to Compatible New Construction

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>

The preparation of this material has been financed in part with federal funds from the National Park Service, Dept. of the Interior. However, the information, contents and opinions do not necessarily reflect the views or policies of the Department of the Interior. In addition, under Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, or handicap in its federally assisted programs. If you believe you have been discriminated against in the information presented above, or if you desire more information, please write to: Office of Equal Opportunity, U.S. Department of the Interior, Washington, D.C. 20240. The preparation of this material has been administered by the New York State Office of Parks, Recreation and Historic Preservation.

Attachment F
Draft Construction Protection Plan

ATTACHMENT F

Construction Protection Plans

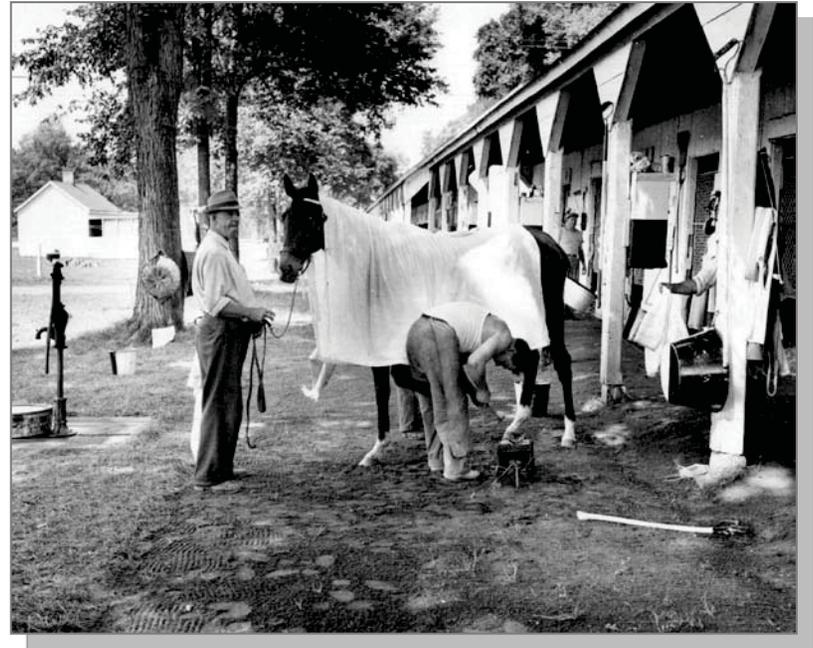
Construction Protection Plans (CPPs) will be developed, as required by Stipulation 5 of the LOR, to avoid construction related adverse impacts on historic structures, historic landscapes, and archeological resources located within construction area boundaries. The CPPs will be established to satisfy the requirements of the New York State Historic Preservation Act (NYPA). Due to the different project elements being proposed (location & type), draft project specific CPPs will be developed and included in the 35% and 75% design plans prepared in accordance with the LOR. The CPPs will typically include:

1. Project Introduction and roles of OPRHP and involved agencies;
2. Objective of the CPP;
3. Abbreviations & Definitions of terms used in the CPP;
4. Potential Resources Affected. This will include a description of the types and locations of the significant and contributing resources that are located within the potential area of construction effects (within 100 feet of construction as per the Letter of Resolution). The physical characteristics, age, and significance of each resource will be described and its relationship or proximity to the proposed construction identified;
5. Protection Methodology for Historic Resources/Buildings. This will describe the measures that will be taken to protect historic resources during construction. For historic structures, this includes undertaking pre-construction surveys to assess the existing condition of the buildings with respect to building foundation, façade, windows, slabs, masonry wall, etc. and to document any noticeable pre-existing damage where possible. Historic landscapes will also be surveyed prior to construction as needed. After project completion, post-construction surveys will be completed to compare conditions and ascertain no damage has occurred to the historic elements. In addition, the CPPs will describe monitoring that will be undertaken during construction, such as vibration and crack monitoring. The CPPs will provide thresholds for monitoring threshold exceedances and set forth the protocols that will be followed to monitor historic resources, such as for vibration and cracks. Where required, the need for physical protection will also be identified, with the types of physical barriers, e.g. sheeting, flagging, and construction barriers identified. Locations of project staging will also be mapped and identified in relation to historic resources.
6. Protection Methodology for Archaeological Resources. The CPPs will describe and map the archaeologically sensitive areas as identified in the Project's May 2014 Phase 1A Archaeological Survey and identify those areas that could be affected by subsurface disturbance or excavation. For those areas to be affected, protocols for performing advance field testing or monitoring during construction to identify the presence or absence of archaeological resources will be identified. Consultation, additional work, and reporting protocols that will be followed during the course of the archaeological investigations and if archaeological resources are identified will also be described. In instances where work would not be located within an area of archaeological sensitivity, but construction may be close by, protection barriers to prevent inadvertent incursion of machinery or excavation will be identified as appropriate.

Attachment G-1
Saratoga Race Course Cultural Resources Inventory Phase I

SARATOGA RACE COURSE CULTURAL RESOURCES INVENTORY

PHASE ONE:
Cultural Landscape Inventory &
Architectural Resource Survey of Backstretch Structures



Produced by:
LANDMARK CONSULTING &
MARTHA LYON LANDSCAPE ARCHITECTURE

Funded by:
Saratoga Springs Preservation Foundation
Alfred Z. Solomon Charitable Trust
Preserve New York grant program of the
Preservation League of New York State & NYS Council on the Arts
New York Racing Association
City of Saratoga Springs
Saratoga County Industrial Development Agency

SARATOGA RACE COURSE CULTURAL RESOURCES INVENTORY: PHASE I

Produced September 2010

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This project is funded by Preserve New York (2009), a grant program of the Preservation League of New York State and the New York State Council on the Arts.

SARATOGA RACE COURSE CULTURAL RESOURCES INVENTORY

PHASE ONE:

Cultural Landscape Inventory & Architectural Resource Survey of Backstretch Structures



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SARATOGA RACE COURSE CULTURAL RESOURCES INVENTORY

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- f. Period of Significance & Recommendations

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- c. The Whitney Era (1901-1904)
- d. The Pinnacle (1904-1954)
- e. New York Racing Association Era (1955 – Present)

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(Context; Typology, Barns; Dormitories; Ancillary structures; Character-defining Features)

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- b. Structure Inventory Forms
- c. Historic Images
- d. Maps, Plans and Architectural Drawings (*historic*)
- e. Relevant Printed Materials (*newspaper or magazine articles*)
- f. Representative Photos (*current digital images*)
- g. Bibliography

ACKNOWLEDGEMENTS

Landmark Consulting and Martha Lyon Landscape Architecture, LLC would like to acknowledge the generous assistance and guidance of several individuals and organizations during our process of researching the historical development of the Saratoga Race Course. The research began with files of the Saratoga Spring Preservation Foundation, provided by Executive Director, Samantha Bosshart, discussion with Matt Furth of Frost-Furth Architects on the historic images and process involved in producing the [A Physical History of the Race Course Facility at Saratoga Springs, New York](#) and the resources both archival and human in the Saratoga Room at the Saratoga Springs Public Library. Teri Blasko, head librarian, and Victoria not only made the various racing files, books and images available outside of regular office hours, but suggested other contacts and shared personal knowledge and postcard collections that helped us advance our research. The curators or archivists at various local collections such as John Connors at the Saratoga Springs Historical Society and Museum, Beth Sheffer at the National Museum of Racing and Kathleen Coleman at Brookside, the County Historical Society all opened their records to us, expressed a genuine interest in our work and facilitated our studies.

At NYRA, Charlie Wheeler, Manager of Planning and Community Relations, made us feel welcome on the site and provided access to maintenance records and the small storage room on the second floor of the Facilities Dept. building where an extensive collection of architectural drawings and maps were kept. It was during the “digging” in this space that we stumbled across crumpled plans drawn by Charles Leavitt. The security staff, particularly Sergeant Lewis, made us feel welcome as well as secure on the site during our field work.

In addition, Joan Walter, an active member and volunteer of the Preservation Foundation graciously provided us with a deed search of the individual parcels or properties that now make up the race course property. This information was extremely helpful in understanding the development of the private stable areas as well as the expansion of the race course property over time.

Paul Roberts at Turnberry Consulting with John Blackburn at Blackburn Architects have been helpful in sharing their knowledge of how thoroughbred racecourses elsewhere work, how they have evolved and the basic needs of horses, backstretch workers, owners, Racing Association management and spectators. In addition they have provided important feedback on our work as it relates to NYRA’s vision for the future.

In general this has been a very effective collaborative with each player, however small their role contributing the success of the final product and we are grateful for their involvement.

PROJECT OVERVIEW

Project Background

For over thirty years the Saratoga Springs Preservation Foundation has been actively preserving the architectural, cultural, and landscaped heritage of Saratoga Springs and for much of the City's existence the Saratoga Race Course has been an integral part of its development. The Foundation has always recognized the importance of preserving this nationally significant cultural resource. In 1978, the Foundation included the Saratoga Race Course as part of the National Register listed Union Avenue Historic District and the Foundation has undertaken this cultural resource survey because of increased pressure for the management to reduce cost of maintenance while pursuing plans to modernize and diversify the historic race course.

Concerns within the Foundation resurfaced in 2007, when the operation franchise of New York State horse racing was up for renewal. This prompted a national competition to determine who would be the operator of the Saratoga Race Course with the understanding that whoever was awarded the contract would most likely want to increase investment by modernizing and expanding the track facilities. Concerns about how these modernization and expansion efforts would be conducted prompted the Foundation to form the Race Course Preservation Coalition in May 2007. Over 200 people and organizations signed on to support the long-term preservation of the historic character of the Saratoga Race Course. Members included the National Museum of Racing and Hall of Fame, the Downtown Business Association, the Saratoga County Chamber of Commerce, the Saratoga History Museum, the Preservation League of New York State and the National Trust for Historic Preservation.

The Race Course Preservation Coalition has advocated for a thoughtful and balanced approach to the preservation and modernization of the race course with a four-pronged approach:

- Inventory:** Compile an updated, complete historic resources inventory of the over 200 structures and landscape features.
- Protect:** Incorporate all buildings and landscaped features of historic, architectural or cultural significance into the local Union Avenue Historic District.
- Plan:** Ensure that a comprehensive facilities management plan including design standards based on the Secretary of the Interior Standards are completed.
- Oversee:** Establish a formal local oversight process.

The New York Racing Association (NYRA), formerly the Greater New York Association, had been operating the racing franchise since 1955 and on Dec. 31, 2007 this franchise agreement officially expired. At that time NYRA had been operating at a significant deficit forcing them to declare bankruptcy. For more than two years prior to this expiration date, State officials attempted to iron out goals for a final agreement that would include more accountability and increased oversight yet keep thoroughbred horseracing thriving in NYS. In February 2008, the Governor and State Legislature reached an agreement with New York Racing Association (NYRA) named once again as the franchise operator, but with new provisions tied to this twenty-five year agreement. The provisions of this twenty-five agreement included the required inventory of all structures and landscape attributes of the Saratoga Race Course; a review of NYRA's capital plan by the State Historic Preservation Office; and the creation of a local advisory board made up of representatives appointed by the Mayor, County Board of Supervisors and NYRA. In March 2009, the members of the local advisory board were appointed.

The inventory is part of the formal agreement of NYRA being named the operator of the Saratoga Race Course. However, it was an unfunded mandate. Therefore, the Saratoga Spring Preservation Foundation endeavored to obtain funding to move the inventory forward given the immediate need for this project. As of late summer 2010, NYRA continues to await word on an approved Video Lottery

Terminal (VLT) operator at Aqueduct race course, from which it is supposed to receive gaming revenue. IN the late spring of 2010, NYRA announced to the state and public that it was quickly running out of operating funds partly due to the money owed in revenue from the bankrupt New York City Off-Track Betting Corp (OTB), but also to the great delay on the plans VLT racino at Aqueduct.

Once these funds become available, NYRA plans to be prepared with development projects already on the drawing boards. News reports and NYRA officials have noted that the most pressing projects include new housing for backstretch workers; improving the quality and safety of the horse barns due to threats of disease, injury and fire; and building luxury boxes for high-end patrons of the track. It was considered crucial that the inventory process begin immediately so that NYRA could take into consideration the historic structures and landscapes as it moves forward with capital improvements. If changes to the track were to be made in an insensitive manner, the important historic and cultural resources of the Saratoga Race Course could be lost forever.

Since 2007 the Foundation has invested countless hours and substantial monetary investment towards the advocacy efforts of preserving the Saratoga Race Course. This investment has also included the creation and coordination of the Race Course Preservation Coalition, as well as grant writing to underwrite the cost of the inventory. In October 2008, the Foundation applied for and was successful in obtaining \$8,000 from the Alfred Z. Solomon Charitable Trust. In September 2009, the Foundation was awarded \$9,000 from the *Preserve New York* grant program of the Preservation League of New York State and the NYS Council on the Arts. NYRA contributed \$5,000 and a grant for \$10,000 from the Saratoga Spring IDA was applied for and awarded for a combined total of \$32,000 to fund the first phase of the cultural resource survey & inventory.

Project Goals

Regardless of the delays to pick a VLT operator, NYRA has indicated that it has big plans in mind for using this new stream of revenue. In 2008, NYRA retained Paul Roberts of London-based Turnberry Consulting Ltd. to develop long-term strategic capital plans to improve the economic sustainability of all three NYRA tracks – Saratoga, Aqueduct and Belmont Park but with the focus on Saratoga first. Roberts, an international expert on race courses and their history, has worked as an advisor to Ascot and York in England. Through his collaboration with the Saratoga Race Course Coalition they are pursuing a balanced approach to the preservation and modernization at Saratoga. Roberts has noted that Saratoga is unique as the host of the nation's premier race meet and is the most lucrative on NYRA's year-round calendar, yet the aging facility needs significant investment to stay competitive on a global market. The historic track with its unique character and potential to capitalize on its heritage brand has the unique ability to pull in significant revenue both for the race season and throughout the year. However, with recent decades have resulted in serious deferred maintenance, the race course property is showing signs of wear and deterioration that will require much attention and expense in coming years. NYRA has announced plans for \$100 million worth of improvements at aging Saratoga Race Course, yet before this work can begin they are obligated to conduct the inventory of the historic features of the race course site.

The information gathered as a result of this cultural resource survey will provide important baseline data about the Saratoga Race Course. Naturally, it will be shared with NYRA, the local advisory board, the State Historic Preservation Office, and the public. The New York Racing Association will be able to use this valuable information to make informed decisions when making capital improvement plans as well as planning for maintenance. The local advisory board and the State Historic Preservation Office will also be able to use this information when reviewing proposed projects. The Foundation will

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provide updates on the project to the public through press releases and will also have it available in the office for the public to view.

Methodology

From the beginning of SSPF's fundraising pursuits and efforts to guide the inventory process on behalf of the local advisory board, NYRA has been involved as a partner or collaborator in the effort. With Paul Roberts of Turnberry Consulting, strategizing about everything from basic infrastructure such as plumbing and electrical to racetrack surfaces, backstretch housing, hospitality, and marketing, it has proven critical to the cultural resource survey project for SSPF and NYRA to work together.

In January 2010, the consulting team of Kimberly Konrad Alvarez of Landmark Consulting and Martha Lyon of Martha Lyon Landscape Architecture was hired for this first phase of the Cultural Resource Survey of the Saratoga Race Course. With 350 acres and well over 200 structures on the property of the Saratoga Race Course the consultants proposed a multi-phased approach to document the resources based on priorities and as funding was available. From the beginning and throughout the project, Turnberry Consulting has shared its thoughts regarding priorities and model projects, while Landmark Consulting and MLLA have provided feedback and insight on potential NYRA project based on their research and assessment findings.

The framework of the Cultural Resource Survey and the subsequent phases of work reflect the four-pronged approach of the Race Course Protection Coalition (Inventory, Protect, Plan and Oversee). The first phase of the cultural resource survey, while being limited due to funding constraints, achieves a large portion of the mandated historic resources inventory by surveying nearly half of the over 200 structures and most of historic landscape features. This initial phase has focused on the six backstretch areas identified by NYRA and Turnberry Consulting, as being their first priority for improving conditions, carefully increasing the capacity of barns & residences and unifying the historic character and visual environment. These priority areas include West Horse Haven, Madden Court, Clare Court, Sanford, Millionaire Row, and the Oklahoma Annex. This work involved the identification of all the resources within the study areas, researching the historical development of the race course site, documenting and assessing the existing conditions of the structures and landscape, determination of period(s) of significance, and developing general recommendations for treatment of the landscape and backstretch architecture.

It has been the consultants' approach and intention to produce a product that can be used by NYRA when making future planning decisions and by the local advisory board and State Historic Preservation Office when reviewing proposed projects. The information is also intended to be useful for the purpose of writing a National Historic Landmark designation.

The Process

In January 2010, the consulting team of Kimberly Konrad Alvarez of Landmark Consulting and Martha Lyon of Martha Lyon Landscape Architecture worked out the scope and extent of work to be completed during the first phase of the Cultural Resource Inventory as mandated to NYRA and overseen by the Saratoga Springs Preservation Foundation and the Local Advisory Board. With the ongoing dialogue with NYRA’s consultant, Paul Roberts of Turnberry Consulting, the focus of the study was narrowed down to the study of the architectural resources within eight priority backstretch areas and looking at the 350 acre landscape as a whole. These eight priority areas included Elm Court, Camp[fire] Court, West Horse Haven, Madden Court, Clare Court, Sanford Area, Millionaire Row, and the Oklahoma Annex.

As a reference, the following map of the entire race course property which was produced by Blackburn Architects¹, notes the location of these areas:



The areas noted with the red highlights point to the eight locations studied in detail. Graphic originally created by Blackburn Architects and adapted for these illustration purposes. Collaboration with John Blackburn through Turnberry Consulting yielded access to CAD files of the property for use in this project.

¹ Blackburn Architects is the firm that Turnberry Consulting is working with on the design and criteria of new barns, due to their expertise on horse stables.

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This first phase has involved the identification of all the resources within the study areas through a numbering or naming system; researching the historical development of the race course site through research of primary and secondary written, printed or photographic sources; documenting and assessing the existing conditions of the structures and landscape; determination of period(s) of significance; and developing general recommendations for treatment of the landscape and backstretch architecture.

All the architectural resources have been photographed and mapped and a complete inventory form produced. The various building types have been categorized by type, construction, period, location and use. The historic research has uncovered details on the chronological development of the landscape and architecture, as well as important associations with persons, events and cultural traditions. The survey has also noted character-defining landscape features such as planned tree rows or planting beds, circulation paths or patterns, significant edges and views, entrances and topography. The intention of this survey has been to establish a framework for better understanding the development of the complex, the historic character and architectural significance in order to better guide the efforts to protect what is truly important. This research and thorough documentation will facilitate the development of the historic context narrative and a statement of significance when the time comes to nominate the site as a National Historic Landmark.

Findings & Conclusions

The research and documentation has revealed that there have been three 50-year periods that mark the development of the Saratoga race course property. The first 50 years witnessed the initial establishment of horse racing on the site, beginning on the old Horse Haven site and later to the track south of Union Avenue. As horse racing became a more popular sport, the track property grew along with Saratoga Springs' population and the development of the city as it stretched eastward to where it met up with the race course. Well-known personalities as John Morrissey, Leonard Jerome, and William Travers were men with great visions associated with this first phase of growth of the race course. The focus was on increasing the accommodations for visiting horses, their owners and workers as more and more barns were constructed with more stalls and more amenities. This country race course was continuously improved to become the sophisticated resort that socially prominent individual from as near as New York City and as far as the West Coast would travel for the duration of the summer meet.

By the second 50-year period, Saratoga Race Course's reputation of elegance and refinement had been well established however there was a period of transition where there was great concern that this reputation would be tarnished as the race track was quickly slipping into a dark era of decline. Out of concern for the future of the Saratoga Race Course, a conglomerate of New York business men with varying turf interests joined forces to purchase and rescue it. Grand plans accompanied this new management group with the race course property nearly doubled in size, the track and grounds entirely rebuilt and a master planning approach applied to every aspect of the property from barn orientation to tree planting. As the property was expanded, the boundaries were delineated with new iron fencing and brick piers. Some have referred to this first half of the 20th century as being the heyday or pinnacle of the race course. Along with more space and better racing conditions, came bigger purses and more prominent horses and patrons. In turn, the attention to every detail was made whether it be the care of the barns, the flower beds or the ongoing maintenance of this site.

In the 1950s, New York State asserted additional control over racing by removing the licensing power of the Jockey Club, a private organization. Instead this licensing control was transferred to the State Racing Commission. The Jockey Club, reorganized as the Greater New York Association, bought out the four big New York racing associations – Saratoga, Belmont, Aqueduct and Jamaica. The Greater

NY Association renamed itself as the New York Racing Association (NYRA) and was successful in obtaining a franchise to operate the tracks in the state for 25 years on a non-profit basis with the concession that 1% of the pari-mutuel handle would be diverted from the tax coffers to NYRA for track improvements. NYRA was guaranteed that Saratoga could hold a 24-day racing meet in late summer and this guarantee convinced NYRA to invest in the Saratoga venue with initial improvements to the racing surface, new stables and bunkhouses. The biggest shift in the third 50-year period was the fact that NYRA was now managing the site, in addition to 2-3 others and was splitting the capital for improvement between these sites. The result was an effort to streamline procedures, reduce operating costs, and overall to decentralize the management and operation of Saratoga race course. The attention was now split three-ways, and there was a great tendency to make generic improvements with generalized rather than specialized laborers.

The character of these three periods is also reflected in the buildings and the landscape features that date to those eras. For example the barns and environment within Horse Haven reflects a shift from casual but comfortable accommodations with the barns set randomly within natural groves of trees as the west, to the more commodious stables, uniformly aligned for increased capacity and efficient access with planned rather than natural vegetation at the east end. The character remained rustic and in keeping with the rural racing venue, whereas those areas developed in the second period as Racing Association leader William Whitney and his landscape architect/engineer master planned and rebuilt large portions of the track site, were more ordered, and refined. While the barns and residences of this second period still retained a utilitarian function and appearance, their materials and design features reflect the early 20th century relationship between hand craftsmanship and early mass production of materials. During the last period under NYRA management, few new barn, dormitories or landscape features have been added while those that have reflect a generic and cost-conscious approach.

Landscape and Character-defining Features

By documenting the Race Course landscape's history, and studying the eight priority areas (Elm Court, Camp(fire) Court, West Horse Haven, Madden Court, Clare Court, Sanford Area, Millionaire Row, Oklahoma Annex), along with the remainder of the Race Course landscape (including East Horse Haven, Oklahoma, Dupont, Backstretch, the Infield and the Back Yard), Landmark Consulting and Martha Lyon Landscape Architecture, LLC were able to identify many character-defining features extant on the property. The *Cultural Resources Inventory* recommends that these features be preserved and enhanced as the Saratoga Springs Preservation Foundation, NYRA and Turnberry Consulting proceed with redevelopment efforts:

- *Location and Setting.* The Saratoga Race Course's location within walking distance of historic Saratoga Springs, and setting within a wooded, shady grove, has drawn thoroughbred owners, racing enthusiasts and patrons since its beginnings in the 1860s. Maintaining this location and setting will be essential to preserving the Race Course's historic character, and to distinguishing it from other courses, but nationally and internationally.
- *Size.* On par with the Race Course's location and setting is its relatively intimate size of 350 acres. The property is large enough to accommodate horses, workers, and visitors, yet small enough to be crossed from one side to another – on foot – by pedestrians. Again, this ample yet intimate scale is part of what distinguishes it from other race courses.
- *Views.* Throughout all of the Race Course's sub-areas, users of the property are met with pleasing long and short views and these views contribute significantly to the landscape's character. Despite

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nearly flat terrain across the 350 acres, views are formed by allees of tall shade trees arching over roadways, by orderly rows of barns, and by pairs of trees, framing views across the Infield to the historic Grandstand.

- *Historic Circulation Patterns.* Historic maps and plans of the course, prepared in the first decades of the 20th century, show a carefully-planned and tastefully-aligned system of roadways and paths, most of which received names of notable thoroughbreds. While many of these routes have been widened and/or crossed by new roads, their basic layout remains.
- *Historic Barn Layouts.* Corresponding to the road and path system are the arrangements of the historic barn structures, placed throughout the backstretch. Some layouts, such as those in West Horse Haven, reflect the earliest days of the Race Course, when buildings aligned with the route of the Horse Haven track. Others reflect an early 20th century pattern, with arrangements in long, linear rows. Both layout types contribute to the historic look and feel of the Race Course.
- *Historic Tree Planting Schemes.* Shade and evergreen trees have always filled the Race Course landscape and helped it to stand out as unique among America's thoroughbred tracks. 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 350-acre property down human scale.
- *Landscape Details.* In addition to the trees, other landscape details fill the Race Course landscape, enhancing its historic character. Principal among these are several styles of historic fencing, including the iron picket rimming Union Avenue, and the timber post and single rail wood fencing (partially intact) edging the historic Horse Haven track.
- *Seasonal Traditions.* One of Saratoga's many traditions is the planting of annual flowers that add color to the Race Course landscape, in both its formal areas (Back Yard and Infield) and less-formal areas (the backstretch). Plantings, many of which are done with Race Course-grown plants, take the form of carpet beds, window boxes and hanging baskets outside horse stalls. The floral displays both beautify the grounds, and celebrate the racing season.
- *The Infield.* The most intact and unchanged area of the Race Course is also one of the most beloved, the Infield. Covered with lush turf and punctuated with a fountain-filled pond, this feature looks much as it did in the early 20th century. Because the area has been off limits to vehicular and pedestrian traffic, its landscape remains in very good condition. It continues to provide a quiet, green backdrop to the dynamic Main Track surrounding it.

Building Typologies and Character-defining Features

Through the documentation of over 100 buildings in the eight backstretch areas, 10 distinct barn types were differentiated. In addition, 8 distinct dormitory building types were noted. The following is a description of the character-defining features of each building type as well as a reference to the approximate dates of construction and location of barns or dorms categorized under each type.

Barn Type	Location	Barn Numbers
Type A	Horse Haven	34-50
Type A-i	Madden Court	25,26
Type B	Madden Court Clare Court	20-22, 24 3, 5
Type C	Madden Court	23
Type D	Clare Court	4
Type E	Clare Court	6
Type F	Sanford	1,2
Type G	Millionaire Row	27,28, 30-33
Type H	Millionaire Row	29
Type I	Oklahoma Annex	85, 86

Dorm Type	Location	Dorm Numbers
Type A	Horse Haven Madden Court	63, 75, 34, 39, 40
Type B	Horse Haven Madden Court Sanford Mill Row Annex	66, 83, 30, 38, 41 1 50, 54, 56 125
Type C	Madden Court Clare Court Mill Row	31 4, 5, 6, 7 45, 47, 49, 51, 53
Type D	Madden Court	35
Type E	Clare Court	3
Type F	Sanford	2
Type G	Mill Row	42, 43, 44, 48, 52, 55, 57, 59

BARN TYPE A: 1840-1890s**Horse Haven & southern Oklahoma Barns #34-50***Character-defining features include:*

- Rough-cut vertical board and batten outer walls, T&G flush board inside walls set directly on grade, posts on piers
- Gabled slate roof with over hanging front shed row and boxed eaves.
- Hand hewn or milled heavy timber posts and beams with substantial cross bracing
- Square shed posts with chamfered edges & cross bracing covered with vertical or horizontal T&G boards.
- Loft above the stalls with gable end doors and wall ladders for access.
- Square windows w/ screens, shutters & dowel transoms on rear wall
- Hinged Dutch stall doors
- Hinged transom panel over stall doors
- Wainscot wall protection on 3 walls of stalls
- Open eaves at outer wall of stalls
- Most early SRC stalls were approx. 1420 cubic feet. (10'Wx13'6"xLx10'6"H)

BARN TYPE Ai: 1880-1890s**Madden Court Barns #25 & #26***Character-defining features include:*

- Rough cut board and batten walls
- vertical board Dutch doors of differing heights
- hinged transom panels above the stall doors
- wall loft ladders located on the front stall walls
- cast iron pintel hinges and swing latches

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- rough cut shed posts and framing timbers with covered cross bracing at the shed posts
- vertical board wainscot wall protection in the stalls
- framing for square stall windows topped by open transoms with dowels
- gable end loft doors
- Angular shed row openings on the gable ends.
- Stalls 1205 cubic feet (8'10"W x 13'D x 10'6"H)

BARN TYPE B: 1901-02

Belmont Surcingle (Clare Court) & Madden Court Barns #3, 5, 20-22, 24

Character-defining features include:

- Vertical tongue & groove board walls – some beaded boards
- Clipped or rounded corner walls
- 2 level slate roof – gable over stalls/loft and hipped over wrap-around shed row; exposed rafter tails.
- Wraparound shed row with 6x6 shed row posts with chamfers except at four corner posts.
- Posts with open cross braces & removable rails
- full open loft above with wall ladders (2) at short end walls and solid gable end loft doors
- Sliding 2-lite transom windows over stall doors
- Screened windows on rear walls of stalls with shutters & sliding transom windows.
- Hinged Dutch Stall doors constructed of T&G boards – old iron latches and newer hinges
- Stalls 1470 cubic feet (10'Wx 14'D x 10'6"H)

BARN TYPE C: 1922-1939

Madden Court Barn #23

Character-defining features include:

- Standing seam metal gable roof with exposed rafter tails extending the full length of barn.
- No secondary lower shed roof.
- Further extended to the east with one story addition of three stalls with a shallow hipped roof.
- Shed posts with open cross bracing and removable post rails creating an 11'6" deep wrap-around shed row.
- The corners of the central stalls are *not* rounded or clipped.
- Walls clad in rough cut boards and battens terminating at a skirt board set on a concrete foundation.
- Dutch doors on stalls with shuttered windows on the rear.
- Small rear wall transom with hinged panel.
- No wainscot wall protection in the stalls.
- Open second floor loft/attic accessed by wall ladders on end walls.
- Stalls 1200 cubic feet (10'W x 12'D x 10'H)

BARN TYPE D: 1901-1902

Belmont Surcingle (Clare Court) Barn #4

Character-defining features include:

- Exterior walls clad with narrow novelty clapboards, corner boards and beaded tongue & groove soffits.
- Interior stalls walls are vertical tongue & groove boards with plywood protective paneling
- Triangular louvered attic vents on each stall wing
- Roof including dormers and vents clad with slate with metal flashings and ridge caps.

- Gable roof over stalls is cantilevered in front of stall providing 6' overhanging shed; 1' overhanging at rear of stalls (prior to the addition of the rear stalls).
- Arched or "eyebrow" roof over the front carriage doors clad with flat-seamed copper pans.
- Gabled dormers at upper roof with pairs of double hung windows; all windows are multi-paned wood double hung or casements.
- 12 stalls flanking central block with hinged Dutch doors on front wall and square windows with "hardware cloth" on rear walls.
- Interior staircase leading to the second story and built in cabinetry.
- Carriage doors on the front and rear of the central block have "wood" slide bolt latches
- Stalls 1200 cubic feet (10'W x 12'D x 10'H)

BARN TYPE E: 1922-1932

Belmont Surcingle (Clare Court) Barn #6

Character-defining features include:

- Broad standing seam metal gable roof with exposed rafter tails extending the full length of the barn with a full two-story gable end wall at both ends.
- Eight stalls at center and three stalls at each end with interior walking ring around the central block of stalls without rounded or clipped corners.
- Open second floor loft/attic over the center stalls; enclosed lofts above the end stalls.
- Walls clad in rough cut board and batten set on a concrete foundation.
- Wood plank apron in front of the central stalls; stalls floored with wide planks.
- Shed row supported by square posts with chamfered corners and cross bracing
- Loft wall ladders located on the end walls
- Dutch doors on stalls with shuttered windows with screens on the rear. No transom windows.
- Double hung windows (1/1) on each gable end wall.
- Stalls 1200 cubic feet (10'W x 12'D x 10'H)

BARN TYPE F: 1901

Sanford Area Barns #1 & #2

Character-defining features include:

- Novelty clapboard outer walls.
- 2 level slate roof – gable over stalls/loft and hipped over wrap-around shed row; exposed rafter tails.
- Turned posts at open ends of shed
- Outer shed walls with paired windows, and sliding door at each stall bay.
- Sliding shed doors have sliding panels.
- No loft space above stalls – very tall stall height.
- Four square screened transom windows in each stall – original equipped with hopper style windows.
- 4-light windows in shed walls, 3-light hopper windows @ clerestory above roof of shed
- Hinged Dutch Stall doors constructed of open slats at bottom with cross braces and framed screens at upper. Old iron hinges with wooden slide latches.
- Horizontal plank wall protection in stalls to a height of approx. 4 feet.
- Tack room located in the center with access from both shed sides.
- Stalls 3780 cubic feet (12'W x 15'D x 21'H)

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BARN TYPE G: 1905-09

Millionaire Row Barns #27, 28, 30-33

Character-defining features include:

- Vertical tongue & groove board walls – some beaded boards
- Clipped or rounded corner walls
- Double-pitched gable roof (witch’s cap)– standing seam metal (originally slate); exposed rafter tails.
- Center row of stalls surrounded by wraparound shed row and four stalls at each gable end.
- 13’ deep shed row supported by posts without chamfers.
- Posts with open cross braces & removable rails
- full open loft above center row of stalls with wall ladders (2) at short end walls. Enclosed loft above gable end stalls with loft doors and double hung window at outer wall.
- Open rectangular transom windows over stall doors and at rear walls of stalls.
- Screened windows on rear walls of center stalls with shutters.
- Hinged Dutch Stall doors constructed of T&G boards – old iron latches and newer hinges
- Stalls 1522 cubic feet (10’Wx 14’6”D x 10’6”H)

BARN TYPE H: 1956-60

Millionaire Row Barns #29

Character-defining features include:

- Double-loaded barn with gabled roof clad with asphalt shingles and having diagonal braces mid-way up the rake and at the bottom eave.
- The roof rafter tails and eave boards are exposed.
- The walls are clad with vertical tongue & groove boards.
- Shed row wraps around the center block of stalls.
- The end walls of the central stalls are NOT “clipped” or rounded at the corners
- Four center stalls converted into Tack Rooms with plywood or drywall ceilings and walls. The tack rooms have concrete slab floors as added fire protection measures.
- Full open attic loft along the center; loft over gable end stalls is enclosed with door.
- Wall ladders on the end walls.
- Double hung windows in the gable end walls.
- Prominent design feature of this barn type is the nearly 4’ wide concrete block fire separation wall between paired tack rooms in the center of the barn.
- Dutch doors with a hinged transom panel above for added ventilation
- Five stalls on each gable end walls have rear square windows with hinged shutters.
- Stalls 1260 cubic feet (9’Wx 13’4”D x 10’6”H)

BARN TYPE I: c. 1926

Fasig-Tipton Barns/Oklahoma Annex #85 & #86

Character-defining features include:

- Novelty clapboard siding with corner boards
- Broad overhanging (cantilevered) eaves forming a narrow shed, with diagonal eave supports
- Exposed rafter tails and eaves decking
- Tongue & groove beaded board doors with diagonal bracing
- Roof monitors for ventilation
- Open attic with no loft space
- Large louvered vents at gable ends
- Dutch stall doors or sliding doors with sheet metal wrapping at jambs and edges.

- Exposed interior framing
- Plank floor borders in stalls
- No windows
- Stalls 1763 cubic feet (10'Wx 11'9"D x 15'H)

Dorm Type A: 1902

Horse Haven & Madden Court Dorms # 63, 75, 34, 39 & 40

Character-defining features include:

- Gable roofs clad with slate with boxed eaves and shallow fascia.
- Walls clad with board and battens
- Gable end entry door with screen door
- The interior walls & ceilings are covered with varnished beaded board.
- Variety of styles of wood window with screens and/or shutters.

Dorm Type B: 1959-1960

Horse Haven, Madden Ct, Sanford, Millionaire Row & OK Annex #66, 83, 30, 38, 41, 1, 50, 54, 56, 123

Character-defining features include:

- Constructed primarily with concrete block walls
- 12 rooms each with a central bathroom and a 5' deep open porch running along the front
- These buildings measure 160' long, 19' wide and nearly 15' tall.
- Gabled roofs clad with asphalt shingles.
- Rooms are approximately 12'x14' with poured concrete slab floors and concrete block partition walls.
- Two windows in each room, and a two-panel wood door with an outer screen door.
- The porch is supported by wood post with cross bracing at the beam and set on square concrete plinths.
- The ceilings are either of plywood or unfinished with exposed trusses.
- The electrical service is all surface mounted with metal conduit.

Dorm Type C: 1901-1930

Clare Court & Madden Court Dorms # 4, 5, 6, 7, & 31

Character-defining features include:

- Exterior walls are clad with novelty clapboard siding with corner boards
- Entry doors centered on the gable end with one double hung window on each side wall.
- Standing seam tin or slate roofs - all with exposed sculpted rafter tails.

Dorm Type D: 1922-1939

Madden Court Dorm #35

Character-defining features include:

- Long rectangular plan with six rooms accessed by several doors along the long sides of the building.
- Standing seam metal roof, deep overhanging beaded board eaves supported by diagonal cross braces.
- Projecting gable end clad in wood shingles creating recessed front porch supported at corners by two lathe turned wood columns set on porch tongue & groove floor boards.
- Pair of double doors with double outer screen doors at front porch.
- The walls are clad with wide boards and rounded battens.

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- The windows are single sliding sash or 2/2 double hung windows.
- There is a rear recessed porch with access to an ice room.

Dorm Type E: 1901-02

Clare Court Dorm #3 (Original Belmont residence)

Character-defining features include:

- Hipped roof with overhanging eaves and exposed rafter tails.
- Brick walls with red colored mortar and bluestone sills.
- Window and door lintels are framed with brick header course segmental arches.
- Cedar shingle wall treatment.
- 6/6 double hung windows with full screens and simple early 20th century casework.
- Late Victorian-styled front entry door and simple craftsman-style side doors.
- Stained and varnished interior beaded board wall and ceiling finishes.
- Lathe-turned newel posts and square balusters at open staircase.
- Six-panel interior doors.

Dorm Type F: 1901

Sanford Area Dorm #2 (original Sanford residence)

Character-defining features include:

- Two connected structure, both clad with novelty clapboards with corner boards.
- Interior walls finishes include beaded tongue & groove boards, Masonite paneling or fiber wallboards and battens.
- Roofs of the buildings are steeply pitched with slate and terne-coated metal flashings.
- Porch roof also clad in slate and metal flashings and is “L-shaped” with a corner hip.
- Windows throughout are 6/6 double hung sash with the exception of the diamond-shaped multi-pane gable end windows.
- Second floor space accessed by an exterior wooden staircase positioned in the space between the two structures.
- Buildings and the porch decking is supported by blocks or piers with the lathe-turned porch columns resting directly on the floor deck.
- Electrical service is all surface mounted with exposed metal conduit.

Dorm Type G: 1905-1909

Millionaire Row Dorms #42, 43, 44, 48, 52, 55, 57, 59

Character-defining features include:

- Gable roofs originally clad with standing seam terne-coated tin
- Overhanging eaves with exposed rafter tails, eave boards, and a fascia board along the eaves to which the metal roofing is folded down and attached.
- Exterior walls clad with smooth finished board and batten with the batten strips cut with beveled edges.
- At the base of the walls there is a continuous horizontal skirt board.
- Interior walls & ceilings for the most part are covered with tongue & groove beaded boards.
- Each consist of entry doors and one window on the gable ends and a minimum of three windows on the long sides.
- Windows are generally sliding sash which are square in shape having either 4-lites or 6-lites.

Period of Significance & Recommendations

The period of significance for the Saratoga Race Course spans the years 1847 through 1954 taking into account the oldest sections of the property within the oval Horse Haven trotting course. When William C. Whitney and the Saratoga Association assumed ownership and management of the Course in 1901 many of its architectural and landscape features were rebuilt elevating the status of the Race Course in the world of professional thoroughbred racing in America. The owners retained many of its fine 19th century Victorian landscape features, including towering shade trees and stands of evergreens, but added new ones, such as the Infield pond, tree-lined auto road, iron perimeter fencing, and colorful planting beds, filled with bright annual flowers. Also retained were the Greek Revival and Carpenter Gothic structures on the north side of Union Avenue at Horse Haven while the Victorian era public structures such as the Grandstand, Clubhouse and betting ring were further updated and expanded. Late 20th century alterations to the landscape have given the Course a cluttered appearance, and have eroded its historic character. While the individual backstretch locations have been assigned their own distinctive periods of significance to guide preservation work, the period of significance for the landscape spans the years 1901 through 1954. Future landscape preservation efforts should reflect, as much as possible, the efforts of Whitney and partners, in the first decades of the 1900s.

During the process of researching the history of the development of the Race Course, we were given access to a storage room on the second floor of Building #68 which houses the Facilities Management Office. The storage room contained hundreds of rolled up architectural drawings, site plans and maps, as well as files or documents on the renovations or construction efforts over the last 100+ years on the property. In particular, in this room crumbling within a plastic garbage bag, was an original Charles Leavitt drawing of the renovation plans for the grounds in 1902. Because of the environment in which this and the other drawings are stored, the printed record of the evolution of the race course is disintegrating. We were able to briefly piece together the drawing in order to have it scanned and copied, but this bag of crumbling pieces of paper is possibly all that is left of this important era. For this reason it is recommended that NYRA consider working with either the Saratoga Room at the Saratoga Spring Public Library or the National Racing Museum to move all the content of this storage room to a safe, environmentally-controlled repository where electronic/scanned copies of all the paper materials can be made for regular use by researchers and original copies can be stored and protected using archival practices.



View of “plan room” on the second floor of Building #68. While a hand written list of these rolled architectural drawings does exist, there is no searchable database or any method in place for protecting these important archival resources.

Because the Race Course property is listed on the National Register of Historic Places and the documentation of this report clearly indicates that there is overwhelming historic significance, the overarching recommendation coming out of this survey is for all current and future actions by NYRA, comply with the Secretary of the Interior’s *Standards for the Treatment of Historic Properties* and *Guidelines for the Treatment of Cultural Landscapes*. Regardless of the utilitarian nature of the barns, the dormitories, the offices or services structures, for those date to before 1955 it is recommended that the principle guidelines and standards laid out in the Secretary of the Interior’s Standards for the

EXECUTIVE SUMMARY

Treatment of Historic Properties be consulted and applied to all efforts to maintain, repair, replace or design new additions or alterations. These guidelines, which are included in full in the Recommendations section of the report, provide a consistent philosophy that proves to be beneficial in making important decision about the property.

HISTORICAL DEVELOPMENT OF THE SARATOGA RACE COURSE

Beginnings (Before 1847)

The gently rolling terrain and natural mineral springs of the upper eastern part of New York State have drawn humans for centuries. The earliest inhabitants, the Iroquois, named the area “Sarachtogoe” meaning “place of swift water” and “hillside country of a great river.” In 1771, Englishman Sir William Johnson encountered mineral springs when taken there by friends to heal a wounded leg. Because the Iroquois disfavored the French and faced internal struggles of their own, they allowed a permanent American settlement to take hold in what would become Saratoga Springs.¹ In 1791, Saratoga County formed from Albany County, and in 1819, elders of the county established the Town of Saratoga Springs.



Transportation came to the area early in its development. In 1832, the Rensselaer and Saratoga Railroad was organized, and it reached the town beginning in 1834, becoming the second railroad in the United States. The layout of the town, spearheaded by Gideon Putnam, revolved around its natural features and manmade improvements. Two main thoroughfares traversed the town ~ Broadway running north and south and Congress Street running east and west. Flatter topography in the east part of town abutting Congress Street allowed for the layout of larger lots, and eventually the Race Course.²

Dr. John Clarke, a native of Yorkshire, England, and proprietor of the Congress Spring Water Company, owned the entire southeastern quadrant of Saratoga Springs in the early to mid 1800s – approximately 1,000 acres ~ which included the property that would eventually become the race course.³ He is presumed to have built the Sheehan Mansion (named for Cornelius Sheehan, husband of Clarke’s only daughter) located on Union Avenue at the west edge of the race course (now known as the “Reading Room”). The Union Avenue area of Saratoga Springs began to develop in the 1800s as a seasonal resort for socially prominent individuals and families, and several individuals associated with thoroughbred racing owned homes here, including Samuel Riddle, owner of Man ‘O War, and Samuel Hildreth, an owner-trainer.



View of Congress Park c. 1850 showing variety of terrain.

In 1802, the State of New York enacted a statute that made horse racing illegal, associating it with the British army. The statute specifically stated that “all

¹ Smith, Carol Chandler, *Splendid Survivors: Horse Racing Stable Construction, Saratoga Springs, NY 1840-1913*. Unpublished master’s thesis, Cornell University, May 1987, p. ____.

² *Ibid.*, p. ____.

³ *Map of Lands Lately Owned by J. Clarke, deceased, Saratoga Springs*. Drawn by H. Scofield, 1851.

racing and running, pacing or trotting of horses, mares or geldings from any bet of stakes, in money, goods or chattels or other valuable thing, shall be and hereby are declared to be common and public nuisances.” Violators were subject to fine or imprisonment. Two decades later, a petition to the New York State Legislature from “the sundry inhabitants of Saratoga Springs” sought “to exempt that town from the Provisions of the act to prevent horse racing. Exemptions had been made for Queens County in 1819 and Dutchess County in 1825, and Saratoga desired the same. The request was denied, outlawing horse racing. However, in 1854, the Legislature would pass a law allowing for the formation of organizations for raising, improving and breeding horses.⁴ Integral to the raising and improving of horses were opportunities for the animals to run, and thus thoroughbred racing eventually took hold at Saratoga.

The Early Course (1847-1900)

The history of the development of the area referred to as Horse Haven is very much the history of the beginnings of racing as a whole in Saratoga. Several sources explain that while thoroughbred horse racing or “flat racing” was in existence in England and Europe by the early 19th century, it was traditionally the sport of aristocrats and as such this new nation was not anxious to embrace the hobby of English Tories. Instead, in the United States, the precursor to the modern day thoroughbred racing associated with Saratoga was harness racing. Harness racing itself had its origins in ploughing contests of the farming communities and these contest had their beginnings with County agricultural fairs. The Saratoga County Agricultural Society scheduled plough contests at the first fair and cattle show in Ballston in 1819. Such early agricultural fairs had been prompted by the state legislature which had appropriated \$10,000 yearly for five years with Saratoga County receiving an annual share equal to \$300. In 1822 the County Fair was held in Saratoga and it included the village’s first ploughing contest. It was just a matter of time before the natural step from ploughing to harness racing was made. With the passing of an act of the Legislature to provide for the official formation of county agricultural societies in May 1841, the Saratoga County Agricultural Society began a regular annual schedule of County Fairs. By the middle of the 19th century it was discovered that harness racing largely contributed to the success of the fairs and since the state had an anti-racing law intended to prevent wagering or awarding of purses on such a contest, there needed to be found a means to circumvent the anti-racing law. Subsequently, instead of calling the fair events “horse races” they were referred to as “trials of speed and exhibition of horses.”

In 1847, Saratoga hosted the New York State Fair from Sept. 14-16. In preparation of this event, the community made substantial investment for the State Fair by erecting, building, enclosing and leveling grounds for accommodations for the multitude of visitors, and animals, vegetables, mechanical and chemical displays. While the State Fair complex of buildings and grounds were being prepared, a new Saratoga Trotting Course had also been developed on the north side of Union Avenue by local entrepreneurs, Alfonso Patten and James M. Cole and financed by James Marvin. The enclosed oval course, which remains the present Horse Haven exercise track, was described as being one mile in length and four rods (66 feet) in width on an even piece of ground.⁵ The land on which the fair grounds and the new Trotting Course were located lay just east of the village line. This area to the east of the village was owned by John Clarke as illustrated on a c.1851 property map of his Estate after his death in 1846. When Dr. Clarke died, his lands were left to his two sons, George and Thomas and his son-in-law, Isaac Thayer, who was married to his daughter Eliza. Thayer died shortly after Clarke and Eliza Clarke Thayer then married Cornelius Sheehan. While it is not confirmed it can be presumed

⁴ “Starting gun sounded and they’ve been running ever since,” by Landon Manning., Spirit of ’76 – Saratoga’s Historical Newspaper, July 4, 1976.

⁵ In actuality the length of the original course was only 7 furlongs.

HISTORICAL DEVELOPMENT OF THE SARATOGA RACE COURSE

that the original owner of the property on which Horse Haven is located was John Clarke or his son George B. Clarke.⁶ Some type of barn structures may have been constructed in this area in conjunction with the Fair activities. The September 1930 issue National Turf Digest described the early Horse Haven track as “not more than 50’ wide, the infield of which was and still is for that matter studded with trees.”⁷ An account from the Spirit of the Times in 1860 recalled, “the Saratoga Course is a very pretty one, much resembling the Beacon (Hoboken, NJ), being an oblong oval, the stands are good and the proprietors, Messrs Patten and Cole, civil, obliging and attentive.”⁸

The month preceding the State Fair the first official horse race took place. With a new Trotting Course constructed for the anticipated crowds of the Fair, the course owners invited the celebrated trotter named “*Lady Suffolk*” or nicknamed “*Old Grey Mare*”⁹, and a handful of well-known adversaries to participate in the first harness or “sulkey” race, in order to ensure the success of their inaugural racing event. On August 14, 1847, approximately 5,000 people were in attendance to witness *Lady Suffolk* win three out of four heats against *Moscow*. Racing historians claim that this was the first day of organized racing in Saratoga as well as a milestone in sports. A month later during the State Fair there was another five-day race program which was slyly advertised since it was still considered illegal.

Races and other events including jumping competitions continued at this at the Saratoga Trotting Course, or the present Horse Haven track, each summer for 16 years before the track was used for the first Saratoga thoroughbred horse meeting in 1863.¹⁰ The Saratoga Trotting Course hosted Saratoga’s first thoroughbred meet on August 3, 1863 and it was a success, drawing 27 horses from 14 stables. Overnight Saratoga Springs, as America’s social summer resort became the capital of the turf crowd with a subspecies of New York City gamblers. With the large hotels in the village at full capacity, organized betting, still illegal at this time, was revived in the basement of the United States Hotel the Saturday night before the races. The crowd began arriving at the Trotting Course by 10:30am on the first day and quickly grew to more than 3,000. Each paid \$1.00 for a card of admission. Landon Manning, in The Noble Animals, Tales of the Saratoga Turf, described the scene as follows. “The straight stretch down the front of the tract – a third of a mile – was lined with carriages two deep. The weather was perfectly enchanting although on account of the rains (previous day) the tract was

⁶The title of Congress Spring runs back to the old Indian deed & patent of Kayadrossera; falling, in the division of the patent in 1771 between the thirteen proprietary interests, to the heirs of Rip Van Dam. Lot 12 was sold by said heirs to Jacob Walton, Isaac Low, and Anthony Van Dam. Isaac Low’s interest in lot 12 was bought by the Livingstons, who, on its subdivision, became the owners of the part on which Congress spring is situated. Soon after its discovery, Congress spring was leased to Gideon Putnam, and he began its improvement. After his death his heirs gave up the claim, and the spring, in 1823, was purchased by Dr. John Clarke with considerable land adjoining. He married Mrs. Eliza Bryer, widow of the late Charles White. Together John & Eliza had three children, a daughter Eliza, and two sons, Thomas and George B. Dr. Clarke was well acquainted with the properties of acidulated drinks, and prior to acquisition of the spring in 1819, had opened the first soda-fountain in the city of New York. Soon after his purchase of the Congress Spring he began bottling the water for exportation, and did so well that he very soon realized a handsome income from this source alone. Dr. Clarke extended his purchases of real estate such that at the time of his death he owned, in lands contiguous to the Spring, nearly one thousand acres. It was 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. Dr. Clarke had much to do in laying out the streets in the southern part of the village. Of particularly interest to the history of the Saratoga Racecourse, John Clarke owned the entire southeastern quadrant of Saratoga Springs in the early to mid 1800s, including much of the property that now encompasses the Racecourse.

⁷ “Saratoga – Its Fall and Rise,” by Bill Newman, The National Turf Digest, September 1930.

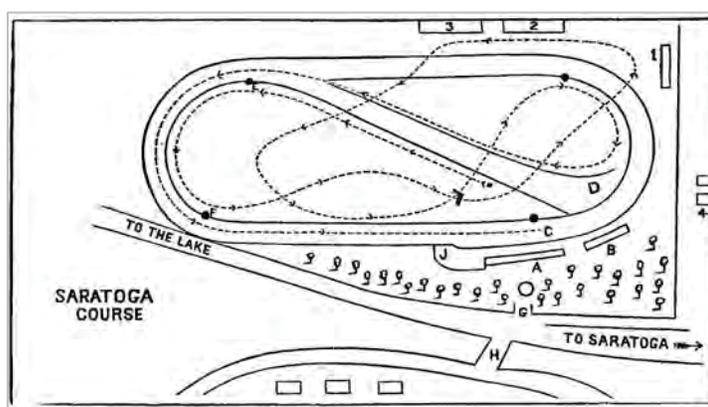
⁸ The Spirit of the Times: A Chronicle of the Turf, Agriculture, Field Sports, Literature and the Stage, c. 1860.

⁹ *Lady Suffolk* at 10 years old had become the first trotter to break the mystical barrier of 2 minutes 30 seconds for a mile on a regulation course. She broke it not once, but again and again in the same race at Hoboken’s Beacon Course. *Lady Suffolk* was America’s first truly national sports hero, known across the land even by those who cared little about trotting or horses. Hotaling, p. 25; 29.

¹⁰ In 1858, the Trotting Course reportedly staged hurdle races, among the earliest held in America.

somewhat heavy. The course is about four rods (66 feet) in width and is said to be one of the finest in America.”¹¹ Unfortunately the Trotting Course had no grandstand and the good views of the track were few due to obscuring small pine trees, a barn, stables and other buildings. The track actually had poor racing conditions with the turns quite sharp and the “one mile” track actually being 287 yards short. Yet despite the poor track conditions, the purses, the competitions and Saratoga’s first thoroughbred meeting proved to be a huge success. In the end, the meeting had attracted 15,000 people.¹² The day after the race, John Morrissey, a former heavy weight boxing champion and casino-owner, began to form a new jockey club, the “Saratoga Association,” naming William Travers as president.¹³ In addition to Morrissey, initial members included Commodore Vanderbilt, John Purdy, John Hunter, Leonard Jerome, Erastus Corning, George Osgood, James Marvin, John Davidson, John White and Charles Wheatly. The Saratoga Association declared the trotter track too small and tight for thoroughbreds, and purchased an additional 94 acres of land across Union Avenue (to the south) to accommodate the horses’ needs.¹⁴

In 1864, the Saratoga Association built a new, larger kite-shaped track and grandstand on the land south of Union Avenue, and they were operational by the time of the 1864 meet. They maintained the old track as a training course, and hired Charles H. Ballard, a civil engineer from the Village of Saratoga Springs, to design the new track measuring ¾ mile with a diagonal “chute” for different length races,



1878 map from *Krick's Guide to the Turf* showing 1864 track.

including a steeplechase. The width of the track measured 43 feet, widening to 63 feet over the home stretch. The new grandstand, measuring 200 feet long by 30 feet wide with a capacity of 2,000, stood along the west side of the track. The *Republican & Sentinel* of 1864 named the new course “the best in the country,” and reported that was “an impeccably-maintained and

¹¹ Manning, Landon, *The Noble Animals: Tales of the Saratoga Turf*. Saratoga Springs, NY, publisher unknown, 1973.

¹² John Morrissey had placed an advertisement for the races in the May editions of the *Spirit of the Times* and another in the *Daily Saratogian*. Despite the ongoing Civil War, the announcement suggested grand ambitions with mention that the best horses from the North and West, and even a portion of the South would be represented. *Hotaling*, p. 45

¹³ The *Spirit of the Times* said of Morrissey’s event that he “laid the foundation for a great fashionable race meeting at the Springs, like that at Ascot in England.” The day after the races Morrissey put out a call for subscriptions to set up a jockey club, the Saratoga Association, and build a new track. In two hours \$10,600 was put up, \$3,000 by Commodore Vanderbilt. Shortly thereafter another \$10,000 was subscribed. Seventy-one acres on the south side of East Congress Street (now Union Ave) was purchased for \$7,108.75 in addition to the property totaling 23 acres consisting of the Trotting Course (Horse Haven) and surrounding area, for \$3,600. William Travers, a stockbroker was named president of the Association with vice presidents Leonard Jerome, a lawyer and publisher and partner in Vanderbilt’s railroad deals, and John Purdy, a wine dealer and gentlemen jockey. John Hunter, a stable owner was named to represent the Association’s Executive Committee along with Erastus Corning, George A. Osgood, James Marvin, and John Davidson. John H. White was named treasurer and racing’s top professional, Charles Wheatly, the manager and secretary of the Kentucky Association was convinced to move up from Lexington to serve as secretary. While Morrissey actually provided most of the capital and would continue to run the operation along with Wheatly, his previous public record as a scandalous gambler resulted in his name being conveniently omitted from the list of Association’s Board of Directors. *Hotaling, Edward, They’re Off! Horse Racing at Saratoga*. Syracuse: Syracuse University Press, p. 48-49.

¹⁴ Landon Manning, in *The Noble Animals*, stated that the land was purchased only a week or two after the August 26, 1863 meet and totaled 71 acres.

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operated track, allowing none of the vices to take place that ailed other race courses.”¹⁵ Physical features of the 1864 landscape included an elegant main entrance to a grandstand, with a back colonnade facing the street, and an open area of six acres of pine grove with a “cooling area” for horses.¹⁶ A ten-foot fence surrounding the facility, and horses ambled to the track from across the street.¹⁷ The first race, named the Travers’ Stakes, took place on August 2nd.



Drawing depicting the 1864 Grandstand.

Prior to the formation of Morrissey’s “jockey club”, a little publicized law had been passed on April 15, 1854 which allowed for the establishment or incorporation of associations for improving the breed of horses. This law was the legal basis for the eventual formation of the *Saratoga Association for the Improvement of the Breed of Horses* established on March 21, 1865 which was the new organization of the previous Saratoga Racing Association formed only two years prior on Aug. 26, 1863. The Association built an uncovered public stand to the west of the grandstand, near the first turn, and likely lengthened the grandstand structure. Within four years, the Association had widened the track by 40 feet, and on July 8, 1869, *The Saratogian* reported that “the three-quarter mile track has been widened forty feet and much improved, and the grand stand has been painted over, making it very neat and pleasant.” The paper also reported that “[i]n the training track grounds the two new stables are nearly finished, while the other stables are fast filling up with crack nags.”¹⁸ This report provided the earliest documentation of barn construction in the Horse Haven area.

The 1870s and 1880s brought more buildings to the “new” race course. Beers’ 1876 Atlas of Saratoga County showed both courses, and referred to the 1847 track as the “Old Race Course.” By 1878, at least three barns appeared at the second turn of the new course, or Backstretch area, including stables for August Belmont. The Association also widened the diagonal chute and modified the steeplechase course.¹⁹ In 1880, Krick’s *Guide to the Turf* described the main course as “the fastest track east of the mountains,” and reported that in addition to the main entrance, the course included a betting enclosure and two stands. Charles Reed, Association president, purchased an iron fountain from the Marvin estate near Franklin Square, and placed it inside the main entrance, adding further embellishment.²⁰ Krick’s ‘Guide’ noted the course’s lovely setting, “about a mile from the Grand Union and United States Hotels, on Union Avenue, the principal drive to [Saratoga] Lake,” and the walk to the course, “an easy one and partially shaded.” Krick’s ‘Guide’ finished by saying that “so strict is the management over public vehicles, that the association issues its own licenses, by which the fare is fixed at 25 and 50 cents for each person.”²¹

¹⁵ “Saratoga Race Course,” *Republican & Sentinel*, July 8, 1864 and “Saratoga Racing Association,” *Republican & Sentinel*, August 12 and August 19, 1864.

¹⁶ The Saratoga Associates, *Design and Feasibility Study for the Saratoga Race Course*, 1999.

¹⁷ Hotaling, *They’re Off!*, p. 53.

¹⁸ “Preparations for the Races,” *The Saratogian*, July 8, 1869.

¹⁹ “Saratoga Association, Saratoga, N. Y.,” *Krick’s Guide to the Turf*, 1880.

²⁰ *The Saratogian*, 1938.

²¹ *Ibid.*

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Horse Haven, so named by the 1880s, became the rest and retreat area for horses. By 1889, the Sanborn Insurance map of the area shows the infield area covered with horse barns, along with accompanying “kitchen” for stable workers around the many clusters of stables. “Well and Pump” assemblies provided water to horses and hands.²² Krick’s ‘Guide’ noted that “the club is amply provided with stable accommodations, a majority of which are, however, in a pine grove known as the “old track,” where the air is cool and salubrious, that horses recover from the effects of hard work sooner, and feel hard work less than at any race course in the eastern division of the country.”²³

In 1891, Gottfried Walbaum, a former gambling-house operator from the Bowery of New York assumed leadership of the Saratoga Association, overseeing the construction of a new grandstand, clubhouse, and covered betting ring. Attributed to architect and Harvard University faculty member Herbert Landford Warren, the new grandstand structure stood 418 feet long, sat 5,000, featured a beautiful slate roof, and may have incorporated sections of the old building.²⁴ The Association also constructed a “field stand,” a facility that featured lower admission charges and eventually became known as the “black stand.”²⁵ Additions to the main course and environs included five more barns in the backstretch area, and a straight elevated walkway leading directly to the grandstand entrance from a train stop at the intersection of Union and Lincoln Avenues. By 1900, a high board fence lined the perimeter of the main track property.²⁶



Photo dating to between 1900-1906 showing the 1892 grandstand, clubhouse and a portion of the betting is the background. (Library of Congress, Detroit Publishing Company Photographic Collection 1880-1920)

During Walbaum’s tenure, changes took place in the Horse Haven landscape. In 1891-1892, the Association purchased 20 acres of land to the east of Horse Haven, and extended the oval practice track eastward, lengthening it to one mile. Five new barns appeared in the expanded infield area, and twelve were constructed, along with eight kitchens, to the north of Horse Haven outside the training track.²⁷ By 1898, the avenues in Horse Haven were named for notable thoroughbreds, including Good and Plenty Avenue, Roamer Place, Lamplighter Avenue and others, and a high board fence, similar to the fence at the main track, rimmed the perimeter of the Horse Haven area.²⁸

By the end of the 1800s, the Race Course had entered a state of decline, becoming unprofitable and attracting an undesirable crowd.²⁹ Recognizing the economic potential of thoroughbred racing and the

²² Saratoga, New York,” Sanborn Map and Publishing Company, New York, New York, 1889.

²³ *Krick’s Guide to the Turf*, 1880.

²⁴ Nancy Stout, in *Great American Thoroughbred Racetracks*, claimed that the nucleus of the Warren grandstand remains today, suggesting that while most of the 1891-92 grandstand was demolished in the 1960s, a portion of the original 1891-92 structure may remain.

²⁵ Stout, Nancy, *Great American Thoroughbred Racetracks*. New York, NY: Rizzoli International Publications, Inc., 1991, p. 223.

²⁶ *Insurance Maps of Saratoga, Saratoga County, New York*, Sanborn & Perris Map Company, Ltd., New York, New York, 1900.

²⁷ *Saratoga, New York*, Sanborn Map and Publishing Company, New York, New York, 1889.

²⁸ *Insurance Maps of Saratoga, Saratoga County, New York, New York*, 1900.

²⁹ “Saratoga in Full Swing,” *Harper’s Weekly*, July 29, 1903.

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beauty offered by the Saratoga setting, a group of wealthy individuals seized the opportunity. It was in December 1900, that a syndicate with Mr. Whitney at the lead followed the visionary plan of New York Banker, Richard T. Wilson, to buy out Gottfried Walbaum and restore the track's grandeur. The reported purchase price was \$365,000 and Whitney was elected President of the association with Andrew Miller as Treasurer. Included in the syndicate were Vice President Francis R. Hitchcock, Secretary, H.K. Knapp, and directors Richard T. Wilson, Jr., Phil J. Dwyer, Thomas Hitchcock Jr., W.W. Worden, Perry Belmont, Alfred Featherstone and John Sanford. This purchase of the Race Course thrust the facility into a Renaissance period, making Saratoga as fashionable a destination as Newport, Rhode Island.

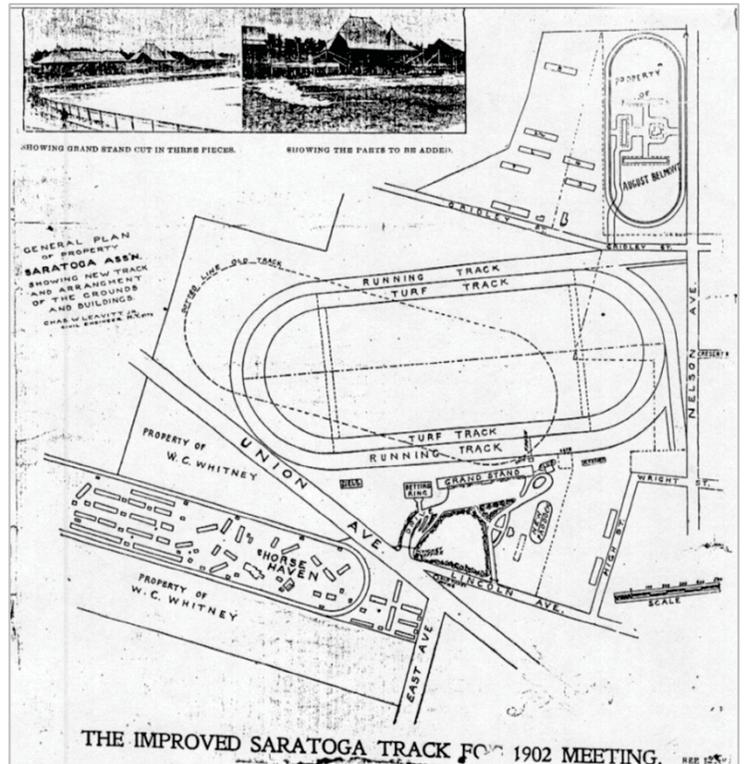
Whitney Era (1901-1904)

In 1901, William Collins Whitney became president of the Saratoga Association. Whitney had served as secretary of the Navy during Cleveland's second administration, and was a man of tremendous wealth. Whitney was considered the foremost American patron of the thoroughbred and his associates all represented of the highest type of American sportsmen and gentlemen. He proceeded to refashion the Race Course, expanding and beautifying the facility, and elevating its stature in the world of professional thoroughbred racing. The look and feel of the Race Course landscape established by Whitney between 1901 and 1904, dominated throughout the first half of the 20th century.

Whitney's first order of business was the hiring of landscape architect/engineer Charles Wellford Leavitt (1871-1928) to design a new, larger track. Leavitt was the designer of many public parks, country clubs, race tracks and private estates. He designed and supervised construction of race courses at Sheepshead Bay, Belmont, Toronto, and Empire City, as well as several private estates.³⁰ By 1899, Leavitt had designed a private track for Whitney at his estate at Westbury, Long Island.³¹

The Main Track & Environs

Leavitt based his plan for the new "main track" on scientific principles per those used at the Empire track at Mount Vernon.³² It measured 1-1/8 miles long with chutes for 7/8 and 1 mile races, with a 104'-wide backstretch (75' wide in other locations). Leavitt rotated it 25 degrees from the orientation of the old track and shifted it westward. The Daily Gazette from August 1902 reported that the "bottom of the track consists of fine clay and thousands of loads were necessary to insure the proper



Leavitt's plan for the Improved Saratoga Track and the associated arrangement of the buildings. Note the rotated outline of the new track. The images in the upper left corner while difficult to see, show the Grandstand split into three parts. (National Museum of Racing & Hall of Fame, Saratoga Springs)

³⁰ "Charles W. Leavitt, Park Designer, Dies," The New York Times, April 24, 1928.

³¹ "Gossip of the Horsemen, Preliminary Train Work Begun on Long Island Tracks," The New York Times, March 19, 1899.

³² "Saratoga's New Track," The New York Times, June 1, 1902.

grade, after which a two-inch cushion of soil was placed.” It also noted that, “inside of the main track the new turf track has been built, having a circuit of one mile and is designed on similar lines to the English courses...” and “further infield is the steeplechase course, with eight or nine jumps besides the water jumps. This track is seven-eighths of a mile long.”³³ Leavitt moved the buildings approximately 900’ and rotated them to align with the track, making several modifications to the grandstand to accommodate its new location.³⁴ He moved the finish line westward to the west end of the grandstand, and built the judges’ stand near the last turn. Leavitt also proposed a one-mile straight track, extending northward across Union Avenue, connecting the Main and Oklahoma tracks. This feature was never constructed.

Details of Leavitt’s plan for the Main Track environs included the following landscape features:

- Three entrances into the back yard from Union Avenue, including a main gate (opposite the entrance into Horse Haven), “club entrance” and “automobile entrance” (located at the far eastern end at the corner of High Street (now a track parking lot). The route of the automobile entrance into and behind the main track suggested parking was proposed in a distant location, although that location was not shown;
- A circular roadway leading from the back yard to and through the back stretch area; and
- Plantings of tree and/or shrubs at the edges of walkways and roadways throughout the back yard area, with a dotting of shade trees near the betting ring.

Other reported improvements to the landscape included a well-functioning drainage system, including hydrants for dry days. A wooden fence had surrounded the property, and Whitney replaced it with an iron picket-style fence. He had a new iron gate installed at the Union Avenue entrance, and a new ticket stand was placed inside the gate. In 1902, the infield lake and plantings were established. Whitney had the landscape embellished with large quantities of flowers, shrubs and small trees, particularly in and around the Back Yard, grandstand and clubhouse area.³⁵



Postcard showing the main entry gate with iron picket fence and brick piers. (Saratoga Springs Public Library, Saratoga Room)

Horse Haven & Oklahoma

In addition to improvements at the Main Track,

Whitney took a serious interest in the land across Union Avenue to the north. The meeting of 1902 came too soon for the new leadership to carry out all of the plans that Whitney had in mind. However, with an expected surplus of \$80,000-\$100,000 at the end of the 1902 season, the Association planned for new stables across Union Avenue near Horse Haven to house 900 yearlings as well as a ¾ mile straightaway to break them in. The stalls would be leased to the breeding and auction companies, such as Fasig-Tipton, and buyers could use all Saratoga tracks after the summer meeting to exercise their purchases. He bought all the land lying east of East Avenue, from the “Speedway” south to Union

³³ “Great Days Coming for Saratoga,” *The Daily Gazette*, August 1, 1902.

³⁴ Nancy Stout quoted a distance of 400’ for re-location of the grandstand.

³⁵ “Saratoga’s New Track,” *The New York Times*, June 1, 1902.

Avenue and as far east as the Crosby property, adding up to 120 acres including Horse Haven.³⁶ The price was understood to be \$40,000, and Whitney proceeded to develop the land into what became known as Oklahoma. The new boundary along East Avenue was enhanced with iron picket fencing and wrought-iron gates. The linear boulevard between the new Oklahoma track and the northern stretch of the Horse Haven track was developed with grassy medians and lined with closely spaced trees and horse circulation paths were laid out or reinforced in the Elm and Campfire Court areas. The Thoroughbred Record of June, 1902 reported that Whitney also planned to construct a large frame building that included a natatorium, to “accommodate the attendants (1,000+) who come to the tract each year to maintain it and the horses.”³⁷ In August of the same year, The Saratogian reported that Whitney had purchased 15 acres north of and adjoining Horse Haven, and had planted 2,500 trees in an effort to enhance the wooded environment and pure air that had become so renown and characteristic of the barn areas.³⁸

Leavitt’s 1902 plan for Whitney’s 120-acre purchase included the old Horse Haven area (barns surrounded by the old training track), and a new training track called Oklahoma, where jumps were constructed for the schooling of steeplechasers.³⁹ Stout, in Great American Thoroughbred Racetracks, observed that while there is “no written documentation regarding the origin of the name of Oklahoma Track, it is generally thought that it refers to its distant location, for it was named at a time when Oklahoma seemed as remote as Mars.”⁴⁰ Details of Leavitt’s plan included:

- An entrance to the Oklahoma area off East Avenue, leading directly to the stabling area on the east of the Oklahoma track;
- An entrance into Elm Court and Camp Court off Union Avenue, connecting to the Oklahoma entry drive through Elm Court; and
- A completely intact Horse Haven training track, with just one road leading from the Oklahoma entry drive into the oldest section of Horse Haven.

With the introduction of the Oklahoma training track, the old Horse Haven practice track was abandoned.⁴¹ By 1903, the Oklahoma was receiving outstanding reviews. The Schenectady Gazette reported that “up at the racetrack Horse Haven had been so transformed that the oldest racing man wouldn’t know it. For many years horse owners have been compelled to try out their chards on the main track because the one in Horse Haven was only a half-mile in circumference and the turns were too sharp to move a horse with safety at speed. Enough ground adjoining the old home of the thoroughbreds was acquired by William C. Whitney last year to make possible the building within the Horse Haven grounds of a mile track to be used exclusively for exercising purposes. This track is nearly completed and will be in fine shape for the coming season, a season which those who should know say promises to be the most brilliant in Saratoga’s history.”⁴² Whitney conveyed the property, in eleven separate deeds, to the Saratoga Association in 1902.

³⁶ The Speedway was a recreational drag strip where enthusiasts raced “roadsters,” first a term applied to horses, and then to automobiles. It was a popular sport at Saratoga, made possible by Whitney’s creation of the straight away along the north side of the Oklahoma training track (now Fifth Avenue). (Hotaling, p. 175).

³⁷ “Saratoga Property Bought by Whitney,” The Thoroughbred Record, June 1, 1902.

³⁸ “Whitney Buys Big Tract of Land Near Race Course,” The Saratogian, August 19, 1902.

³⁹ “Saratoga - Its Fall and Rise,” by Bill Newman, The National Turf Digest, September 1930.

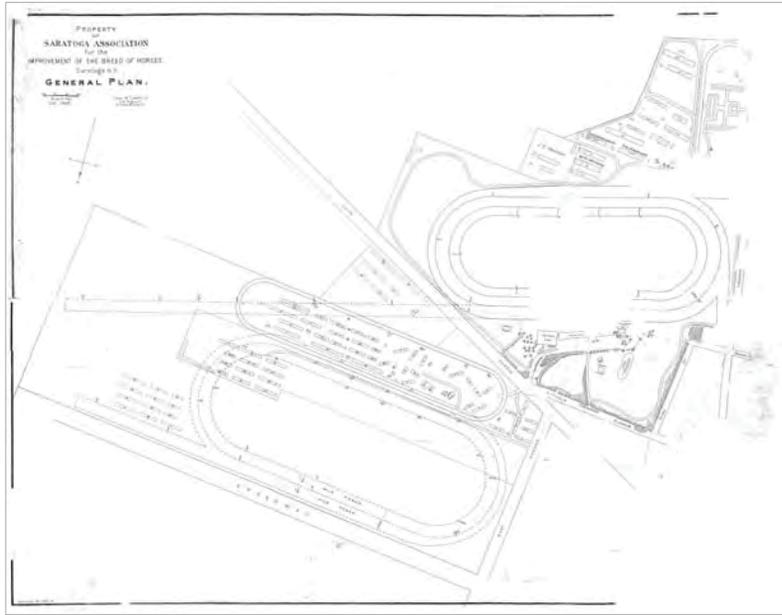
⁴⁰ Stout, p. 138.

⁴¹ National Turf Digest, September 1930.

⁴² “Big Business Expected at Saratoga,” The Schenectady Gazette, May 5, 1903.

The Backstretch

Finally, Leavitt’s plan included some details for the land located to the south of the Main Track, an area containing several compounds of private stables located adjacent to the track’s backstretch. Owners of the private barns were J. E. Madden, W. C. Whitney, Frederick Hitchcock and others. Stephen Sanford, an Amsterdam businessman, built a complex of barns in 1901 on the west side of Nelson Avenue. The Dupont family also built a house and courtyard of barns near the third turn of the Main Track.



Charles Leavitt drawing of the “General Plan of the Property of the Saratoga Association” October 1902. (Found in the second floor “plan room” of the NYRA Facilities Office in Camp Court) Larger image included in the Appendices.

Prior to Whitney’s purchase and leadership at Saratoga and subsequent reconstruction of the main track, the famous horse trainer of the late 19th and early 20th century, John E. Madden owned at least four stables on about 4 acres of land along the south side of the old track. This property was originally owned by John Morrissey who sold it to Addison Gammack in 1874. Gammack then sold the land to Madden.⁴³ Two of these barns were single-loaded with single-side shed rows, while a third barn was single-loaded with a wrap around shed and the fourth barn was double-loaded with a wrap-around shed. When the track was rebuilt in 1901-02 and rotated counter-clockwise, it is presumed that these barns were either demolished and replaced with three new barns or relocated to the east and modified. Madden had accrued a small fortune from buying promising but untrained horses at a low price, then developing them into winners and selling them at a profit. He mentored William C. Whitney and often sold Whitney many of the horses he trained or bred. Prior to In January 1902, Madden conveyed the older property to the Saratoga Association/William C. Whitney. The 1902 plan of the race course property by Charles Leavitt illustrates just five barns in the area that today is referred to as Madden Court. It showed three barns at the west side noted as A, B, & C and belonging to W.C. Whitney. Two additional barns to the east side which today are barn #25 & #26 along with the residence that is BH35 were noted as owned by John E. Madden. It is possible that these two barns were the earlier single-loaded barns that were relocated from the older Madden site.

Across Nelson Avenue from the enlarged Backstretch, Stephen and son John Sanford constructed the area now referred to as Sanford Court in 1901. This self-contained complex included two large barns with sheltered walking tracks set parallel to one another, stable manager and groom accommodations and dining and kitchen facilities. The main residence and kitchen complex along the road and entry

⁴³ Saratoga County Deed Book 129, p. 295, Jan. 22, 1874 - property conveyed from John Morrissey and wife to Addison Gammack; Saratoga County Deed Book 230, p. 390, December 14, 1900- property conveyed from Addison Gammack to John E. Madden; Saratoga County Deed Book 241, p. 104, January 28, 1902 - property conveyed from John E. & Anna L. Madden to the Saratoga Association for the Improvement of the Breed of Horses.

formed a symmetrical courtyard space with a central circular drive. At the time of construction, the Sanfords owned a carpet manufactory but had a great interest in purchasing and racing quality thoroughbred horses. They owned more than 30 horses and a 1,000 acre farm, referred to as “Hurricane” located just 25 miles away in Amsterdam, NY.⁴⁴ Their stables however were unique in that they remained privately owned until the 1940s whereas those stables areas east of Nelson Avenue and adjacent to the main track were being conveyed to the Saratoga Association thus enlarging the race course property.

In 1902, August Belmont II’s farm (Surcingle/Circingle, known today as Clare Court) was constructed across from Sanford’s complex, spending \$75,000.⁴⁵ Belmont had owned eight acres along the southwest turn of the old track on which stood three barns from the late 1870s until 1902. A land exchange was transacted between Belmont and the Saratoga Association in order for the new rotated track to be built as designed by Whitney and Leavitt.⁴⁶ When Belmont constructed his new stable complex in 1902, it was nicknamed the “Surcingle” in reference to a leather strap used to teach young horse to accept girth pressure before a saddle is introduced. An article in the New York Times in June of 1902 claimed that once opened, the new Saratoga race course would be the finest in the country and that August Belmont, one of the leading members of the racing association, had proposed to make Saratoga his Northern headquarters. The article described his property as including a private exercise half-mile track which encircles his residence and stables which were moved from the farm to the north where they had been previously situated.⁴⁷ The Blood-horse of August 10, 1985 reported that it was considered “absolutely unique in its kind, either in America or in Europe,” noting further that it was comprehensive in function and design, with a single access and exit point, an elusive tunnel on the right after entering the second entrance along Nelson Avenue. “The tunnel was executed intentionally, so that “the driveway through the park does not cross the track at grade, but it is carried underneath by a culvert walled with solid masonry.” There was only one clear view of the entire oval, from a cupola on the residence cottage that stood in the center of the park. The track was originally enclosed so that the horses could not be seen “nor any line be got on their work, except from this coigne of vantage.” The area also contained an interior network of roadways that were engineered for unencumbered traffic flow, as well as a tennis court and gardens. The site as originally planned included Cottages, storage sheds and original blacksmith shop interspersed on the property as a self-sufficient stable complex. All of the barns at Clare Court were standing as of 1905 and shared common architectural features, including slate roofs framed with tenons mortised with wooden pins, and sliding transom windows over the stall doors. The two long barns flanked the Belmont cottage located in the center in a courtyard space. Set perpendicular to the long barns and directly behind the cottage is another barn with a curved roof line where the carriages and driving horses were kept. The area featured stands of hard pine believed, by one life-long resident to be some of the last remaining in the region.⁴⁸

In addition to the purchase of land that held several private stables by the Saratoga Association via Whitney, this expansion of the property south of the main track included the purchase of and closing

⁴⁴ These private Sanford Saratoga stables were built on the property formerly owned by Bernice Ames, Benjamin King and Stephen Ford and referenced as 50’x137½’ lots numbered 10, 11, 12, 13,14, 15, 16, 30, 31, 32 33, 34, 35, & 36 on a map of the property of King & Ford by J.H. Cramer, C.E. in 1873. Saratoga County Deed Book 231, p. 549, July 8, 1901 - Property conveyed from Joseph Knight of Troy and Stephen Sanford and John Sanford, constituting the firm of Stephen Sanford & Sons.

⁴⁵ “Saratoga’s New Track,” The New York Times, June 1, 1902.

⁴⁶ Saratoga County Deed Book 615, p. 284, Jan. 20, 1902 - property conveyed from August Belmont to the Saratoga Association (8 acres) and Deed Book 235, p. 380, Jan. 20, 1902 - property conveyed from Saratoga Association to August Belmont (13 acres).

⁴⁷ “Saratoga’s New Track: August Belmont Interested,” The New York Times, June 1, 1902, p. 16.

⁴⁸ “Saratoga - Clare Court,” by Donna Ross, The Blood-Horse, August 10, 1985.

of public and/or private ways such as Gridley Street. In October of 1901 the road that extended east from Nelson Avenue to the property previously owned by Robert Gridley and at the turn of the century was owned by Spencer Trask was conveyed by all parties abutting this roadway including John E. Madden, August Belmont, William Whitney, the Saratoga Association and Spencer Trask. It was noted that the parties agreed for their mutual advantage to have said private road closed and its use as such discontinued. Four parties conveyed to Whitney the right, title and interest in the strip of land.⁴⁹ Local, regional and national news publications showered Whitney's efforts with complements of the highest order. The Daily Gazette reported in August 1902 article entitled, "Great Days Coming for Saratoga," that "the many improvements have completely changed the appearance of the track from the old familiar course, and at first visitors will scarcely recognize the place...Great care has been taken, however, to retain the handsome wooded appearance, and more trees and luxuriant foliage lend additional beauty to the entrance to the park."⁵⁰ The November 1902 issue of Munsey's Magazine claimed that the "Saratoga track was always a beautiful spot...under the magic touch of its new owners it became a paradise." The reporter added that "[b]eautiful Horse Haven, noted the country over for its pure air and the enormous benefit which accrues to the thoroughbreds summered there, was made an Eden."⁵¹ Harper's Weekly of August 1903 noted that "William C. Whitney, August Belmont, the brothers Hitchcock, H. K. Knapp and a few others had given Saratoga its renaissance...they acquired the racetrack and made it the 'Newmarket of America.'"⁵²

Matching the improved condition of the tracks and stabling areas, was the outstanding visitor experience, one that was not possible at other American race courses. In July of 1903, Frank W. Thorpe wrote about the new Saratoga in The Illustrated Sporting News, comparing it to the other Jockey Club courses, saying that it was "all so different." He continued,

"You don't go to the course hanging on by your eyelids in a crowded trolley or sweltering in a dirty red-cushioned chair in that is called by courtesy, a parlor car. Instead, you can saunter to the course along one of the most beautiful boulevards in the world, shaded by majestic elms that meet and kiss above the roadway, or you jump into a stylish rig and are whirled to the track behind a smart team, enjoying all the sensations of the millionaire in his perfect turnout...It is only a short walk to the grand stand from the track entrance. On every side the gardener has helped beautify the natural charms of a lovely park, and the eye is delighted and soothed. On the right you will see the paddock, shaded by immense trees of various growth. Here the final touches of the horses' toilet are given. They are surrounded by interested crowds of men and women of fashion. These persons saunter from one horse to another until the ringing notes of a bugle come echoing through the trees. Then all troop back to the clubhouse, or the grandstand, to watch the running of the race."⁵³

Everybody's Magazine reinforced Thorp's opinion about the distinctive landscape character of Saratoga in its 1904 description of the paddock area, noting that at this time, it stood "in the open," and "free to everybody." It reported that "on days when popular favorites are running, the benches under the pines,

⁴⁹ Saratoga County Deed Book 235, p. 256, October 17, 1901 -agreement between Madden, Belmont, Saratoga Association for the Improvement of the Breed of Horses, Spencer Trask and William C. Whitney transferring all rights, interest and ownership old Gridley Street thus allowing it to be closed as a road forever.

⁵⁰ "Great Days Coming for Saratoga," The Daily Gazette, August 1, 1902.

⁵¹ "The Sport of Kings in America," by Joseph Freeman Marsten, Munsey's Magazine, November 1902.

⁵² "Saratoga in Full Swing," Harper's Weekly, August 29, 1903.

⁵³ "America's Banner Race-Course - Saratoga," by Frank W. Thorp, The Illustrated Sporting News, July 25, 1903. Thorp also noted that in 1903, over \$1,200 had been spent to lay out beautiful flower beds.

the spaces under the walking sheds, are occupied by the lady of Saratoga and her friends.”⁵⁴ Whitney and the Saratoga Association had capitalized on Saratoga’s most outstanding landscape features – its context, setting, Victorian details and spectacular towering trees, and had given the course a new life.

The Pinnacle (1904-1954)

Whitney died in 1904, yet the Association continued in his spirit during the first half of the 1900s, maintaining, expanding and improving the Race Course facility making it one of the premiere American thoroughbred tracks.

Main Track & Back Yard

The Association expanded their land holdings, beginning with the August of 1919 purchase of the Lincoln Avenue right-of way and the land between Union and Lincoln Avenues, extending from the triangular intersection westward almost to Nelson Avenue (also known as the Sheehan–Wells property). Reporting on the acquisition, The New York Times stated that “the purchase made today is to be incorporated in the racing park, is to be greatly beautified and utilized partly as an entrance to the clubhouse for automobile parking. The grounds will be made beautiful and will be ready for next year.”⁵⁵ Around 1920, the Association hired civil engineer S. J. Mott to develop a plan for the parcel, to include an auto entrance. Mott laid out a tree-lined avenue, intersecting Union Avenue at a right angle, proceeding southward, and then taking a 45 degree turn eastward, presumably connecting with the existing auto road (laid out by Leavitt in 1902). In addition to the roadside trees, Mott placed shrubs and flowers between the road edge and adjacent fences. He proposed an auto parking area for the remainder of the triangular area.⁵⁶ In 1922, Mott prepared a plan for the entire Main Track and Backstretch areas, and included the following features:

- The c. 1920 auto road, located at the eastern end of the property and a large auto parking area with nine parking aisles arranged perpendicular to Union Avenue;
- A second auto entrance replacing the “club entrance” designated by Leavitt in 1902; and
- A street car, the Hudson Valley Railway, running up Lincoln Avenue, across to Union, and the northward on East Avenue.⁵⁷

In 1929, Mott prepared a plan and construction detail of the fencing for Union Avenue at the “Sheehan Purchase.” The posts, standing over 8’ high, marked the three Back Yard entrances – one on Union Avenue and two on Lincoln Avenue – and the corners of the property. These posts remain to this day.⁵⁸ Inside the fencing, within the Back Yard area, other changes ensued. In 1928, the cast iron fountain featuring three stacked bowls with sea-horses on a seven-foot circular base, originally placed in 1880 at the east Union Avenue gate, was relocated to the clubhouse entrance.⁵⁹ As the automobile became more popular, paving in and around the Back Yard began to increase. A 1942 plan prepared by engineer Samuel White showed the addition of more circulation in the Back Yard area, with multiple entrances off Union Avenue (eight, with four auto drives towards the western end). The Back

⁵⁴ “Saratoga’s Sports and Splendors,” by Charles E. Trevathan, Everybody’s Magazine, August 1904.

⁵⁵ “Racing Association Buys Sheehan Lots on Union Avenue,” The New York Times, August 19, 1919.

⁵⁶ c. 1920, Plan for the Auto Drive for the Saratoga Race Course, S. J. Mott, September 28, c. 1920. Note that the date of Mott’s plan has been separated (torn) from the original drawing, and therefore the precise year of the plan is unknown.

⁵⁷ 1922, Property of Saratoga Association for the Improvement of the Breed of Horses, Saratoga, N. Y. General Plan for the Grounds of the Main Track, S. J. Mott, C. E., Ingram, White & Co., February 1922.

⁵⁸ 1929, Proposed Fence for the Saratoga Racing Ass’n at the Sheehan Purchase, S. J. Mott, C. E., November 3, 1929.

⁵⁹ “Fountain makes a return to Saratoga,” The Leader-Herald, August 10, 2000.

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Yard area nearer the grandstand appeared to have more paved surfaces, with the paddock encircled by a path of some type.⁶⁰

Despite the addition of hard surfaces in the Back Yard, the paddock remained open, and under the trees. Stout observed that “the paddock was a vast lawn where anyone could look at the horse. Each stable owner had a cluster of trees that served as an outdoor stall and exercise area where the horse and groom came from the barn area, the jockey from the jockeys’ quarters, the trainer and owner probably came from the clubhouse, and anybody else who was interested in observing the horses before placing a bet convened there.”⁶¹

Work progressed at a similar level on the Main Track and Infield areas during the first decades of the 1900s. In 1906, the Association turned up and re-built the course surface in an effort to eliminate sinkholes. In the same year, they further embellished the steeplechase course by introducing ivy-covered lattice markers.⁶² In 1929, S. J. Mott prepared plans of the Infield area, creating the first known detailed drawings of this feature. They showed semi-circular hedges on the east and west ends of the oval defining the inside of the Steeplechase course. The infield pond appeared as a small, geomorphic shape, and along the outside of the track were sprinklers, spaced evenly around the perimeter. Mott also detailed sections of the hedges, walls, and water features.⁶³

The Association also altered the Main Track’s buildings. In 1909, they built a new, shorter judges’ stand, and in 1928 they hired the architecture firm of LaFarge, Warren & Clark designed an addition to the clubhouse and it was constructed in this year.⁶⁴ The Association introduced camera finish equipment to the top of the grandstand in 1936, to aid New York judges in determining close finishes.⁶⁵ Other 1936 modifications included demolishing the Field Stand (stood to the east of the grandstand); moving the new section of the betting ring to the rear of the site of the field stand and turning it 90



Historic photo. showing the new clubhouse built in 1928. (Saratoga Springs Historical Society/Museum, George Bolster Collection, Racetrack 2 #11.345-1, 1946)



Historic photo. showing the added wrought iron on the back side of the Grandstand as well as the lush plantings. (Saratoga Springs Historical Society/Museum, George Bolster Collection, Racetrack 3 #9436-2, 8/28/40)

⁶⁰ 1942, Property of the Saratoga Association for the Improvement of the Breed of Horses, Saratoga Springs, New York Showing Main Track, Samuel White, Licensed Professional Engineer, January 1942.

⁶¹ Stout, p. 230.

⁶² “Saratoga Track Sown to Rye,” Schenectady Daily Union, December 24, 1906.

⁶³ 1929, Plan of Infield, Saratoga Racing Assoc., Saratoga Springs, N. Y., Looking south from Grand Stand, S. J. Mott, L. P. E., 1929.

⁶⁴ The Saratoga Associates, Design and Feasibility Study for the Saratoga Race Course, 1999.

⁶⁵ “‘Camera Finish’ to be Placed at Grandstand Top,” The New York Times, July 2, 1936.

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degrees; constructing a new 116' long x 30' wide Field Stand (capacity 1,200); and constructing a new betting ring at the rear of the grandstand. Thomas Clare, Race Course superintendent, oversaw the \$125,000 effort.⁶⁶ In 1940-1941, architect Kenneth Reynolds of Albany remodeled the 1928 clubhouse, adding the wrought iron Beaux Arts-style detailing.⁶⁷

Photographs and colored postcards from the early 1900s depict a meticulously-maintained, elaborately-planted lush environs of the Saratoga Race Course Main Track and Back Yard. Generous plantings of evergreen and deciduous shrubs, including Rhododendrons and Hydrangeas softened the foundation of the grandstand and clubhouse, and turf lawns, mowed to perfection, held towering shade trees. In the Main Track area, wood timber posts were used to support the track rails, giving a rustic appearance, and early on, Ivy covered the posts. Plantings of shrubs, including clipped Yews, and annual flowers surrounded the Infield pond, and fountains shot spires of water into the air.

Oklahoma & Horse Haven

The Oklahoma training track and Horse Haven stabling area continued to provide a peaceful, shaded glade for thoroughbreds to exercise and rest during the first half of the 20th century. S. J. Mott prepared a plan of Horse Haven in 1922, showing minimal changes to the landscape, with the exception of a new entrance off Union Avenue (between Camp Court and West Horse Haven), and gates at this and the former Horse Haven entrance. The plan showed a total of 49 barns, with 13 located to the north of Horse Haven and east of the Oklahoma track.⁶⁸ Horse Haven remained a forested landscape, as reported in the 1930 issue of The Natural Turf Digest. It said, “the Horse Haven track, while not longer used as a main track, is now a training route, with an infield that is still liberally studded with trees.” The publication also noted that “the grounds boast a number of stables and the “memory of horses that have been trained there is preserved by much nomenclature as Roamer Place, Good and Plenty Avenue, Salvidere Road, etc.”⁶⁹

Although the use of horse names as reference to locations within Horse Haven is commonly recognized today, the origins of these names are not readily apparent. It is first noted on the 1895 Sanborn map that circulation paths were named after winning thoroughbreds. This is first seen along the eastern portion of Horse Haven where the five new rows of parallel barns created a series of circulation paths. They are named *Lamplighter Avenue*, *Kingston Avenue*, *Springbok Avenue* and *Proctor Knott Avenue* – all after prominent racehorses.⁷⁰ This was not a practice used in the late 1880s, however it is one that continued and in fact was expanded upon in the first three decades of the 20th century. The 1922 S. J. Mott map of the Property of the Saratoga Association for the Improvement of the Breed of Horses,

⁶⁶ “60 Med Already at Work on the \$125,000 Improvements at Saratoga Race Track,” The Saratogian, November 17, 1936.

⁶⁷ Stout, p. 226.

⁶⁸ Property of the Saratoga Association for the Improvement of the Breed of Horses, Saratoga, N. Y., General Plan of Ground of Horse Haven, S. J. Mott, C. E., Ingram, White & Co., February 1922.

⁶⁹ “Saratoga - Its Fall and Rise,” by Bill Newman, The National Turf Digest, September 1930.

⁷⁰ Proctor Knott had a career racing record of 26 starts, 11 wins, 6 seconds and 4 thirds, earning \$80,350. In 1888, as a juvenile, he won the Junior Champion Stakes and the inaugural running of Futurity Stakes, which at the time was the richest race ever run in North America with a purse of \$45,375. Kingston (1884-1912) won 89 races, the most in the history of the sport of Thoroughbred racing. Of his 138 starts, he was out of the money only 4 times. As a sire, he was as good as he was a race horse. He led the American sire list in 1900 and 1910. Following the creation of the National Museum of Racing and Hall of Fame in 1955, Kingston was one of the first handful of horses inducted. Lamplighter was bred by the Spendthrift Stud partnership. He was then bought by Pierre Lorillard, for whom he raced as a four-year-old. Although he won nine out of eighteen races for Lorillard, he was considered something of a disappointment, being a temperamental racetrack performer. Lamplighter was retired to stud and his best progeny included Arsenal, winner of the 1902 Metropolitan Handicap. Lamplighter was fourth in the sire's list in 1902 and second to Ben Strome in 1903. Springbok was the winner of the 1873 Belmont Stakes. He was bred at the Elmendorf farm owned by Daniel Swigert, just six miles from Lexington, KY. Under Swigert, Elmendorf was a pre-eminent establishment growing to perhaps ten thousand acres and breeding many exceptional horses.

shows that the four “avenues” at East Horse Haven had been renamed with up-to-date winning thoroughbreds; *Roamer Avenue*, *Morvich Avenue*, *Man O’War Avenue* and *Good and Plenty Avenue*. In addition, the drive or circulation path that ran through the central portion of Horse Haven between barns #44 and #45, #47 and #48, and #49 and #50, was named *Pillory Avenue*, winner of the Preakness in 1922 and owned and bred by Saratoga Association president, Richard. T. Wilson. Wilson also memorialized his 2-year old thoroughbred, *Campfire*, who later sired *Pillory*, and raced in 1916 and won all three Saratoga Race Course events for two-year-olds: the Saratoga Special Stakes, Sanford Stakes and the Hopeful Stakes.⁷¹ The area just inside the western bends of the track has been known since as “*Campfire Court*” or “*Camp Court*.” In fact it appears that Association President Richard Wilson used the barns in the area known as Camp Court for his stable of horses. The kitchen building which today serves as the Security Office (#67) was noted on the 1922 Race course property map as being the “*Wilson Kitchen*.” This practice of memorializing special horses by the naming of circulation paths or areas of the property after them was not limited to the Horse Haven area, although it was here that it was most prominent. A pathway that ran from the main entrance gate on the south side of Union Avenue, along the eastern bends of the main track and ending at the Gridley Avenue gate was named “*Whiskaway Avenue*” after Harry Payne Whitney’s (William C. Whitney’s son) colt who was rated American Champion Three-Year-Old Male Horse in 1922.

In 1937, Bert Thayer Clark compiled *August in Saratoga*, depicting a few photographic images of the Horse Haven and Oklahoma landscape. Notable details include plantings of very tall deciduous trees (Oaks and Maples), spaced close together in even rows, with their limbs trimmed very high to provide open sight lines in and around the stabling areas. Turf dominated the ground plane and roads and paths remained unpaved. Fencing, consisting of wood timber posts, spanned by a single 1” x 4” rail (set on end), surrounded the Oklahoma track, and grasses grew to 18” heights along the fence line.⁷² A



Historic photo from August in Saratoga by Bert Thayer Clark in 1937 (page 20) showing the extent of tree coverage in the Horse Haven and Oklahoma landscape.

1948 aerial photograph further documented the massive quantities of tree plantings, showing a dense canopy stretching over much of the Horse Haven stabling area.⁷³

Another enterprise, separate from the Saratoga Association, had a visual impact on the Oklahoma and Horse Haven landscape. In c. 1916, the Lexington, Kentucky-based Fasig Tipton Company began undertaking the yearling sales at Saratoga, erecting a sales ring and commodious paddock on land along the west side of East Avenue (facing the Oklahoma track).⁷⁴ In 1926, the company purchased 5.9-acre parcel on the north side of Fifth Avenue opposite the Oklahoma track, and constructed two barns and a bunkhouse for the stabling of their yearlings. In 1939, the Saratoga Association acquired what would

⁷¹ In addition, *Campfire* won the Futurity and Great American Stakes at Belmont Park. The leading money winner among all American horses irrespective of age, *Campfire*'s outstanding year earned him 1916 American Champion Two-Year-Old Colt honors.

⁷² Clark, Bert Thayer, *August in Saratoga*, New York, The Sagamore Press, 1937.

⁷³ Aerial photograph, 1” - 1320’, Saratoga County Soil & Water Conservation District, October 4, 1948.

⁷⁴ *The National Turf Digest*, September 1930.

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become known as the Oklahoma Annex, extending the Race Course's holdings beyond the northern limits of Oklahoma.⁷⁵

The Backstretch

Changes came to the Backstretch landscape during the period between 1904 and 1954, largely in the addition of barns, bunkhouses, and massive plantings of trees. Mott's 1922 General Plan for the Grounds of the Main Track, included details for the area, although he delineated individually-owned properties, including those of J. C. Madden (including three barns) and August Belmont (including three barns and a residence). Millionaire Row contained eight barns, and the Backstretch contained 14 barns. Mott laid out a prominent circulation path extending eastward from the Union Avenue entrance (near the grandstand) and traversing the Backstretch, and exiting on Nelson Avenue. In the late 19th century tradition of naming Race Course features after notable thoroughbreds, he labeled this route "Whiskaway Avenue." Secondary routes brought users around the back sides of the Backstretch stabling areas, and Mott named one of these routes "Exterminator Avenue."⁷⁶

In 1930, Mott prepared a plan for the Stall Gates in the Backstretch, indicating locations of trees, hydrants and buildings. It revealed that Elms and Maples dominated the area, and that they were planted (1) at the edges of roadways and along fences and (2) in rows along each long side of the stables. Typically spaced 20' to 25' apart and closer along the fronts of the stables. They served to define spaces, such as paddocks, and provide shade to horses in adjacent stalls.⁷⁷ Photographs of the Backstretch and Clare Court areas, included in Thayer's August in Saratoga confirm this planting scheme. Generous plantings of shade and evergreen trees proliferated, creating sequestered, wooded landscape for the housing of thoroughbreds.⁷⁸ A 1948 aerial photograph of the Race Course further illustrated the density of these plantings, showing a continuous line of shade trees separating the course's backstretch from the Backstretch stabling area.⁷⁹

In 1946, the Saratoga Association acquired the Sanford Stud Farms property, located on the south side of Nelson Avenue. This small parcel included the two barns and a residence building framing within an interior courtyard that had been developed in 1901 by Stephen and John Sanford, and pushed the limits of the Backstretch area southward.⁸⁰

The Race Course's Renaissance period spanned approximately five decades, beginning with the vision of William Collins Whitney and extending through the Second World War. Thoroughbred racing as an American spectator sport reached its peak at this time and the attention to detail at Saratoga reflected this. A 1924 article in the The Saratogian perfectly summed up the ambiance the early 20th century Race Course, when reporting on the early morning work-outs at the Main Track in August. It noted that the "lake located in the center of the grounds gradually comes into view as the rapidly rising sun draws its share of moisture for the waters and the surrounding greens. The great trees on either side of the track, shaded at first glance, assume their natural proportions slowly and here and there may be seen the slowly curling smoke from the stable kitchens where good things to eat are being

⁷⁵ Saratoga County Deed Book 400 Page 229, June 23, 1939 – property conveyed from Fasig-Tipton Company to The Saratoga Association for the Improvement of the Breed of Horses.

⁷⁶ Mott, General Plans for the Grounds of the Main Track, 1922.

⁷⁷ Map Showing Location of Buildings, Trees, Hydrants, etc. South of the Back Stretch of the Saratoga Race Track for the Proposed Installation of Stall Gates, S. J. Mott, C. E., September 22, 1930.

⁷⁸ Thayer, August in Saratoga.

⁷⁹ Aerial photograph, October 4, 1948.

⁸⁰ Saratoga County Deed Book 444, p. 128, June 26, 1946.

prepared.”⁸¹ In January of 1949, a fire broke out at one of the barns, and 23 horses perished, an event signaling the end of the Renaissance period and the beginning of a multiple-decade effort to modernize the facility.⁸²

New York Racing Association Era (1955 to Present)

In the 1950s, New York State asserted additional control over racing by removing the licensing power of the Jockey Club, a private organization. Instead this licensing control was transferred to the State Racing Commission. The Jockey Club, reorganized as the Greater New York Association, and bought out the four big New York racing associations – Saratoga, Belmont, Aqueduct and Jamaica.⁸³ A deed dated October, 4, 1955 conveyed the racetrack property was from the Saratoga Association for the Improvement of the Breed of Horses to the Greater New York Association.⁸⁴ The Greater NY Association renamed itself as the New York Racing Association (NYRA) and was successful in obtaining a franchise to operate the tracks in the state for 25 years on a non-profit basis while in return the state would divert 1% of the pari-mutuel handle from the tax coffers back to NYRA for track improvements.⁸⁵ As part of this agreement, NYRA was guaranteed that Saratoga could hold a 24-day racing meet in late summer and with this guarantee NYRA was confident in its decision to invest in the Saratoga venue with initial improvements to the racing surface, new stables and bunkhouses. Most of the privately-owned stables surrounding the track were acquired by NYRA. In 1961, more improvements were made track-wide including updated dining facilities. In 1978, the Racecourse was placed on the National Register of Historic Places as part of the Union Avenue National Register District.

The Main Track & Back Yard

In 1963, NYRA began work on Race Course’s public buildings. They demolished the historic “Black” or Field Stand and betting ring to make way for an extension to the grandstand. They commissioned the architecture firm of Froehlich & Associates of Beverly Hills, California, to design the larger grandstand, and the architect of record, Robert Krause, went on to design the Carousel wing, pari-mutuel pavilion (1984) and restroom facility (1987).⁸⁶ In 1977, they moved the saddling of horses to the west and filled in the old saddling shed with other functions.⁸⁷ They then created a new saddling area, placing canopies over the walkways extending to the clubhouse from the Wright Street gate and the old saddling shed. The saddling was still done under the trees, but NYRA placed it within a fenced area that largely excluded the public.⁸⁸ As part of a 1986 renovation, NYRA erected a new fence to separate the public from the horses in the walking ring (largely to protect the public from loose horses).⁸⁹

Many late 20th century structural additions to the Back Yard began to give its historic landscape a cluttered and messy appearance, compromising the elegant simplicity of the Whitney and Saratoga Association eras. NYRA placed three general admission gates along Union Avenue in the 1970s, and relocated the pavilion from the old Excelsior Spring, located by the Excelsior Hotel on Excelsior Avenue, behind the clubhouse. Water to feed the pavilion was piped-in from the Big Red Spring, and

⁸¹ “Early Morning Work-Outs Draw Horse Lovers to Track,” *The Saratogian*, August 2, 1924.

⁸² “23 Horses Perish in Saratoga Fire,” *The New York Times*, January 1, 1949.

⁸³ “Who Owns the Track,” by Damian Pagano, *Spotlight News*, August 11, 2005.

⁸⁴ Saratoga County Book of Deeds number 616, page 109.

⁸⁵ Hotaling, p. 268.

⁸⁶ Stout, p. 228.

⁸⁷ “Preservation, Art and the charm of Old Saratoga,” by Donna M. Ross, *The Blood-Horse*, August 6, 1983

⁸⁸ Stout, p. 230.

⁸⁹ “Flat Track Work Nears Completion,” by Mike Mullaney, publication unknown, July 23, 1986.

the both the pavilion and spring were re-dedicated to Man O' War.⁹⁰ In 1984, NYRA developed the 4-acre grassy parking area near the grandstand into a recreation area, including a carousel pavilion with concessions; a pari-mutuel pavilion with 40 betting windows and 24 television monitors; one permanent concession stand; six portable concession stands; 46 new television monitors; 100 picnic tables with umbrellas; a reserved seat sales booth; and two admission areas. Much of this work was prompted by an urgent need to upgrade safety and fire protection, as well as sanitary facilities.⁹¹ The Saratogian reported in August 1985 that visitors to the track were enjoying the new amenities, particularly the television sets and park-like picnic area. One interviewee remarked that "[I]t's like they made it for us."⁹² An iron jockey statue was also added to the Back Yard in 1986⁹³ and in 2000, NYRA erected permanent covered gate structures over the entrances, placing a permanently-lighted sign at the western most entrance along Union Avenue. Along Union, NYRA built new brick columns and added benches.⁹⁴ A final addition in 2000 came when the large, antique white fountain was added at the Wright Street gate, relocated from in front of the clubhouse.⁹⁵

NYRA also addressed the Infield. In 1966, they hired landscape architect Charles Middleleer to prepare a planting plan for the area, and he proposed beds of Begonias and Salvias, as well as plantings of Berberis, Hydrangea, Arborvitae and Juniperus.⁹⁶ They regularly maintained the 128 steeplechase and hurdle boxes, trimming the contents prior to use in races.⁹⁷ In 1970, Mark Costello designed a temporary bandstand using found objects for the Back Yard, and it was later moved to the infield for security purposes.⁹⁸ In 2000, a 19' x 23' television screen was placed in the Infield to "enhance" the spectator's experience during the races.⁹⁹ NYRA commissioned the dredging of the Infield pond in 2009, doubling its capacity of water to 180,000 gallons. As part of the project, plans were made to build 11 wells and an irrigation system around the pond, so the course would not need water from the City of Saratoga Springs.¹⁰⁰

Horse Haven & Oklahoma

NYRA paid less attention to the behind-the-scenes areas of the Race Course, but did add bunkhouses, funded as part of their 1950s franchising agreement and fire protection systems.¹⁰¹ The 1980s and 1990s marked an era for substantial infrastructure changes. A 1983 inventory undertaken by NYRA indicated that many of the barns had inadequate electrical wiring, were absent of fire detection and suppression systems, and that safety rails are needed. Changes in fire, safety and health codes in addition to spiraling insurances costs resulted in a 5-year infrastructure improvement plan which was commenced in 1985. The barns at Horse Haven and Oklahoma were upgraded first since they were considered the most congested and at risk. The barns numbered 49-63 in Horse Haven and Barns 64-73 in Oklahoma were completed by start of the 1986 season with barns 44-47 completed in 1987.¹⁰² NYRA's five-year plan also called for replacing barns believe to offer inadequate stabling with new stalls and to modified such areas to accommodate parking and other services for the general public. In Aug.

⁹⁰ "Preservation, Art and the Charm of Old Saratoga," by Donna M. Ross, The Blood-Horse, August 6, 1983.

⁹¹ "Changing the Spa," by Donna M. Ross, The Blood-Horse, July 13, 1985.

⁹² "Track's new look wins rave reviews," By Margaret Lebrun, The Saratogian, August 6, 1985.

⁹³ "Flat Track Work Nears Completion," July 23, 1986.

⁹⁴ "Renovations mark 2000 meet," by Paul Post, The Saratogian, June 27, 2000.

⁹⁵ "Fountain makes a return to Saratoga," The Leader-Herald, August 10, 2000.

⁹⁶ Planting Plan for Infield, Saratoga Race Track, Saratoga Springs, New York, Charles Middleleer, Landscape Architect, 1960.

⁹⁷ "Saratoga Race Course flowers in Bloom, Grass and Hedges in Shape," The Saratogian, August 2, 1969.

⁹⁸ Stout, p. 230.

⁹⁹ The Saratogian, June 27, 2000.

¹⁰⁰ "Track's pond gets a new role," by Dennis Yusko, The Times Union, August 7, 2009.

¹⁰¹ Hotaling, p. 269.

¹⁰² The Saratogian "NYRA spends \$4M to ensure track safety," June 5, 1986.

1984, NYRA announced a plan to tear down several barns in Elm Court where they border Union and East Avenue in order to place a bus station in the vicinity.¹⁰³ While these were lost, others had been saved. In 1989 The Saratogian reported that the “ancient barns within Horse Haven, the oldest part of Saratoga Race Course, and those in other sections of the Oklahoma Training Track” had been restored. Where some of the barns had sunk more than a foot into the ground, NYRA maintenance crews jacked them up and put concrete termite blocks underneath, preserving most of the original design and wood and added sprinkler systems, new wiring and new lighting securing them for another 20-25 years. In the same year, NYRA renovated several barns in Elm and Camp Court, so that they could accommodate horses “for the first time in three years.”¹⁰⁴ NYRA also constructed the pole barn in the Annex, replacing a tent.

Since the turn of the 21st century the NYRA Facilities/Maintenance staff have adopted the practice of routinely inspecting the barns and making repairs on an as needed basis each year in the off season. In 2008, Barn #50, at West Horse Haven collapsed during renovation work and as a result needed to be completely rebuilt. Some of the slate from the roof was salvaged and was reinstalled on the rear of the structure. Local preservation architect, Tom Frost, designed the new “old” barn using architectural blueprints from a barn that was built in the 1930's. Because barn #50 was constructed in compliance with the City of Saratoga Building codes, it required a foundation consisting of footings and a frost wall, where previously it and the other barns had no foundations.

One of the most dramatic changes within Horse Haven in last quarter of the 20th century was the introduction of paving to the roadways. This began with the surfacing of roadway traveling into the area through Gate 15 with blacktop in 1984. This roadway intersects with the historic oval track in two locations and as a result eliminated the historic track surface which dated to the 1840s and had been used for schooling young horses. This decision to pave the intersecting road caused the Horse Haven track to be permanently closed to training.¹⁰⁵ After this initial paving of a circulation road within Horse Haven, the practice has been continued and gradually expanded. Previously dirt roads in Horse Haven were also paved in 1996 under the claim of being for the safety of horses and people. Following underground drainage work in East Horse Haven in 2009, more asphalt paving was laid down. Although a large portion of the original oval track still remains unpaved, it has not been used for horses in decades. Instead it is used as a shuttle bus road for remote parking lots.¹⁰⁶

The Horse Haven landscape has suffered from over-use by vehicles and resulting destruction of its trees, a practice that continues to this day. An aerial photograph, taken in 1968, shows the loss of some trees, particularly along the entry drive leading from East Avenue into Horse Haven.¹⁰⁷ While some losses may have occurred from Elm disease (1960s and 1970s), others have been caused by soil compaction, and more recently, the addition of asphalt paving. Re-surfacing activities continuously threaten the lives of many of Horse Haven's trees, and risking the loss of the area's most outstanding character-defining landscape features.¹⁰⁸

¹⁰³ “Changing the Spa,” by Donna M. Ross, The Blood-Horse, July 13, 1985.

¹⁰⁴ “Restoration makes track look like \$1.0 million,” by Michael Veitch, The Saratogian, July 1989.

¹⁰⁵ Ross, Donna The Bloodhorse “Changing the Spa,” July 13, 1985.

¹⁰⁶ Sunday Schenectady Gazette “Saratoga's racing has early beginning” August 11, 1996

¹⁰⁷ Aerial photograph, 1” = 660’, Saratoga County Soil & Water conservation District, August 15, 1968.

¹⁰⁸ “Saratoga's racing has early beginning,” by Lee Coleman, Schenectady Gazette, 1996.

The Backstretch

As part of NYRA's franchising agreement, they received initial funding to build bunkhouses and dining facilities, and several of these appeared in the 1950s in the Backstretch.¹⁰⁹ But as was their practice at Horse Haven, NYRA expended less effort on aesthetic upgrades to the Backstretch, compared with the more public areas of the Race Course. The 1968 aerial photograph showed a similar loss of mature trees, particularly along the outer edge of the Main Track (between the Backstretch and Track), likely for the same reasons. NYRA has permitted vehicles to amble throughout the Backstretch, compacting the soil and robbing trees of water and nutrients. The loss of trees has severely compromised the historic character.

¹⁰⁹ Hotaling, p. 269.

LANDSCAPE ASSESSMENT

The following is an assessment of the landscape conditions at the Saratoga Race Course. Its purpose is to document the property's existing natural, built, and functional landscape features; to analyze their condition; and to outline recommendations for preservation treatment. Together with the historical chronology, the assessment provides a foundation for the *Cultural Landscape Report* portion of the *Cultural Resource Inventory*. The assessment has been completed in accordance with the United States Secretary of the Interior, National Park Service's *Guidelines for the Treatment of Cultural Landscapes*.

The assessment has been organized around 12 of the Race Course's geographic sub-areas which include the Oklahoma Annex, Elm Court, Campfire Court, West Horse Haven, East Horse Haven, Oklahoma, Dupont, Millionaire Row, Backstretch, Madden Court, Clare Court, and Sanford. For each area, the assessment provides a description of its location, brief summary of its history¹, and an inventory, analysis and evaluation of its context, edges, views, entrances, circulation, topography, trees and other character-defining landscape features. Diagrammatic drawings illustrate the assessment of each area. At the conclusion of each assessment is a set of recommendations for preserving the area's landscape.

In addition, the assessment includes a preliminary assessment and recommendations for two other geographic sub-areas not included in Phase I of the *Cultural Resources Inventory's* Architectural Assessment (Section IIIb), the Infield and the Back Yard. Because the development of these areas happened alongside that of the Race Course landscape as a whole, they have been included in a preliminary form in the foregoing section. Future phases of the *Cultural Resources Inventory*, particularly those which address the Main Track and related amenities (buildings and landscape), should include a more detailed inventory of the Infield and Back Yard's existing features, careful assessment of their condition, and more complete and specific recommendations for preservation treatment.

¹ For a more detailed history of each geographic area, as well as the entire Race Course landscape, refer to the *Historical Development of the Race Course Landscape* section of the *Cultural Landscape Report*.

The Oklahoma Annex occupies a 5.9-acre parcel along the northern edge of Fifth Avenue, extending northward to Caroline Street. The parcel is roughly square in shape, with a smaller square house lot cut out of the northwest corner (privately owned). Property for the Annex was originally acquired by the Fasig Tipton Company in 1926, and in 1939, the company conveyed the property to the Saratoga Association. Today, the area contains two barns (#s 86 and 86), a small bunkhouse, a dormitory, a covered exercise shed and two fenced-in paddocks.



The Oklahoma Annex, tucked into a small lot on the north side of Fifth Avenue. Erosion along the outside of the front fence area makes the entrance appear worn.

Context, Edges & Views

- The property is surrounded on all four sides by residences and residential streets, with a private stable facility on the abutting property to the east. Tucked away from the remainder of the Race Course property, the Annex feels like a separate, private entity, secure in the residentially-scaled neighborhood surrounding it.
- Wood and wire fencing, and a deciduous hedgerow of trees line the north side, separating the parcel from the back yard of a Caroline Street residence. Views are possible through some sections of the wire fencing, while the wood board fencing blocks views.
- Wood and wire mesh fencing, reinforced by a hedgerow of deciduous and evergreen trees, line the east edge, providing a dense and appealing screen. Views to the eastern neighbors are largely blocked. The 40' +/- height of some trees – especially the evergreens – helps to enclose the property and bring it into human scale.
- A 6' high wood picket fence extends across the entire length of the south or “front” edge. While in good condition, the fence’s height and density creates a walled-effect, making this edge appear impenetrable. A row of White Pines grows inside the eastern end of this fence, providing shade to the nearby dormitory, and softening the otherwise harsh boundary edge. Eroded dirt covers the narrow strip of land between the fence and edge of pavement of the street, resulting in an unkempt appearance.
- A combination of wire mesh fencing, wood picket fencing, and deciduous hedgerow lines the west edge, and invasive vines cover some of the trees, allowing for obstructed views of the neighboring residential property.



The east edge of the Annex contains a mature planting of deciduous and evergreen trees. Their height brings a human scale to the Annex landscape.

- The most appealing views include (1) long views from the entrances off Fifth Avenue, looking northward along the barns, (2) long views from the bunkhouse, looking southward along the barns, and (3) from the dormitory, looking north to the paddocks and west to the barns.

Entrances, Circulation & Topography

- Visitors may enter the Annex at one of five points, with three spaced across the south or “front” side, and one at the north (Caroline Street) side. An additional entrance along the east property line has been blocked, as it crosses from the Annex on to private property. The central gate along the south side, leading along the east side of the barns and into the dorm area, appears to be most heavily used.
- Roads throughout the Annex have gravel and turf surfaces, while a bituminous pad stretches along the front of the dormitory. The most clearly defined circulation routes lead (1) from the eastern gate north and east to an informal parking area in front of the dormitory; and (2) from the central gate northward, circling around and between the barns. The lack of turf and presence of wear paths in the western half of the property suggest that vehicles, horses and pedestrians intermingle and roam at will.
- The northeastern section of the Annex contains the lowest points on the property, located along the eastern edge. The topography, overall, is generally flat, with drainage leading to low points (a series of catch basins) located at the northern end of the barns, in front of the bunkhouse.

Character-Defining Landscape Features

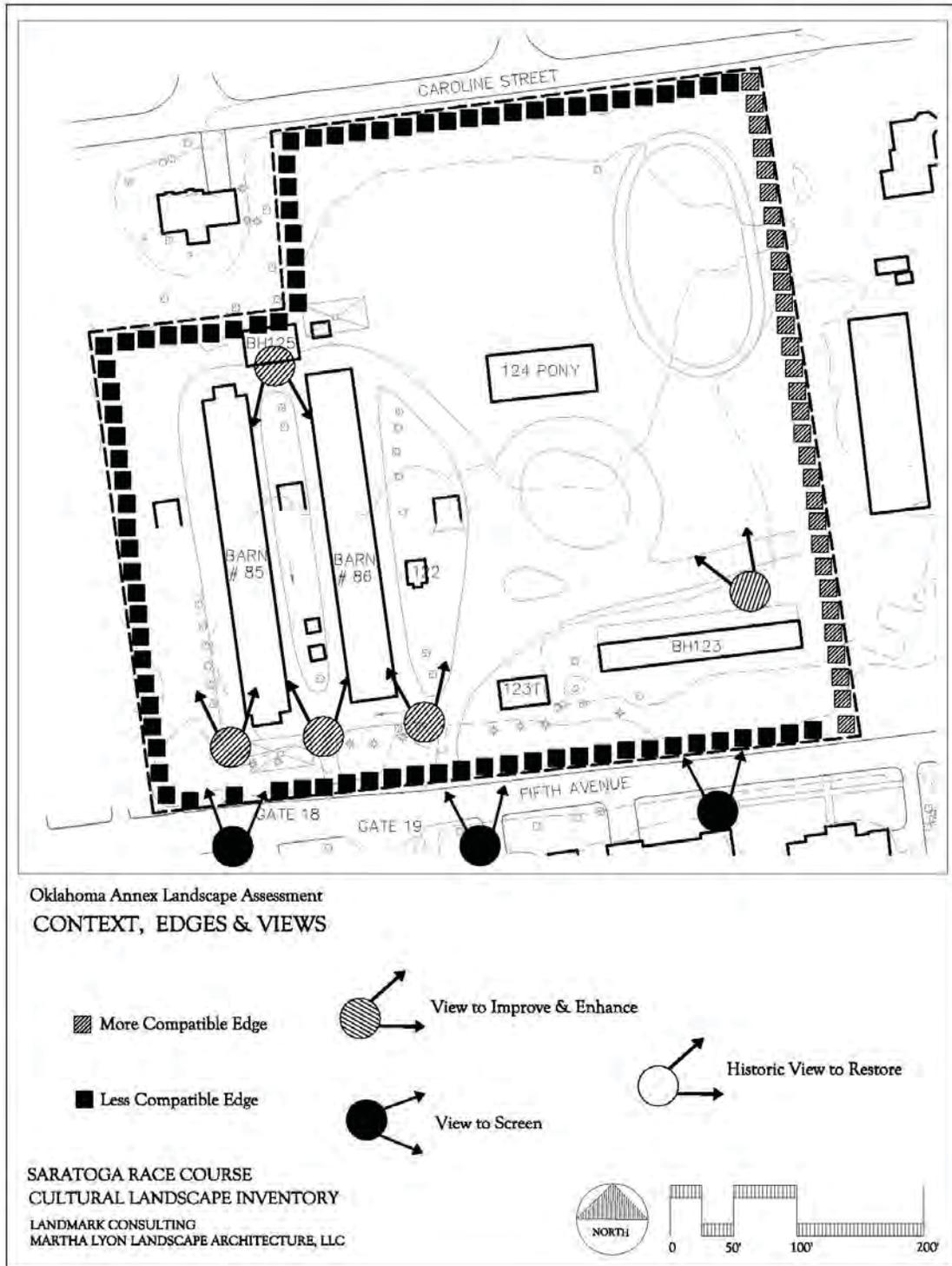
- The Annex’s most visually appealing landscape features include (1) the remaining shade trees, lined along the east and west sides of the barns and down a long row in between, (2) the two square-ish-shaped paddocks, located along the northern edge, and (3) the two dirt and turf exercise rings, located in the eastern part.
- Overhead utilities have been added, stringing between the dormitory and barns, and connecting to poles on East Avenue. These create visual clutter.
- As noted previously, the Annex contains a mix of fencing styles around its perimeter, creating a haphazard look.
- A contemporary washstand and straw storage structure, both constructed of concrete, have been added. The modern look of these, both in design and choice of materials, conflicts with the Race Course’s historic character.

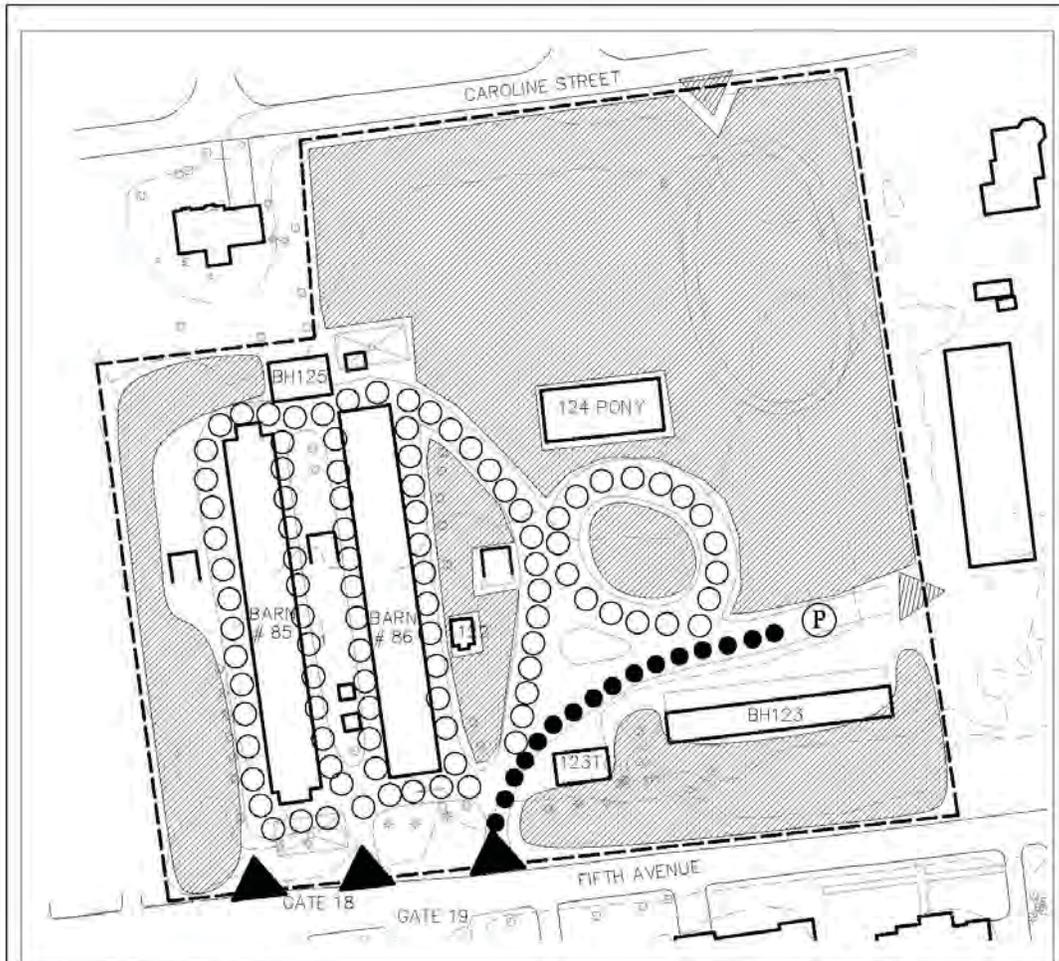


The avenue of trees between the two Annex barns contains the remnants of a planting of shade trees, an important character-defining feature.

Preliminary Landscape Recommendations

- Upgrade the East Avenue edge to create a neater curb appeal. Include in the improvements, curbing to control parking and planting between the curb and fence.
- Replace the assortment of perimeter fencing styles with one or two coordinated styles of the same material. Along the south edge, construct a style of fencing that allows partial views into the property.
- Provide definition to the vehicular routes and separate it from horse circulation. One way of achieving this is to establish a separate vehicular entrance.
- Plant a mix of deciduous and evergreen trees along the edges to provide more privacy to Annex users and to bring the landscape down to human scale (using the east edge as a model).
- Evaluate the condition of existing shade trees (a task to be handled by a licensed arborist), and re-plant the rows of trees along the stall fronts.
- Plant trees in the infields of the exercise rings, and if possible, in the open lawn area, to provide more shade to horses.
- Re-locate existing overhead utilities to conduits, placed under ground.
- Replace the washstand and hay storage container with equivalent structures designed to complement the historic character of the Race Course landscape.

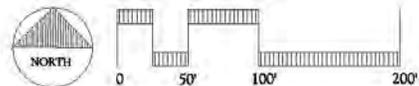


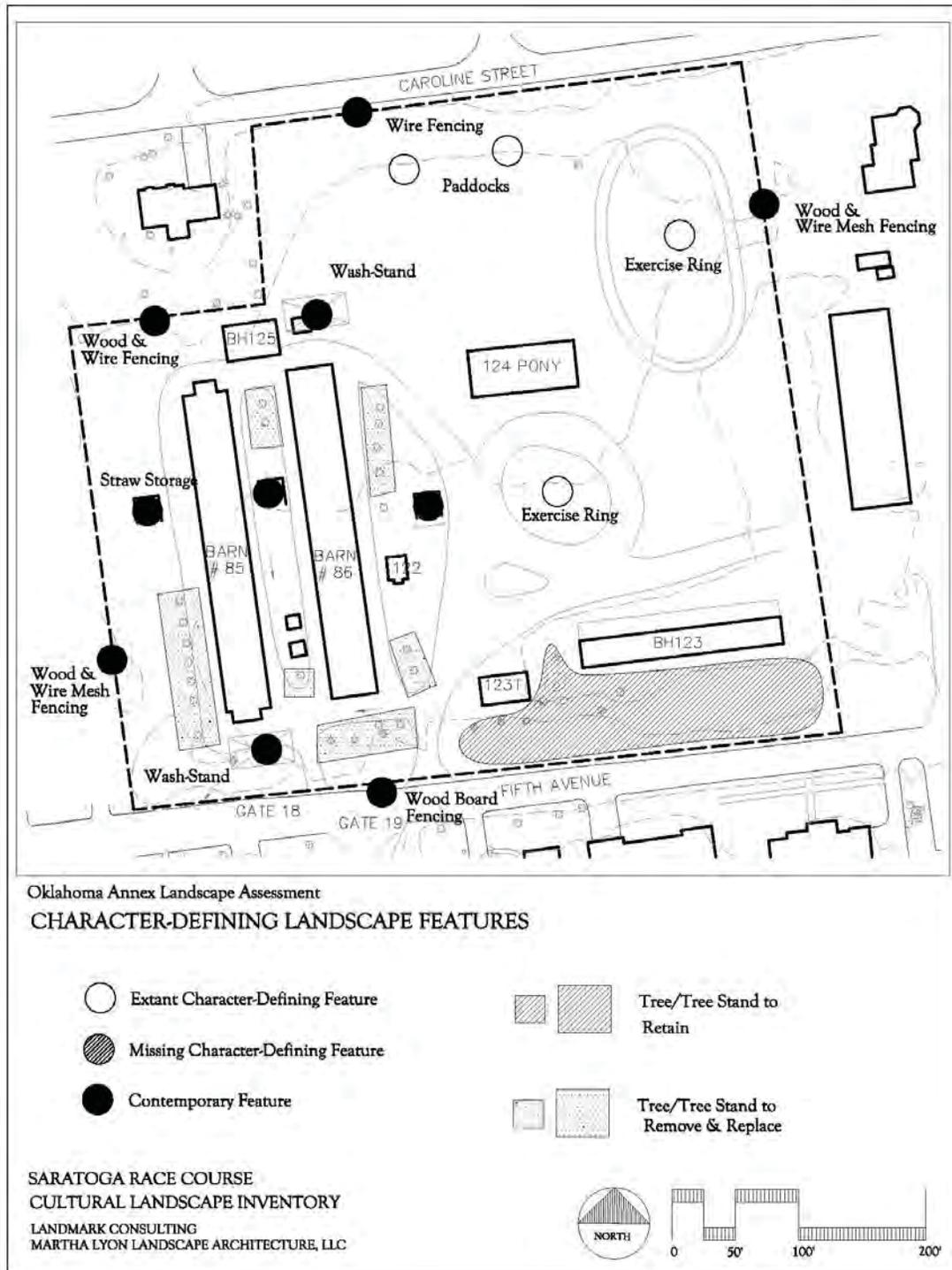


Oklahoma Annex Landscape Assessment
ENTRANCES, CIRCULARION & TOPOGRAPHY

- | | | | | | |
|---|----------------------|---|-------------------------|--|---|
|  | Established Entrance |  | Defined Path or Road |  | Vehicular Parking Area |
|  | Make-Shift Entrance |  | Make-Shift Path or Road |  | Turf Area Not Marred by Vehicular Traffic |

SARATOGA RACE COURSE
 CULTURAL LANDSCAPE INVENTORY
 LANDMARK CONSULTING
 MARTHA LYON LANDSCAPE ARCHITECTURE, LLC





This approximately 4.2-acre area lies at the corner of Union and East Avenues and is one of the most visible of the stabling areas for visitors to the Race Course. Its barns and kitchens appear on the 1889 Sanborn Map, associating its construction with early days of racing, before the 1902 building of the modern main track. While three of its original barns and two kitchens closest to East Avenue were demolished in the 20th century and replaced by a parking lot, Elm Court still retains several of its original historic structures. Existing buildings include four barns (#s 34-37) (34 and 35 are connected) and a former kitchen building now used as a bunkhouse (#63).



The interior of Elm Court as seen from the north side. Mature evergreen trees provide a canopy over the barn areas.

Context, Edges & Views

- Circulation routes form the north, west and south edges of Elm Court, and the historic Horse Haven 1-mile track lines the east side.
- A mothballed gas station lies across East Avenue at the opposite corner of Union and East, and an open green space abuts the station to the north. The gas station, in particular, imposes an eyesore on Elm Court's setting, and on the approach to the Race Course as a whole.
- The main entrance to the Oklahoma Track (Gate 21) and entry drive stand along the north side. Designed in 1902 by Charles Leavitt and once a shaded boulevard, this straight route has lost many of its shade trees, and those that remain appear in poor condition. In addition, vehicular traffic has been allowed to drive (and likely park) along the edges of this boulevard, eroding the turf and creating puddle-y low spots. The overall appearance is unkempt.
- To the east lies Campfire Court, and while the historic Horse Haven track divides the two areas, the design and scale of the two areas' buildings match, making them appear seamless.
- The Union Avenue edge, with its historic wrought iron fencing secured by brick piers, and mature stand of Pines, is Elm Court's strongest (this edge also contains the historic entrance into Horse Haven, as discussed below under *Entrances*). The fence's condition ranges from very good (straight pickets, solid paint coverage) to poor (bent pickets, missing paint and/or rust). The brick piers, once red with masonry caps, have been painted white, obscuring their detail and mis-matching them with those across Union Avenue. This edge also lacks a sidewalk, making it unfriendly to pedestrians.



The historic Horse Haven 1-mile track rims the eastern edge of Elm Court, providing a strong character-defining feature.

ELM COURT

- The west edge, with its struggling hedgerow of deciduous trees, and chain-link fencing displays a blighted appearance. The large parking area that sits just inside the fence furthers this run-down look.
- The most outstanding views are possible from the northeast corner, looking southwestward into the barn area, from the historic Horse Haven entrance, looking northward across the Horse Haven track and Elm Court Barns, and from the interior of Elm Court, looking eastward toward the similarly scaled buildings of Camp Court.
- The historic view from the East Avenue gate into the Oklahoma track has been severely compromised by the loss of trees and damage of vehicles to the median and road edges.
- Views of contemporary features, including the parking area and chain-linked East Avenue edge, are the least appealing.

Entrances, Circulation & Topography

- While three breaks appear in the Union Avenue fencing, visitors use just one entrance to access Elm Court – the East Avenue gate into the Oklahoma track. The two Union Avenue gates, both at the southern end of the parking lot, remain locked. The third gate, located near the southeast corner of Elm Court, marks the historic entrance to Horse Haven. It remains closed.



The Oklahoma "boulevard" edging the north side of Elm Court has suffered from by uncontrolled vehicular use.

- Vehicles entering Elm Court appear to travel at will, as the area contains turf patches at the back sides of the barns and near the historic Horse Haven entrance (under the Pines) only. The remainder of the ground surface is bituminous asphalt (entry drive into Oklahoma and parking lot) and dirt. This uncontrolled circulation fosters conflicts between pedestrians, vehicles and horses.
- Topography across Elm Court is relatively flat, with the lowest point appearing along the Union Avenue edge, near the historic entry gate.

Character Defining Landscape Features

- As noted under *Context, Edges & Views*, the East Avenue drive into the Oklahoma track has lost its grandeur, because of damage to trees and road edges. Some shade trees remain, but most are nearing the ends of their lives. The turf median has also decreased in size.
- Also discussed under *Context, Edges & Views* was the hedgerow along East Avenue. The trees in this line have suffered from poor maintenance and the introduction of vines and other invasive plant species.

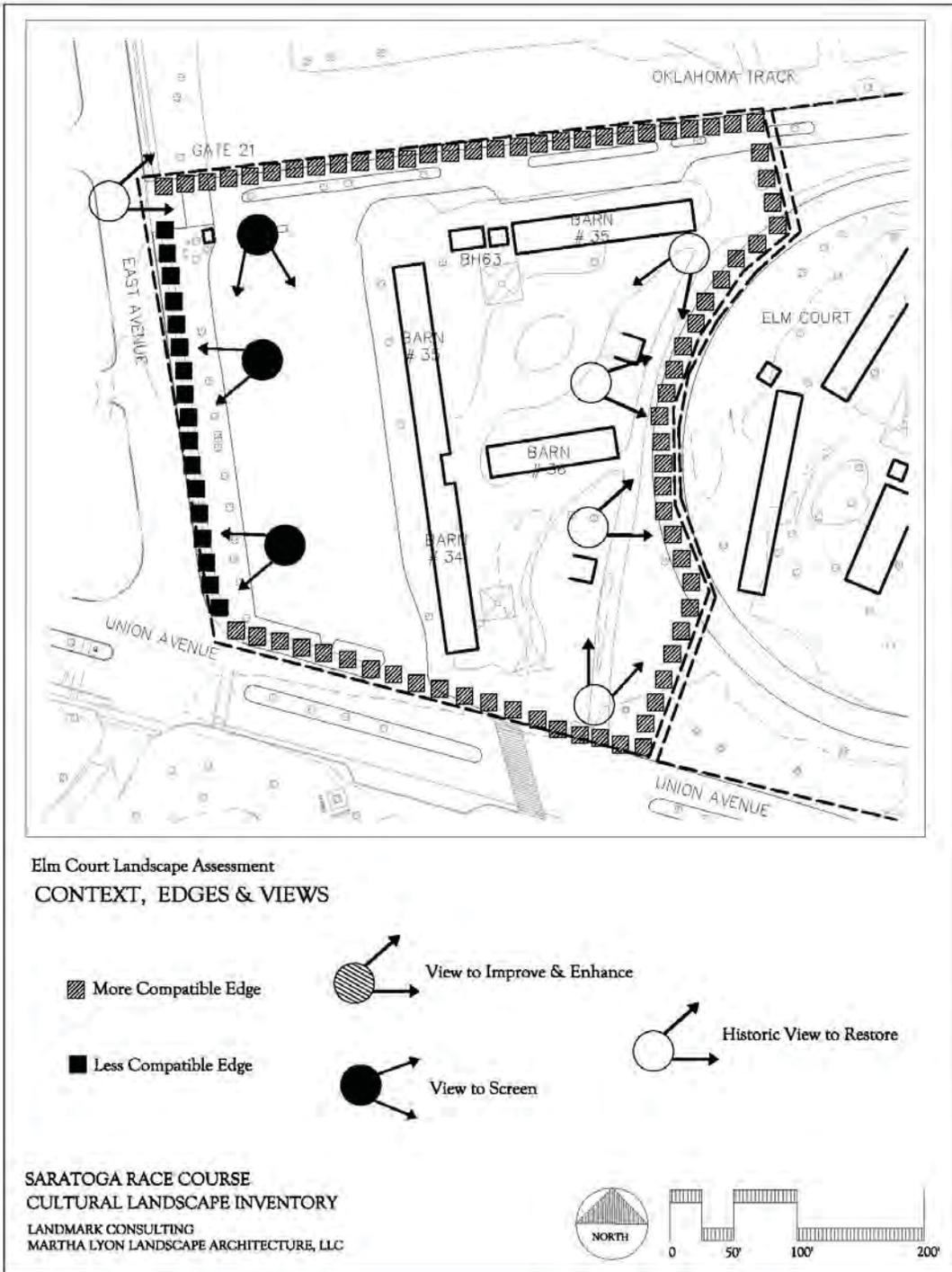
- The interior of Elm Court contains several very mature deciduous trees, which are not only historic, but also lend aesthetic value to the area. They shade the barns and enclose the otherwise exposed stabling area.
- The stand of Pines, located near the historic entrance to Horse Haven (Union Avenue) complement the historic deciduous trees.
- Overhead utilities have been added along the Oklahoma entrance boulevard, and leading into Elm Court. These create visual clutter.
- A line of single rail fencing defines the back (west) side of Elm Court and the Horse Haven track. The historic fencing consisted of a 6-8" diameter cedar timber post, with 1" x 4" cedar rail, painted white. While some of the timber posts remain, simple 4" x 4" posts have replaced many. The result is a hybrid-appearing mix of historic and modern styles, overlooking the historic importance of this character-defining landscape features.
- Contemporary washstands and straw storage structures, both constructed of concrete, have been added. The modern look of these, both in design and choice of materials, conflicts with the Race Course's historic character.

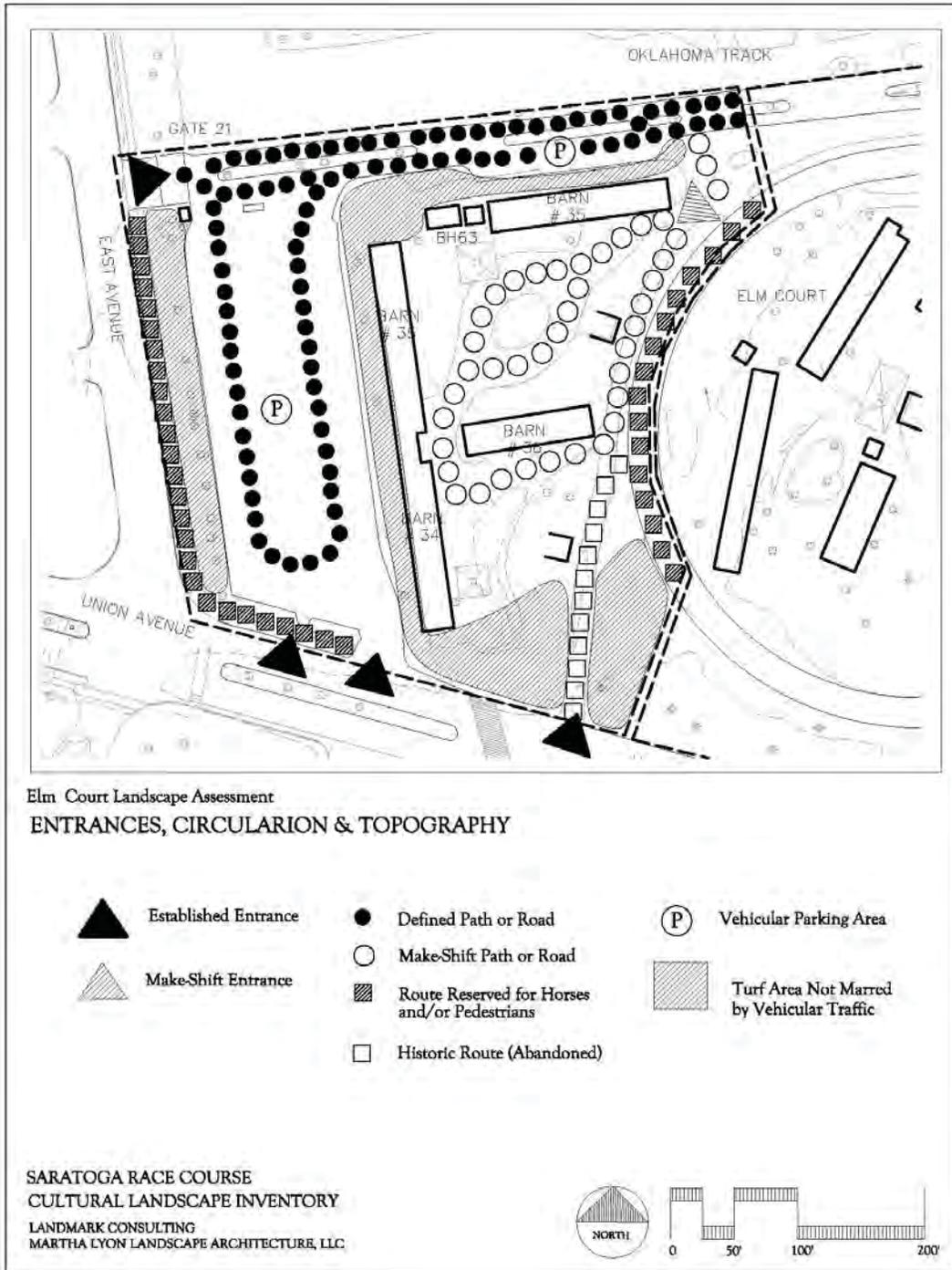
Preliminary Landscape Recommendations

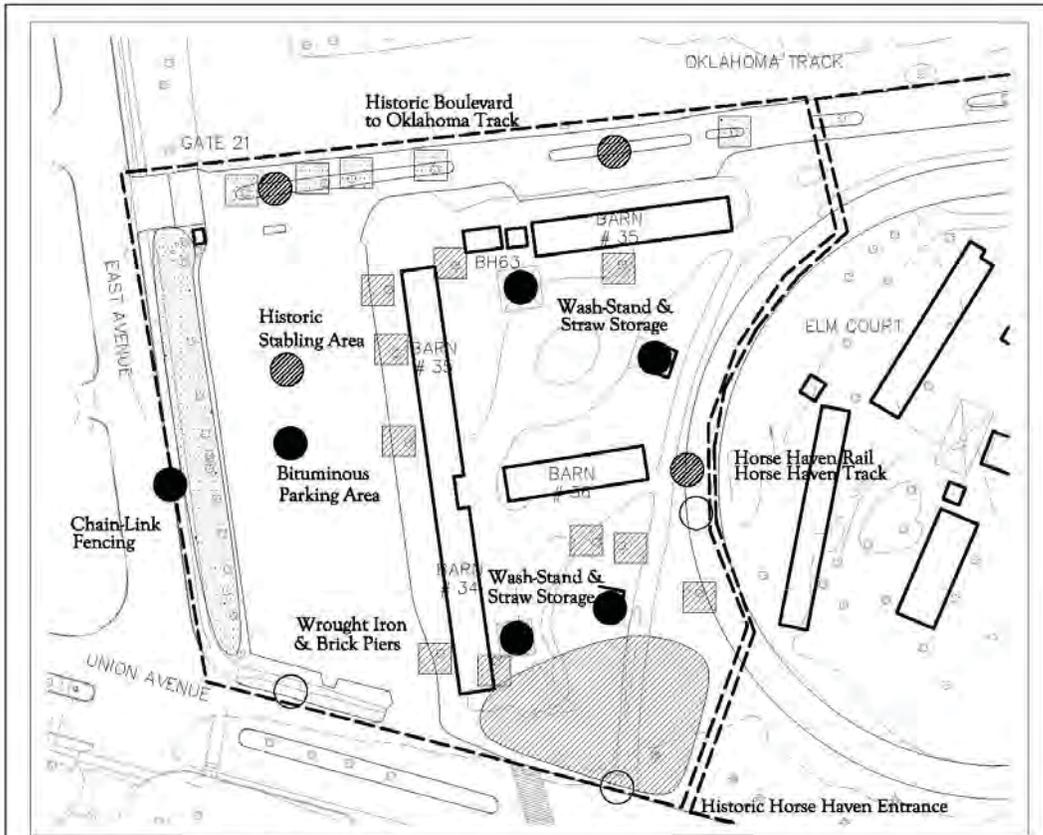
- Negotiate with the existing and/or future owners of the parcels at the west corner of Union and East Avenues to upgrade the look of the land and buildings, promoting the development of a "gateway" to the Race Course facility.
- Upgrade East Avenue edge by installing wrought iron fencing (matching that used along Union Avenue), and re-planting the hedgerow of deciduous trees.
- Upgrade the entrance and boulevard into the Oklahoma track by reinforcing the roadway edges and restoring the historic allee of shade trees. The cross-section of this boulevard should include 5' wide reinforced turf shoulders, 11' bituminous travel lanes, and a minimum 8' wide median/tree belt area.
- Install a sidewalk along the Union Avenue edge to allow pedestrians access to and views of the Elm Court area.
- Remove the parking area at the west end of Elm Court and reconstruct a stabling area with as many as three barns in their original locations.
- Prohibit vehicles from entering the stable area inside Elm Court – remove them to the outer roads.
- Maintain, as best as possible, the historic shade trees, per the recommendations of a licensed arborist. Introduce new shade trees around the stabling areas in historic stable planting scheme used at Saratoga, including regularly-spaced shade trees in front of the stables, and masses of deciduous and evergreen trees at the ends.
- Remove the overhead utilities by placing them in conduits, underground.

ELM COURT

- Replace the 4" x 4" posts around the Horse Haven track with 6" to 8" cedar timbers, spanned by 1" x 4" cedar rails, stained white.
- Replace the washstands and hay storage containers with equivalent structures designed to complement the historic character of the Race Course landscape.





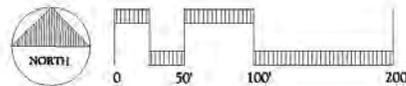


Elm Court Landscape Assessment

CHARACTER-DEFINING LANDSCAPE FEATURES

- | | |
|--|---|
|  Extant Character-Defining Feature |  Tree/Tree Stand to Retain |
|  Missing Character-Defining Feature |  Tree/Tree Stand to Remove & Replace |
|  Contemporary Feature | |

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CAMP COURT

Nestled onto approximately 6.0 acres between Elm Court (on the west) and West Horse Haven (on the east), Campfire, “Fireside” or “Camp Court” also dates to the early days of racing at Saratoga, before the modern main track was constructed in 1902 on the south side of Union Avenue. Many of the buildings of Camp Court appear on the 1889 Sanborn Map. Sited within the infield of the historic Horse Haven track, it contains four barns (#s 38, 39, 41 and 42) a bunkhouse, an historic ice house building, and several other administrative and ancillary buildings. The barns stand in a cluster along the west side of the area and align with the curve of the track, making them appear randomly arranged. The remaining buildings align with the vehicular drives lining the east and north sides.



The interior of Camp Court, as seen from the north side. Mature Spruces and Cedars provide a sense of privacy and intimacy to the historic stabling area.

Context, Edges & Views

- The historic Horse Haven track cradles the north, west and south sides of Camp Court, separating it from Elm Court (to the west), the entry drive into the Oklahoma track (to the north) and Union Avenue (to the south). This track is rimmed on both edges in its entirety by a single-rail wood fence, giving further definition to this separation.
- The main entry into the Horse Haven area, through Gate 15 off Union Avenue, lines the east side of Camp Court. This busy vehicular way is used by NYRA employees and track and stable employees, including those driving heavy equipment (stored in West Horse Haven). While trees stand along the edge of this drive, the east side lacks a fence or other continuous defining feature.
- The most appealing views associated with Camp Court include long views from the north edge, looking northward across the Oklahoma track, and shorter views from the inside edge of the Horse Haven track, looking northward and southward across the Camp Court stabling area, and westward towards Elm Court.
- Less positive views include short views to the east, across the largely paved and visually disorganized interior of West Horse Haven.

Entrances, Circulation & Topography

- Visitors enter Camp Court from one of two established access points. At the southeast corner is Gate 15, leading from Union Avenue on a northeastwardly orientation, connecting on the north to the main entrance boulevard to the Oklahoma track. Bituminous asphalt covers the wide, two-way entry roadway.



Vehicles have been allowed to roam freely throughout Camp Court, compacting the soil, and creating a messy, disorganized appearing landscape. Parking takes place at random.

- Four informal, make-shift entrances allow vehicles into Camp Court, appearing to have been accidentally made through frequent use of vehicles. One lies on the north side of Camp Court off the Oklahoma track boulevard, located roughly between the stabling (west) and administrative (east) areas. Users of this entrance must cross the historic Horse Haven track. Three other make-shift entrances line the road from Gate 15 – two stand between the security house and administration building, and one sits to the north of the administration building.
- Parked cars appear throughout, although Camp Court contains only two established parking areas (one in front of the security buildings, and one behind the administration building. During the Race Course’s more active months, workers park their vehicles alongside and perpendicular to the Horse Haven track on the turf.
- Similar to the arrangement at Elm Court, vehicles at Camp Court appear to move around at will, creating many worn, dirt covered areas. Except for along the entry drive from Gate 15, vehicles utilize the same roads and paths as horses and pedestrians.
- Unlike Camp Court, Elm Court has retained a good portion of its turf surface, especially on the westernmost side of the stabling area, and under the trees. Compacted dirt covers the remainder of the surface area.
- Topography throughout is relatively flat, except for a series of low points on the westernmost side, behind the bunkhouse.

Character-Defining Landscape Features

- Possibly because of its relatively protected setting between Elm Court and West Horse Haven, Camp Court has retained many of its historic trees, a significant number of which are mature Pines, Spruces and Cedars. These grow in masses near the south and west edges, and within the core, between the stabling area and administrative buildings. These provide shade, give the landscape a comfortable, human scale, and add significantly to Camp Court’s historic character.



The historic Horse Haven track rims the west and south sides of Camp Court, adding significant character to the area’s landscape.

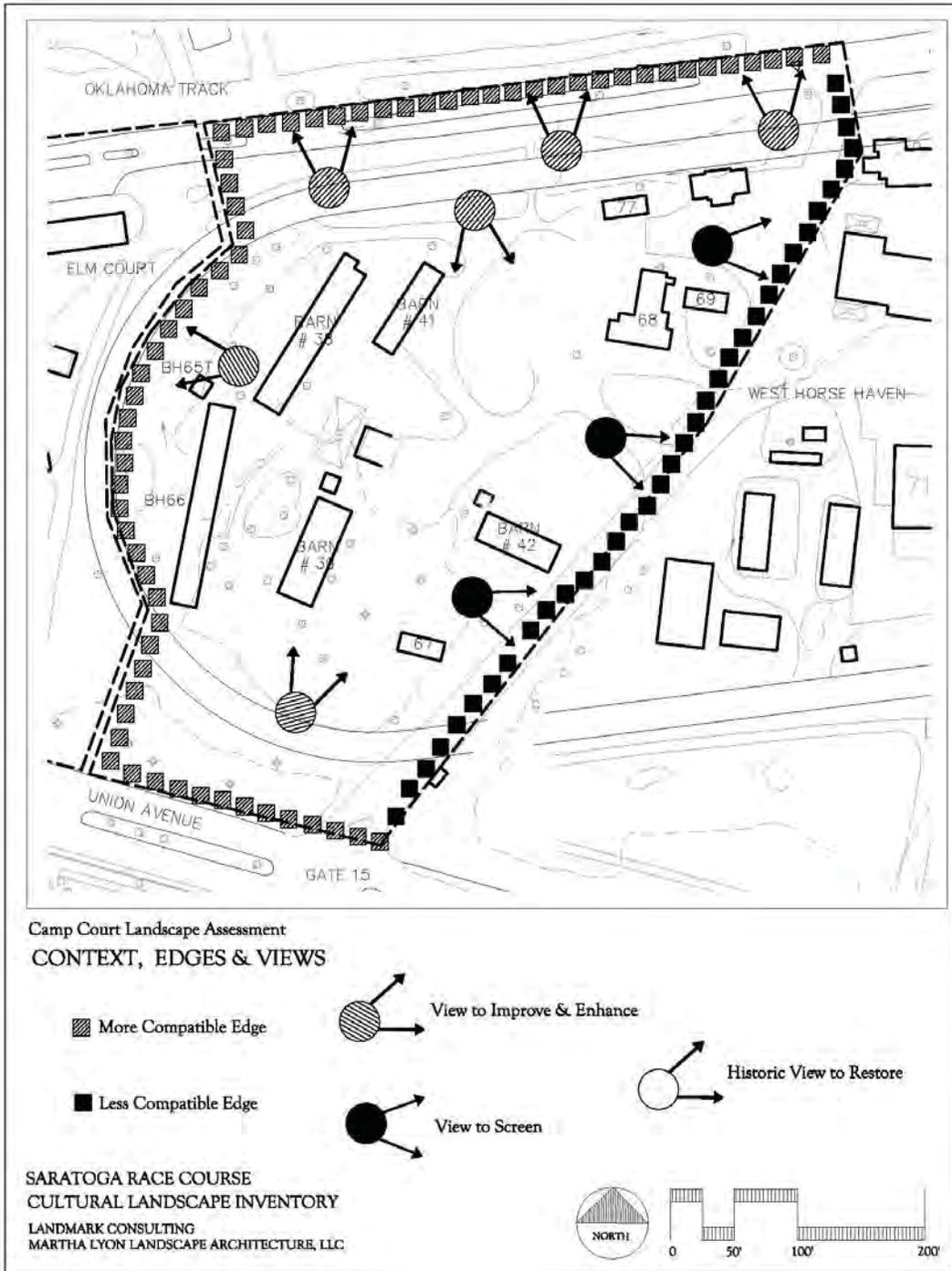
- Sprinkled in and amongst the evergreen trees are several mature deciduous trees. These serve the same purpose as the evergreen trees.
- A clipped Maple hedge stands along a portion of the east edge, lining the entry drive leading from Gate 15. While the origin or date of this feature is not known, it is an attractive alternative to fencing.
- A line of single rail fencing defines the west, north and south sides of Camp Court and the Horse Haven track. The historic fencing consisted of a 6-8” diameter cedar timber post, with 1” x 4” cedar rail, painted white. While some of the timber posts remain, simple 4” x 4” posts have replaced many. The result is a hybrid-appearing mix of historic and modern styles, overlooking the historic importance of this character-defining landscape features.

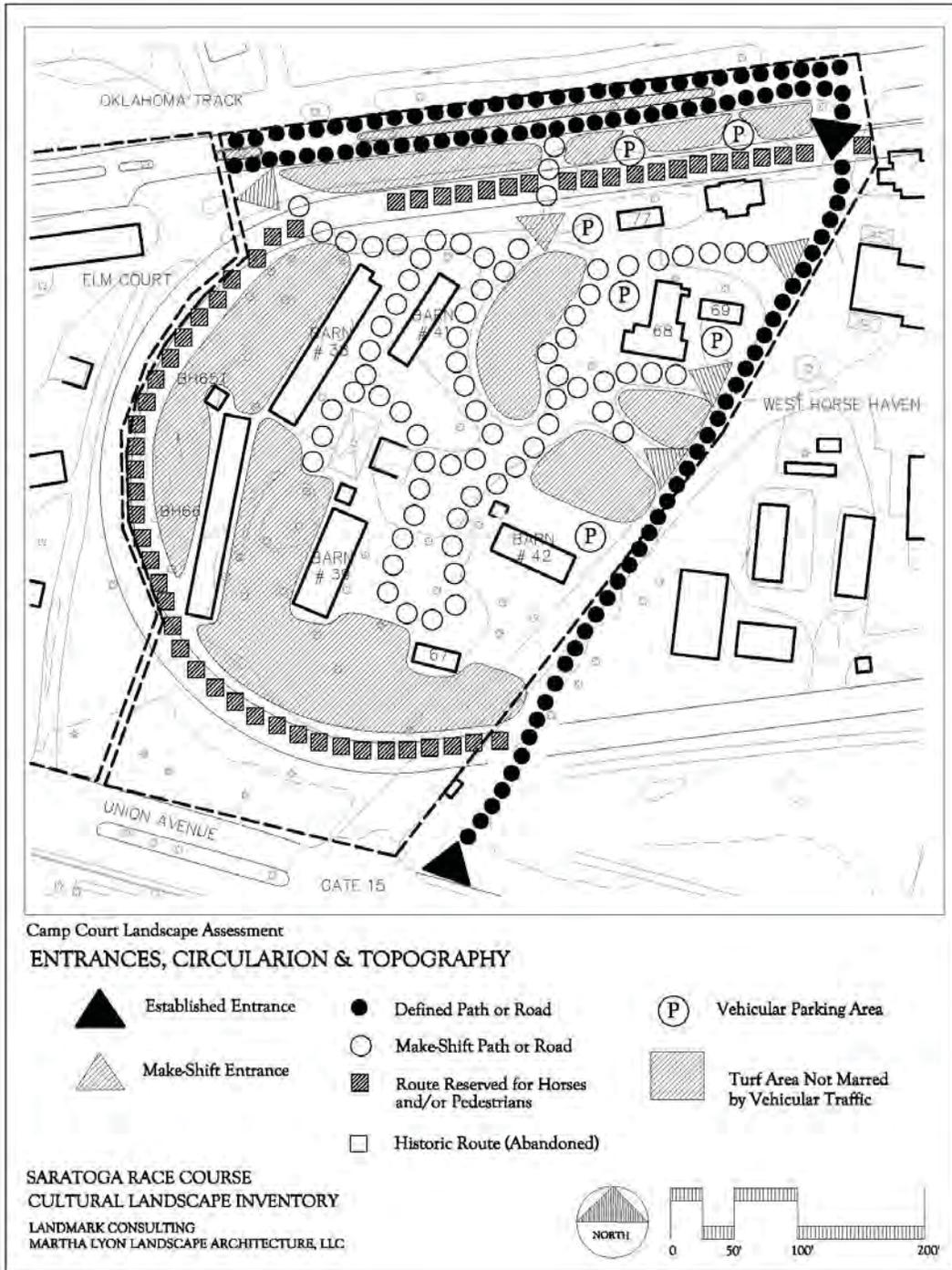
CAMP COURT

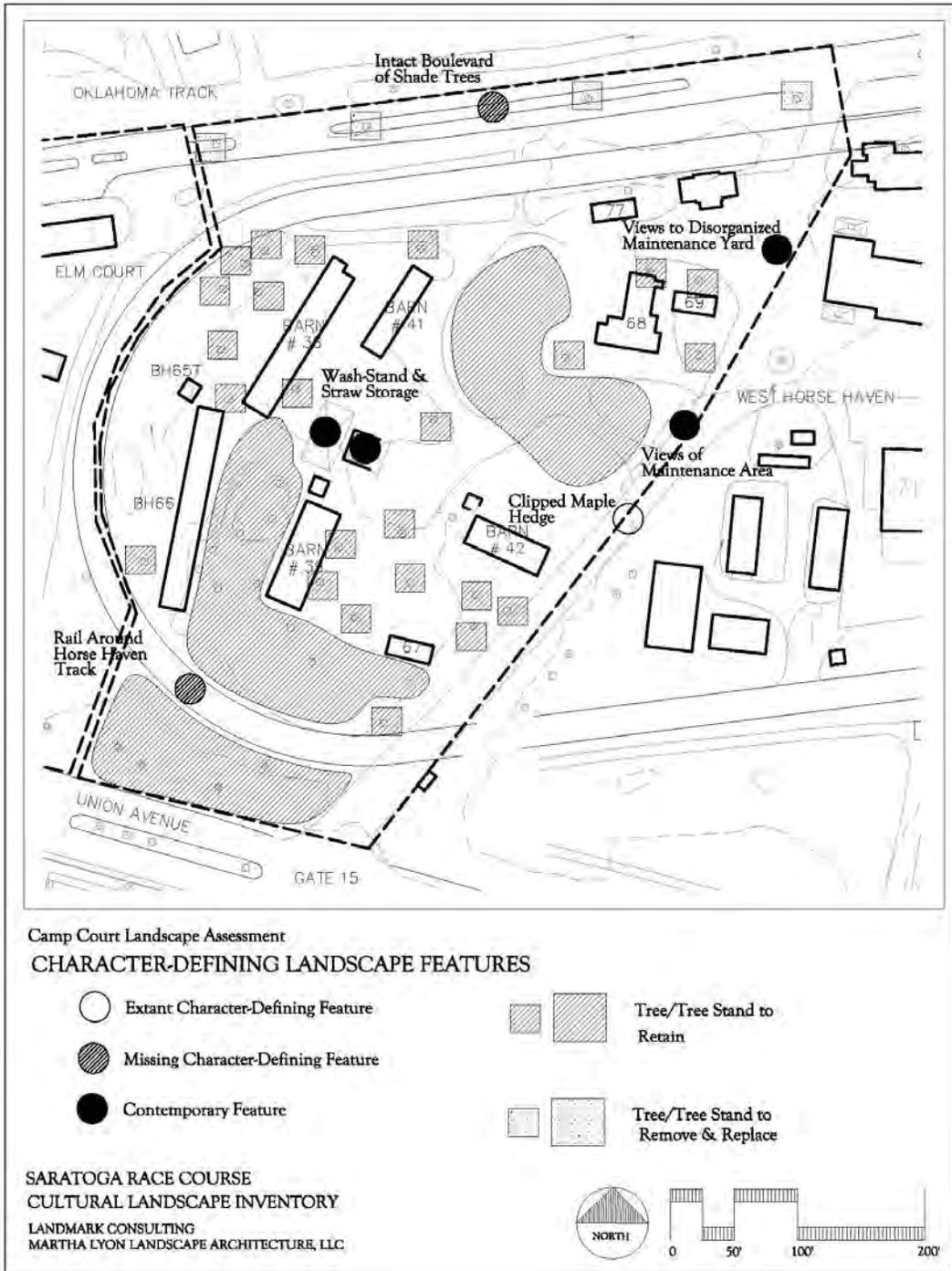
- Contemporary washstands and straw storage structures, both constructed of concrete, have been added. The modern look of these, both in design and choice of materials, conflicts with the Race Course's historic character.

Preliminary Landscape Recommendations

- Eliminate the vehicular entrance at Gate 15, a feature added between 1902 and 1920, and reserve this route for horses and pedestrians only. This will minimize the need for vehicles to cross the Horse Haven track and will preserve long views northward across the Oklahoma track.
- Prohibit vehicles from entering the stable area inside Camp Court by limiting them to the Oklahoma Boulevard. Close off make-shift vehicular entrances with masses of tree plantings.
- Maintain, as best as possible, the historic evergreen and shade trees, per the recommendations of a licensed arborist. Introduce shade evergreen and shade trees around the stabling areas, adhering to the historic stable planting scheme used at Saratoga, including regularly-spaced shade trees in front of the stables, and masses of deciduous and evergreen trees at the ends.
- Replace the 4" x 4" posts around the Horse Haven track with 6" to 8" cedar timbers, spanned by 1" x 4" cedar rails, stained white.
- Replace the washstands and hay storage containers with equivalent structures designed to complement the historic character of the Race Course landscape.
- Should administrative functions be relocated from this area, develop a plan for a restoration of the Camp Court landscape, including the introduction of more turf areas and new plantings of trees.







This roughly 7.3 acre area of the Race Course dates to the mid-19th century, when racing was first introduced to Saratoga and the track stood on the north side of Union Avenue. The earliest documented barn construction in West Horse Haven took place in 1869, although other barns may have been constructed earlier, as facilities associated with the New York State Fair (1847). By the late 1880s, the infield was covered with horse barns, as seen on the 1889 Sanborn Map. Today, the area contains eight stall barns (#s 43-50), four bunkhouses, and several other support structures, including a superintendent's barn an old blacksmith shop and lumber storage building. Some of the buildings were constructed over former kitchen buildings, and at least two kitchens remain in tact (serving now as bunkhouses).



The horse entrance from Union Avenue spans the west side of West Horse Haven, providing a sharp edge.

Context & Edges

- West Horse Haven sits between two other areas – East Horse Haven (on the east) and Camp Court (on the west), and the historic Horse Haven track rims both the north and south sides.
- To the north, beyond the Horse Haven track, is the boulevard-ed entry drive into Oklahoma, and beyond that, the Oklahoma track. The loss of trees and erosion of road edges along this drive has compromised its historic character.
- To the south is an open lawn extending down to Union Avenue and holding the Superintendent's residence. This expanse provides visual and physical separation between West Horse Haven and the busy traffic along Union Avenue.
- East Horse Haven, dominated by long, evenly spaced and regularly arranged barns, lies on the east side, on an elevation above West Horse Haven. The barns and accompanying shade trees of East provide a strong, and visually appealing edge to West's east side.
- The entrance road leading from Union Avenue and Gate 15, along with a parallel, fenced horse route, rim West Horse Haven's western edge. The route sharply defines this edge, separating West from Camp Court (to the west).
- The visual character of much of the West Horse Haven landscape has been compromised by the addition of bituminous pavement throughout approximately 90% of the area. As a result, views across West include power equipment, maintenance vehicles, and other functional items used in



The north edge of West Horse Haven features the historic allee of shade trees along the Oklahoma boulevard, alongside the historic Horse Haven track.

the ongoing upkeep of the Course. A particularly negative view is from the south side, along the Horse Haven track, of the maintenance vehicles parked near barn #s 43 and 44.

- Views from West Horse Haven outward are more positive, including long views northward across the Oklahoma track and eastward through East Horse Haven.

Entrances, Circulation & Topography

- Entry into West Horse Haven is a free-for-all, with vehicles, horses and pedestrians perforating the area on all sides.
- A major entrance stands along the entry drive leading from Gate 15, across from the current NYRA administration building. From this point, users of all types disperse to maintenance buildings, horse stalls, barns, and dormitories. Potential conflict areas dominate throughout.
- Because bituminous asphalt covers so much of the West Horse Haven ground surface, circulation weaves throughout, with a heavy concentration of vehicular ways on the north side, in and around the barns and maintenance buildings. Drivers park in random locations, including the north side along the edges of the Horse Haven track.
- Topography across West Horse Haven is generally flat, with the land sloping gradually upward toward the east end. This higher terrain gives the barns and bunkhouses at this end more privacy, compared with those located in the core of West Horse Haven.



A new entrance to the southeast corner of West Horse Haven allows a greater number of vehicles to enter and circulate through this historic stabling area.

Character-Defining Landscape Features

- By adding so much bituminous pavement, NYRA has left little opportunity for trees to grow. The interior of West Horse Haven, therefore, contains few trees, leaving the landscape hot and barren.
- The few remaining shade and evergreen trees stand towards the outside of West Horse Haven, where some turf still exists. The exception is in the area around barn #s 47, 49, and 50, where stands of pines remain, adding shade and bringing the landscape down to a human scale.
- Overhead utilities have been added along the Horse Haven track and Oklahoma entry boulevard, and lead into West Horse Haven, creating visual clutter. In some places, the wires lie so low that warning signs have been posted to alert passersby on horseback.



Overhead utility lines string across much West Horse Haven's air space, competing with trees and creating visual clutter. Some pose hazards to passersby on horseback.

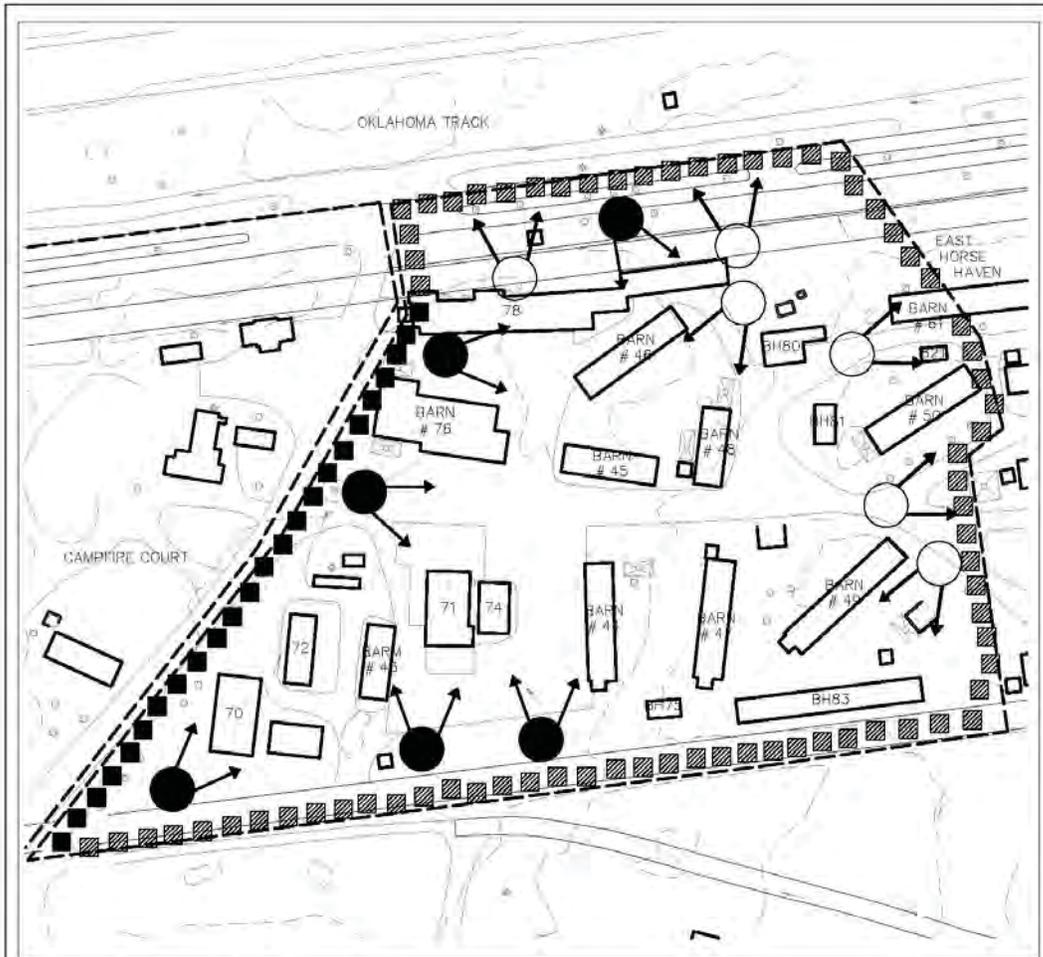
- NYRA recently paved all of the roads leading into (and through) East Horse Haven with bituminous asphalt, and in many places the pavement nearly falls at the base of historic shade trees. An impermeable material, the asphalt will prevent these trees from receiving adequate water and nutrients, further compromising their longevity.
- A run of single rail fencing defines the outer north and south edges of West Horse Haven, separating the stabling and maintenance areas from the Horse Haven track. Historically, this fencing consisted of 6” to 8” diameter cedar timber posts, with 1” x 4” cedar rail, painted white. While some of the timber posts remain, simple 4” x 4” posts have replaced many. The result is a hybrid-appearing mix of historic and modern styles, overlooking the historic importance of this character-defining landscape feature.
- Contemporary washstands and straw storage structures, both constructed of concrete, have been added. The modern look of these, both in design and choice of materials, conflicts with the Race Course’s historic character.

Preliminary Landscape Recommendations

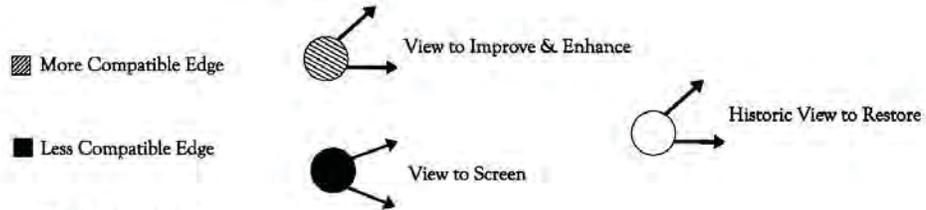
- Eliminate the vehicular entrance at Gate 15, creating a new entrance at the eastern end of East Horse Haven. This will eliminate the need for vehicles to cross the historic Horse Haven track.
- Remove equipment from the center of West Horse Haven to a more remote location.
- Define a clear route for vehicles within West Horse Haven, and remove asphalt paving except for what is absolutely needed, and removing excess entrances, blocking them with masses of tree plantings. Consider an alternative paving material for vehicular ways, such as compacted stone dust.
- Restore as much turf area as possible, and re-introduce plantings of deciduous trees, arranged in linear rows in front of the barns and in clusters, mixed with evergreen trees located at the ends of barns.
- Undertake an evaluation, to be performed by a licensed arborist, of condition of the remaining trees, and treat the healthy remaining trees.
- Place the overhead utilities in conduits, underground.
- Replace the 4” x 4” posts around the Horse Haven track with 6” to 8” cedar timbers, spanned by 1” x 4” cedar rails, stained white.
- Replace the washstands and hay storage containers with equivalent structures designed to complement the historic character of the Race Course landscape.



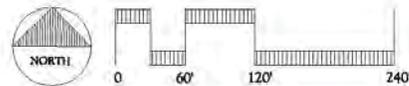
Maintenance vehicles stacked along the historic Horse Haven track create a cluttered, messy look in West Horse Haven.

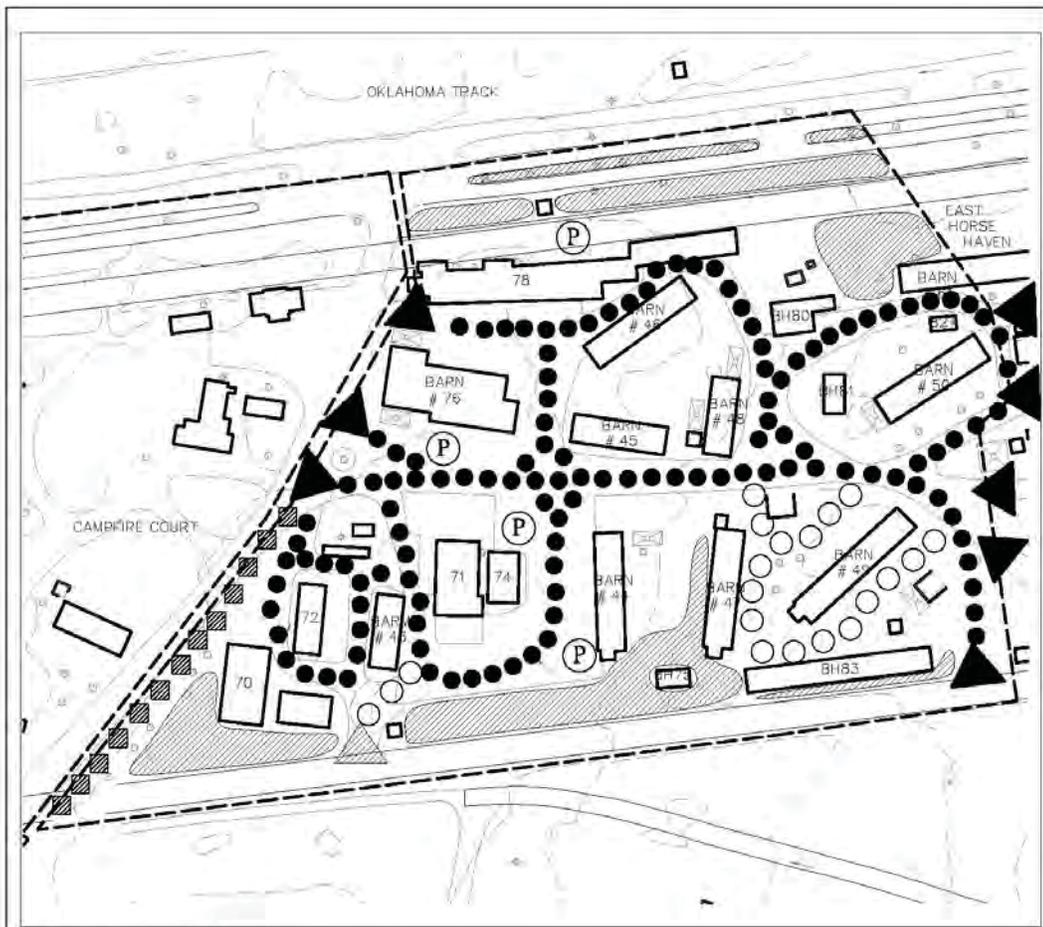


West Horse Haven Landscape Assessment
CONTEXT, EDGES & VIEWS



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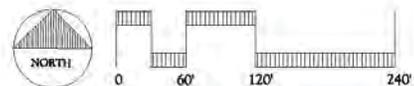


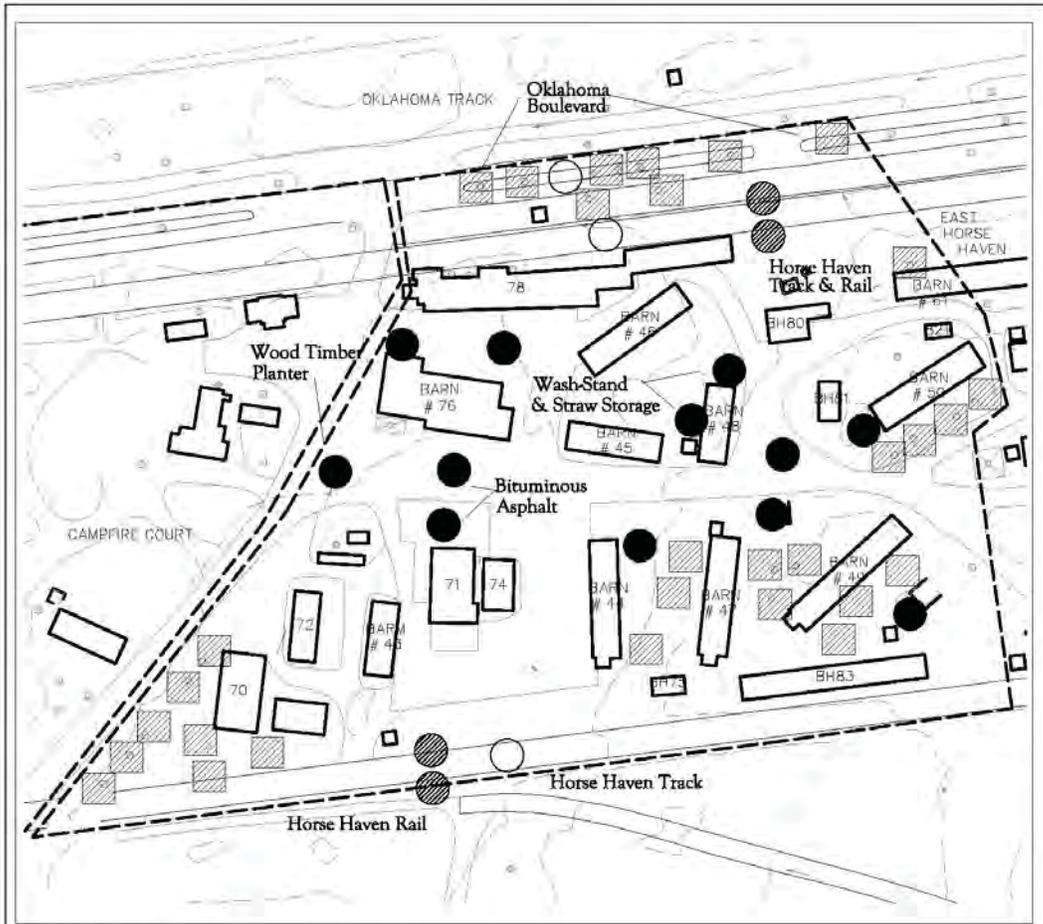


West Horse Haven Landscape Assessment
ENTRANCES, CIRCULARION & TOPOGRAPHY

-  Established Entrance
-  Make-Shift Entrance
-  Defined Path or Road
-  Make-Shift Path or Road
-  Route Reserved for Horses and/or Pedestrians
-  Vehicular Parking Area
-  Turf Area Not Marred by Vehicular Traffic

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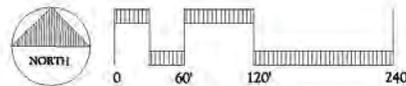




West Horse Haven Landscape Assessment
CHARACTER-DEFINING LANDSCAPE FEATURES

-  Extant Character-Defining Feature
-  Missing Character-Defining Feature
-  Contemporary Feature
-  Tree/Tree Stand to Retain
-  Tree/Tree Stand to Remove & Replace

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EAST HORSE HAVEN

East Horse Haven, as the name implies, represents the easternmost section of the most historic area of the Race Course. It stands on approximately sixteen acres and extends from West Horse Haven eastward to the undeveloped lands at the far eastern end of the Race Course property. Established in the mid-19th century, East Horse Haven appears to have grown out of West Horse Haven, which held buildings as early as the 1840s. As noted under the assessment of West Horse Haven, the entire infield of the Horse Haven area, including East Horse Haven, was covered with barns by the late 1880s, as seen on the 1889 Sanborn map. Today East Horse Haven contains thirteen stall barns (#s 51-63), fourteen bunkhouses, and the “Horse Haven Kitchen.” Similar to West Horse Haven, several of East Horse Haven’s bunkhouses are former kitchens, retrofitted as dormitories.



New roadways thread throughout East Horse Haven, recently surfaced with bituminous asphalt. The installation of impervious paving around the bases of trees will negatively affect their longevity.

Context, Edges & Views

- East Horse Haven lies at the junction of two other stabling areas ~ Oklahoma (to the north) and West Horse Haven (to the west). To the south are the Race Course’s recreation building and related facilities, and the east is an expanse of undeveloped land, extending to Henning Avenue.
- The historic Horse Haven track rims the east, north and south sides, enclosing the area and providing a sense of separation from other sections of the Race Course. A single-rail wood fence, painted white, rims both sides of the track, further defining the outer limits of the East Horse Haven area. Many of the historic wood timber fence posts remain along this line, especially at the eastern end of the track.
- Along the northern edge is the entrance boulevard into the Oklahoma area (referred to herein as the Oklahoma boulevard), and beyond the boulevard lies the Oklahoma track. Several large shade trees remain in the median, and several, mostly oaks, appear to be thriving. Some of the grassy median has stayed in tact.
- The topography at the eastern edge descends down and away from the Horse Haven track, making it appear elevated. The undeveloped area immediately to the east contains several mature oaks and other deciduous trees, and their generous height provides a tall buffer.



The northern edge of East Horse Haven is marked by both the Oklahoma boulevard (left of photograph) and historic Horse Haven Track (right of photograph). Mature shade trees further reinforce this edge.

- To the south, woodlands stand between East Horse Haven and the adjacent recreation area. This unmanaged deciduous grove contains a dense understory which nearly blocks views during the warmer months, and filters views in winter.
- The western edge, separating East Horse Haven from West, is marked with wide swaths of bituminous asphalt paving, surrounding a few, struggling mature deciduous trees. A slight rise in elevation from West up to East creates a natural dividing line between the two areas.

Entrances, Circulation & Topography

- Visitors to and users of East Horse Haven may enter the area via several established gateways, along with other make-shift entrances. Established entrances stand as follows: two along the south side, two along the north side, and three along the west side (connecting East Horse Haven to West Horse Haven).

- Long, linear roadways, ranging in width from ten to sixteen feet, run east to west between the rows of barns, and while this inventory was in process, these roadways were surfaced with bituminous asphalt. In addition, several roadways were routed north to south through the barns and dorms, creating short-cuts through East Horse Haven that connect to Oklahoma (to the north). The excessive width of these roadways has diminished the amount of turf area available to horses, and available for the planting and healthy growth of trees. In some locations, the roots of large trees appear to have been sheared to accommodate the new roadways and associated subsurface drainage structures (catch basins).



A spring, 2010 subsurface drainage and paving project included placing catch basins near the bases of mature shade trees. By cutting into the roots, crews weakened the trees.

- Topography across East Horse Haven is relatively level, with the grade slightly dropping off on the east and west sides, and rising in the north. The eastern end of the historic Horse Haven track sits at a higher elevation than the East Horse Haven barns and dormitories and this change in grade forms a walled edge, separating East Horse Haven from the land surrounding it.

Character-Defining Landscape Features

- Extant character-defining features include the Oklahoma Boulevard, historic Horse Haven track, remnants of the wood timber track rail posts, mature shade and evergreen trees (stands and allees), and arrangement of barns in their original pattern. The arrangement of shade trees along the south side of Barn #53 provides a model for future tree planting in the historic pattern.
- Missing features include portions of the track rail that have been replaced by square rail posts; shade trees that have been removed from allees alongside the barns; and the original dirt/gravel surface of the East Horse Haven roadways.

- Contemporary features include the wide swaths of bituminous pavement, overhead utility lines, contemporary portions of the historic trail rail, and modern muck storage bins and washstands.

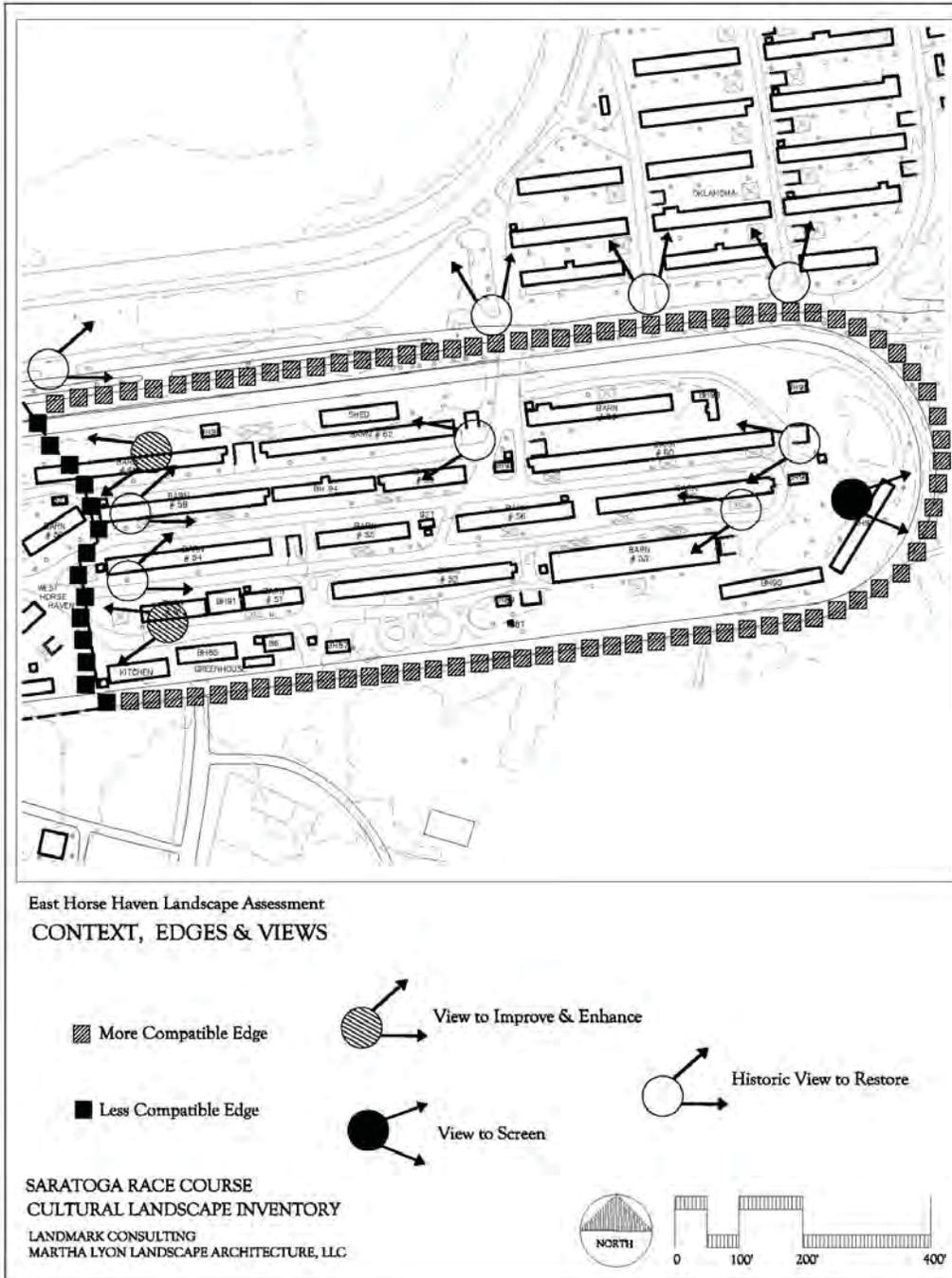
Preliminary Landscape Recommendations

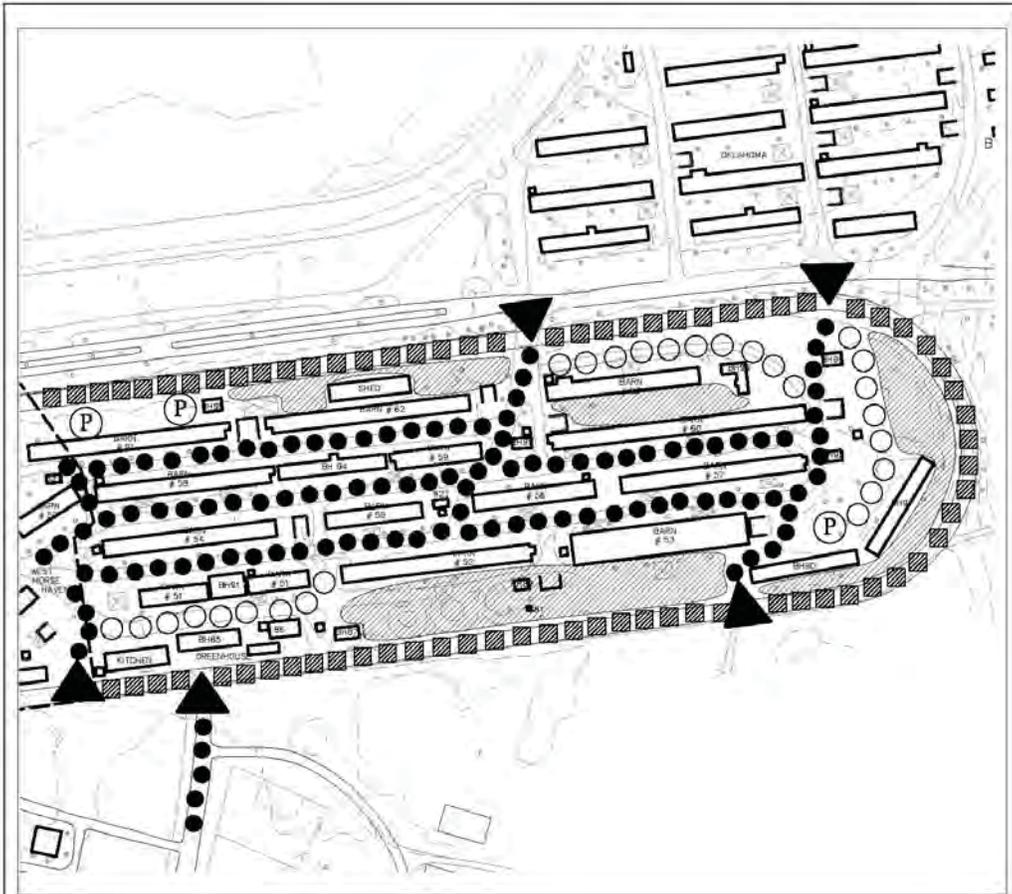
- Continue to preserve/restore the Oklahoma boulevard rimming the northern side of East Horse Haven. Preservation/restoration should include stabilizing and/or reconstructing the turf median and planting shade trees, spaced 25' to 30' o.c. The cross-section of this boulevard should include 5' wide reinforced turf shoulders, 11' bituminous travel lanes, and a minimum 8' wide median/tree belt area. The trees should consist of a mix of deciduous species tolerant of urban conditions.



The new bituminous roadways are excessively wide, taking away from the grassy tree allee areas in front of the barns. Future roadways should allow maximum "horse space" in the fronts of barns.

- Preserve the long views eastward from the east side of East Horse Haven by maintaining open lawns and preserving the highest quality mature trees. To enhance the views, construct enclosures around the bone yard, manure pile, and horse trailer storage area (discussed further in the *Oklahoma* section, below).
- Preserve the views down the rows of barns by narrowing and re-positioning the pavement, replacing bituminous pavement with compacted stone dust, and planting deciduous trees along the turf strips in front of the barns (see recommendations below and in the *General Recommendations* section).
- Limit the number of vehicular entrances into East Horse Haven, especially those that allow for cars and trucks to cut through. Allow emergency vehicles ONLY access at these points. These cut-through entrances include (1) the road between barn #s 62 and 63, (2) the road near bunkhouse #96, and (3) the road near bunkhouse #90. Reserve the roadway connecting East Horse Haven to Union Avenue (at Gate #16) for horse traffic only. Move vehicular parking to a screened area, located in the open expanse to the east of East Horse Haven and Oklahoma.
- Place a service road - one that can be used to retrieve muck storage and drop off horses ~ along the inside edge of East Horse Haven. Move the muck storage and horse drop-off facilities to this outer roadway. Considering providing access to this roadway through a tunnel under the historic Horse Haven track.
- Limit the width of interior roadways to 10' and re-surface them with stone dust, reserving them for horse, pedestrian and bicycle traffic (and emergency vehicles) only. Place these roadways nearer the back sides of barns, allowing for maximum turf, tree, and exercise space at the fronts of barns. Introduce plantings of shade trees where allee trees have died and been removed.
- Replace the 4" x 4" posts around the Horse Haven track with 6" to 8" cedar timbers, spanned by 1" x 4" cedar rails, stained white.

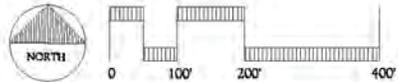


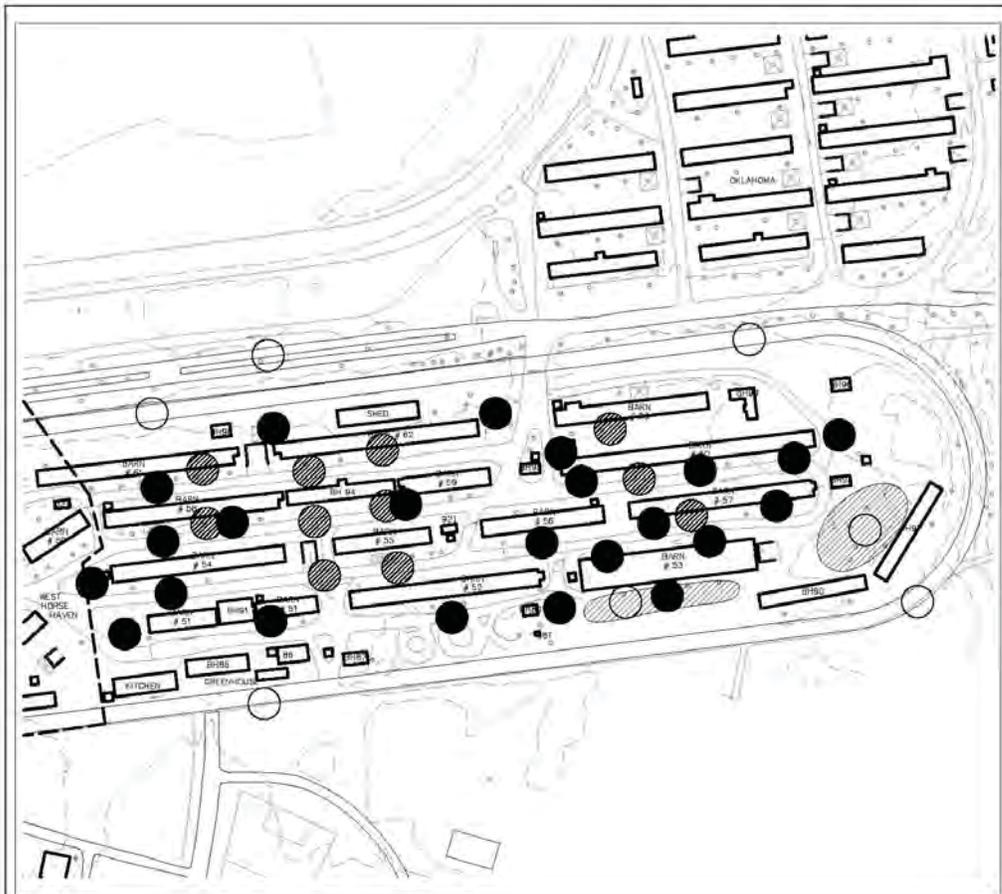


East Horse Haven Landscape Assessment
ENTRANCES, CIRCULARION & TOPOGRAPHY

-  Established Entrance
-  Defined Path or Road
-  Vehicular Parking Area
-  Make-Shift Path or Road
-  Route Shared by Horses, Pedestrians, and Vehicles
-  Turf Area Not Marred by Vehicular Traffic

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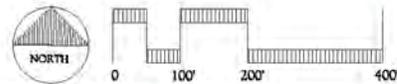


East Horse Haven Landscape Assessment

CHARACTER-DEFINING LANDSCAPE FEATURES

- | | | |
|---|--|--|
| <p>○ Extant Character-Defining Features</p> <ul style="list-style-type: none"> - Oklahoma Boulevard/Tree Planting - Historic Horse Haven Track & Track Rail - Layout of Barns - Allees of Trees Along Barns & Tree Stands at Ends of Barns - Long Views Down Barn Rows | <p>◐ Missing Character-Defining Features</p> <ul style="list-style-type: none"> - Portions of the Horse Haven Track Rail - Missing Shade Trees in Barn Allees - Dirt/Stone Dust Roadway Surfaces <p>◑ Tree/Tree Stand to Retain</p> | <p>● Contemporary Features</p> <ul style="list-style-type: none"> - Portions of the Horse Haven Track Rail - Bituminous Pavement - Overhead Utility Lines - Muck Storage & Wash Stands |
|---|--|--|

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The Oklahoma barns and bunkhouses lie on approximately 22 acres at the eastern end of the Oklahoma training track. The area developed beginning in 1902 with Whitney's purchase of land to the north of Horse Haven. It is bounded on the north by Fifth Avenue, the east by vacant Race Course property (extending to Henning Road), and the south by Horse Haven. The largest single stabling area at the Race Course, Oklahoma contains 21 barns (#s 64 through 84), 23 bunkhouses (#s 100 through 122), and several support structures.



An entrance into Oklahoma from the south side. The wide swaths of bituminous pavement and overhead utility lines detract from the historic character of the stabling area.

Context, Edges & Views

- Despite Oklahoma's sizeable acreage and significant number of buildings, the area's context gives it a sense of privacy and intimacy. Tucked around the eastern end of the Oklahoma training track, its other abutters include private residences on the north, a descending grade on the east, and the eastern end of Horse Haven on the south.

- Its strong edges reinforce this sense of privacy. An assortment of fencing styles – including chain link and wood picket – and a mixed evergreen/deciduous hedgerow spans the north edge, screening the adjacent residences on Fifth Avenue. A neat row of spruces, spaced approximately 25' apart, rims the eastern edge, separating Oklahoma from the undeveloped Race Course land (extending to Henning Road). The eastern end of the Oklahoma boulevard, with its several evenly-spaced mature shade trees, runs along the southern edge. On the west, a perimeter



The view from the east side of Oklahoma, looking eastward. The eastern end of the Oklahoma boulevard (right of photograph) frames the view. In the distance are parked horse trailers.

roadway separates Oklahoma from the Oklahoma training track, and along some of this roadway, shade trees reinforce the edges.

- Views – both into Oklahoma from the outside and from the interior of Oklahoma outward – are possible from many locations and are one of the area's most appealing historic features. Long views of the Oklahoma training track are possible all along the western edge. Distant views can be enjoyed along the eastern edge, looking east. The long view down the tree-lined curving roadway, leading from Oklahoma to Henning road (extension of the Oklahoma boulevard) has potential to be an outstanding feature. Shorter views down the long rows of barns are possible from western side of Oklahoma, looking east.

- The long view to the east from the eastern edge of Oklahoma is compromised by the manure transfer pile, bone yard, horse trailer storage area, located in the field below Oklahoma, closer to Henning Road.

Entrances, Circulation & Topography

- Visitors to Oklahoma may enter at many points around the periphery. Paved and/or dirt roadways lead into Oklahoma at four locations along the south edge, four locations along the west edge, three locations along the north edge, and four locations along the west edge. These multiple entrance points encourage drivers to venture into Oklahoma in their vehicles, rather than leaving them on the outside.
- A perimeter roadway, paved in some areas with bituminous asphalt and in others with dirt, circles around Oklahoma. Has potential to function as the principal vehicular route at Oklahoma (similar to the perimeter roadway at Clare Court (discussed later in this section)), thereby limiting the interior circulation to horses, pedestrians, bicycles and emergency vehicles only.
- A series of roadways, some paved and some dirt, thread through the interior of Oklahoma, detracting from the historic character of the area, and posing threats to horse and pedestrian safety. The widest of these roadways stretches the Oklahoma boulevard (on the south) northward through barn #s 65 through 79. Other roadways thread through the bunkhouse area at the northeast corner, passing by barn #s 113, and 115-117.
- The many entrances and roadways, both paved and unpaved, allow for workers to bring vehicles into Oklahoma. Because defined parking areas have not been created outside the core of the area, workers park vehicles wherever they can, creating a worn and haphazard appearance throughout.
- Topography thought Oklahoma is relatively flat. The area lies at an elevation slightly above that of adjacent Horse Haven, reinforcing Oklahoma as a separate stabling and dormitory area. The precipitous drop in grade from the eastern edge, eastward, further defines the geographic limits of Oklahoma.



One of the many vehicular entrances leading into the core of Oklahoma. The multiple access points encourage more vehicles to enter and park in the stabling area, rather than fewer.

Character-Defining Landscape Features

- Extant character-defining features of the Oklahoma landscape include the historic layout of barns, accompanying rows of shade trees (planted in front of the stall openings) and adjacent exercise rings; the long views down the rows of barns; and the long views to the east (distant hills) and west (Oklahoma training track). Adding to these features is the individual effort of the Nick P. Zito farm to embellish the environs of barn #s 83 and 84, where the farm has added pea-stone walking paths, wood timbers to the edges of tree wells, and annual flowering plants to planting beds.

- Missing character-defining features include the turfed areas surrounding barns and bunkhouses (now worn from vehicular use); shade trees missing from the historic allees that once lined each barn; and narrow dirt pathways weaving throughout Oklahoma, reserved for horses and pedestrians.
- Contemporary features that conflict with Oklahoma's historic character include the wide swaths of bituminous pavement; overhead utility lines; and modern muck storage bins and washstands. The disorganized parking accommodations further compromise Oklahoma's historic landscape character.

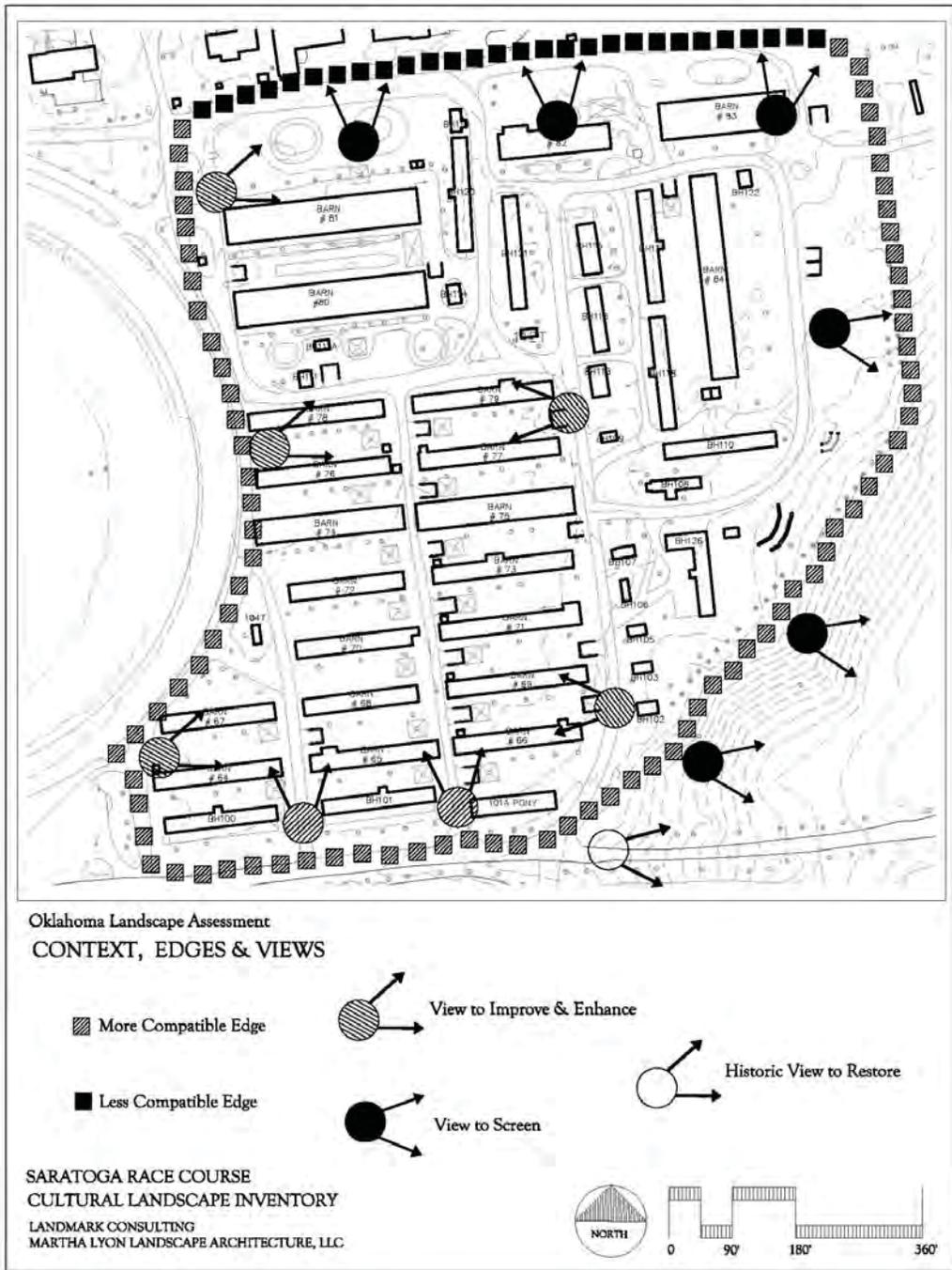


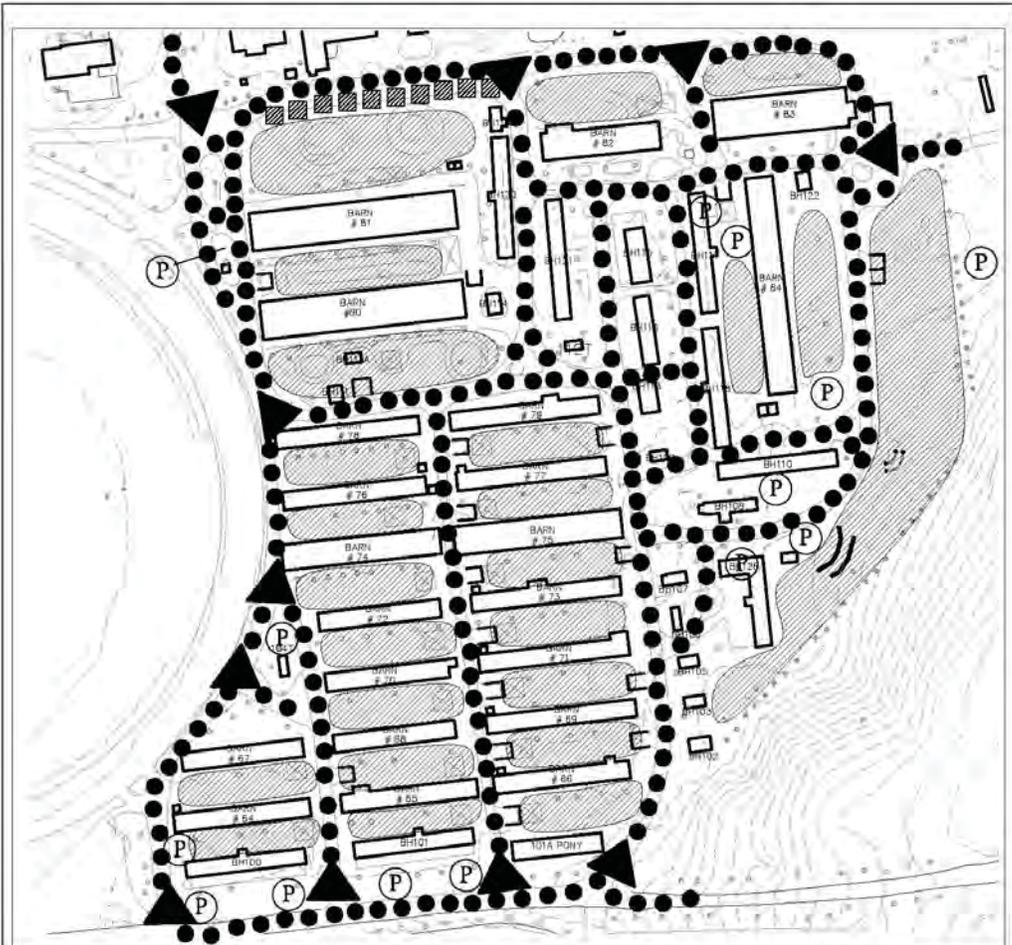
Barn #84, occupied by the Zito farm, has been individually embellished to include pea-stone horse paths, wood timber tree beds, and plantings of annual flowers. The saw-horses limit vehicular access to barns.

Preliminary Landscape Recommendations

- Upgrade the edges of Oklahoma to provide more of a sense of enclosure from adjacent properties/Race Course uses, as follows:
 - On the north, erect a 5' high fence using one material, replacing the mix of aging chain link and wood picket. If using chain link, select a black vinyl-coated style. Plant evergreen trees between the fence and the perimeter road to create a year-round screen between the Race Course and neighbors on Fifth Avenue.
 - On the east, maintain and enhance the plantings of spruces screening Oklahoma from the vacant Race Course property to the east by adding more evergreen trees of a different species.
 - On the south, maintain and enhance the regularly-spaced planting of shade trees in front of bunkhouse #s 100 and 101 by adding new tree plantings where historic trees have been removed.
 - On the west, create a visual screen between the Oklahoma track and Oklahoma stabling area by planting a mix of shade trees, regularly-spaced, in the turf strip between the track and perimeter roadway, and between the perimeter roadway and stabling area.
- Restore long views down the rows of barns by planting new shade trees where historic trees have died and/or have been removed.
- Direct vehicular traffic to the existing road that skims the perimeter of Oklahoma, and limit vehicular access to the interior of Oklahoma to horses, pedestrians, bicyclists, and emergency vehicles only. Remove the asphalt paving from the interior areas and replace it with stone dust, distributed at a roadways width of 10' to 12'. Direct parking of vehicles to a remote area, located on the eastern end of the Race Course property (east of Oklahoma).

- Introduce regularly-spaced plantings of shade trees (as mentioned above under “views”) on the front sides of the barns, replacing any missing “teeth” in the allees. Preserve the historic pattern of interspersing exercise rings with shade trees in front of barns.
- Encourage efforts on the part of individual farms to embellish their barn and bunkhouse environs, adhering to design guidelines. The Zito farm provides one example of such an individual effort, where the farm has placed pea-stone in front of barns as a walking surface for horses.

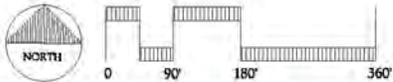


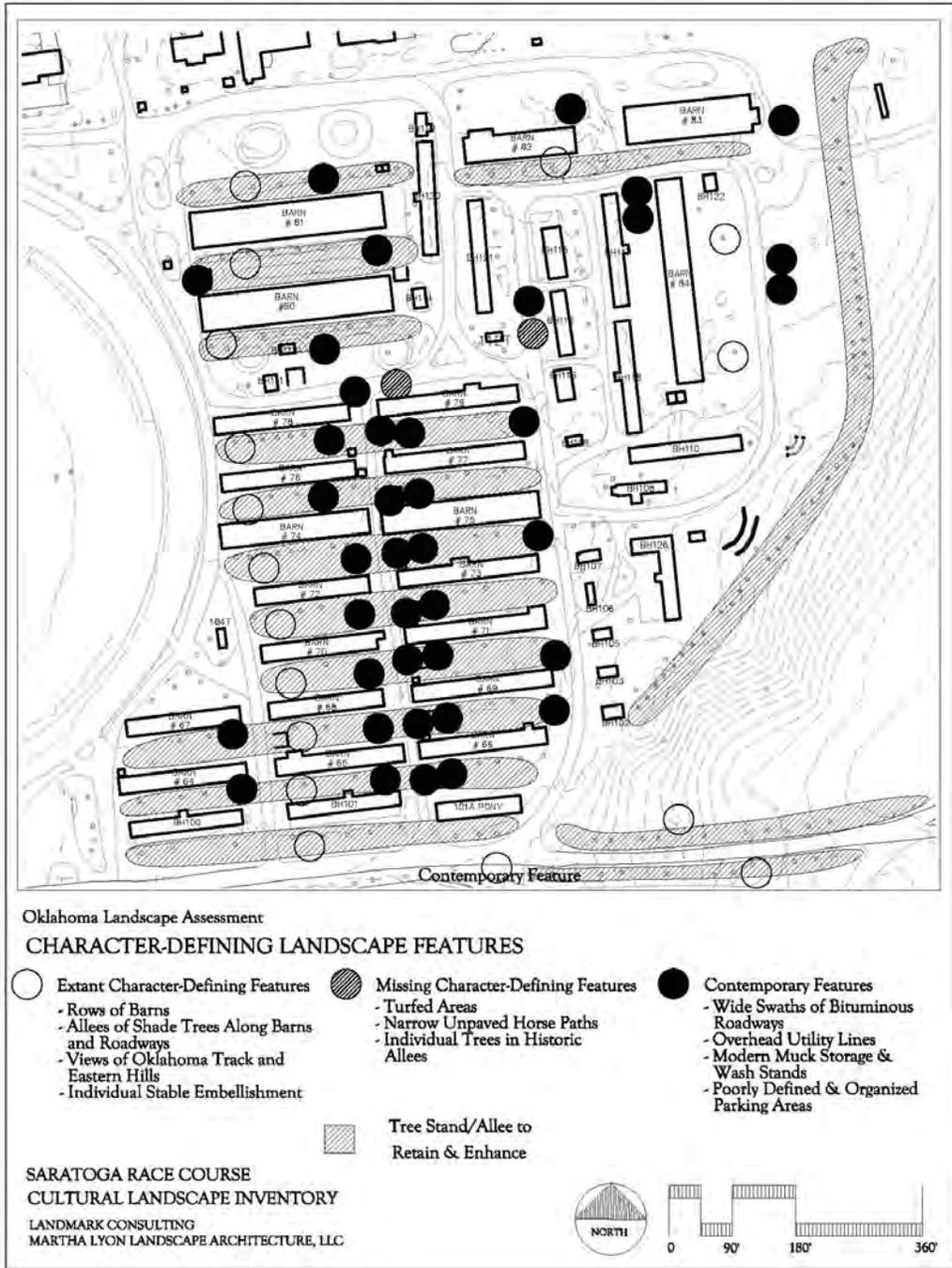


Oklahoma Landscape Assessment
ENTRANCES, CIRCULARION & TOPOGRAPHY

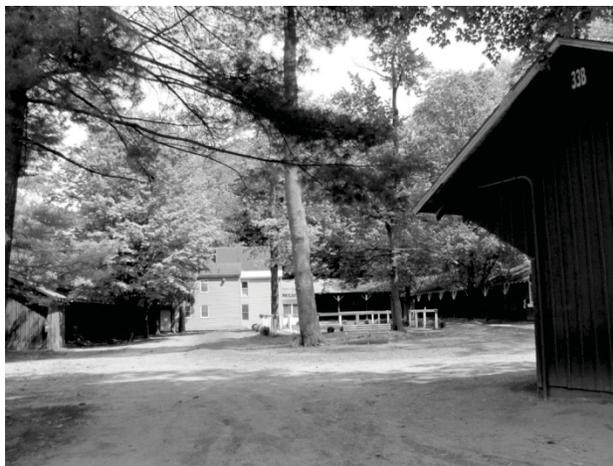
-  Established Entrance
-  Defined Path or Road
-  Route Reserved for Horses and/or Pedestrians
-  Vehicular Parking Area
-  Turf Area Not Marred by Vehicular Traffic

SARATOGA RACE COURSE
CULTURAL LANDSCAPE INVENTORY
LANDMARK CONSULTING
MARTHA LYON LANDSCAPE ARCHITECTURE, LLC





The Dupont area is a 1.15-acre intimate courtyard-style stabling and dormitory facility, located at the northeast corner of the Race Course backstretch area, near the third turn of the Main Track.² Leavitt's 1902 plan of the Race Course did not include the Dupont area, and Mott's 1922 plan indicated that the area was owned by Spencer Trask. In 1960, however, a plan prepared by Johnson and Higgins labeled the area as "Fox Catcher Farm," and showed it to contain two barns and one bunkhouse.³ Today, Dupont's buildings include four barns (#s 33A, 33B, 33C, and 33D) and two bunkhouses (#s 60 and 61), enclosing a central washstand and exercise ring.



Dupont lies at the northeast corner of the backstretch area of the Race Course, and is laid out in the form of an enclosed courtyard.

Context, Edges & Views

- Dupont lies in a sequestered location in the northeast corner of the backstretch area. To the north is the Union Avenue boulevard, shaded by a median planting of deciduous trees and to the east is the densely wooded western end of the Yaddo estate. The barns and dormitories of Millionaire Row cradle the south and west sides of Dupont, providing a barrier between Dupont and the Saratoga Race Course Main Track.
- All of the edges surrounding Dupont are defined by strong constructed features. On the north, a 6' high chain link fence, topped with barbed wire, runs between the Union Avenue edge and rear of Dupont's barn #33B and two bunkhouses (#s 60 and 61). A 10' high chain link fence separates Yaddo from Dupont on the east, and barn #33D backs up to this fence, further strengthening this edge. Barn #s 33C and 33A stand along Dupont's south and west sides, screening out adjacent Millionaire Row.
- Because of Dupont's intimate size and enclosed formation, views in and out are limited to the one vehicular entrance, located at the northwest corner. Standing at this entrance, visitors can take in a view of barn #33D, the central washstand, exercise ring, and several mature shade trees.



A view of Dupont, taken from the entrance from the northeast side. Many historic shade trees remain in the area, giving it a comfortable human scale.

² The title "backstretch" refers to (1) the length of the Race Track between the second and third turns, (2) the entire stabling and dormitory area south of Union Avenue at the Saratoga Race Course, and (3) the 17.3-acre barn and bunkhouse area located between Madden and Clare Courts. To minimize confusion, "Backstretch" is capitalized only when referring to the 17.3 acre area.

³ The name "Fox Catcher Farm" likely stemmed from the name of the Newtown Square, Pennsylvania stable owned by William "Willie" du Pont, Jr., a thoroughbred owner who became active in the sport in 1921. His colt, Wilderness, was the 1923 winner of the Travers Stakes.

Entrances, Circulation & Topography

- As suggested above, visitors to Dupont enter via the dirt roadway that transverses the narrow opening (approximately 15' to 16' wide) between bunkhouse #60 and barn #33A. The height of the buildings, coupled with several nearby mature shade trees, forms a gateway. A second gateway, passable by pedestrians, is through a narrow doorway in the wood board fence, located at the northeast corner (connected to bunkhouse #61).
- After passing through the gateway, visitors (on foot and by vehicle) may advance to the back of the courtyard, passing barn #33B and bunkhouse #61. At the center of the courtyard lies a washstand and surrounding this is a dirt exercise ring. Workers housed in each of the bunkhouses pull cars up and park near the doors.
- The land across Dupont is relatively flat, with slight rises in elevation (1) at the center of the courtyard and (2) at the back (east).

Character-Defining Landscape Features

- Due to a number of possible factors (size, location, capacity for stabling horses and housing workers), Dupont has retained many historic character-defining features. These include the arrangement of barns and bunkhouses around a central courtyard; the gateway-style entrance formed by the bunkhouse and barn; the narrow dirt road; several mature shade trees; and historic wood board fencing (located at the northeast and southeast corners).



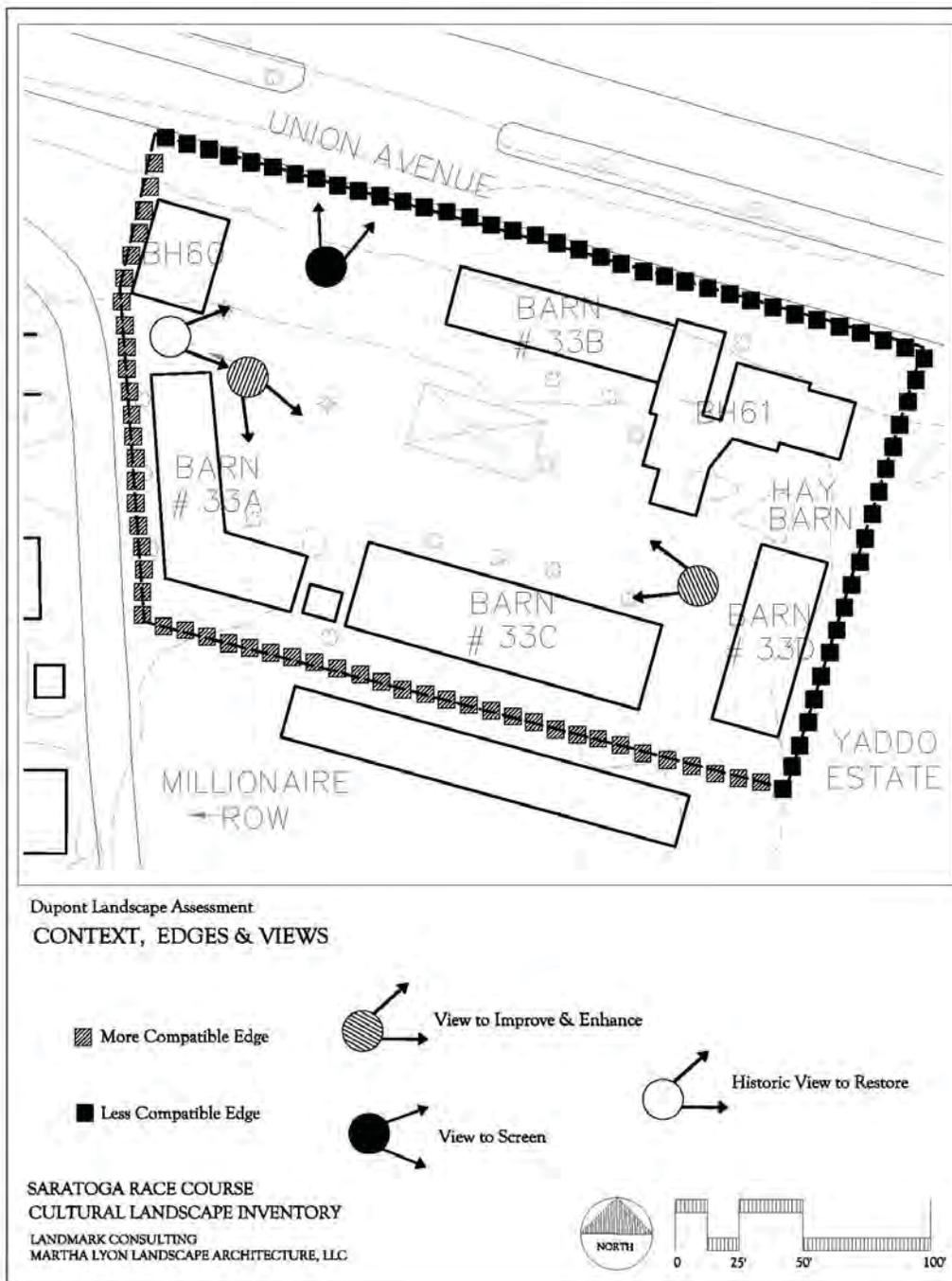
The center washstand is surrounded by a walking ring. Shade trees, planted in allees line the front of barn #33C.

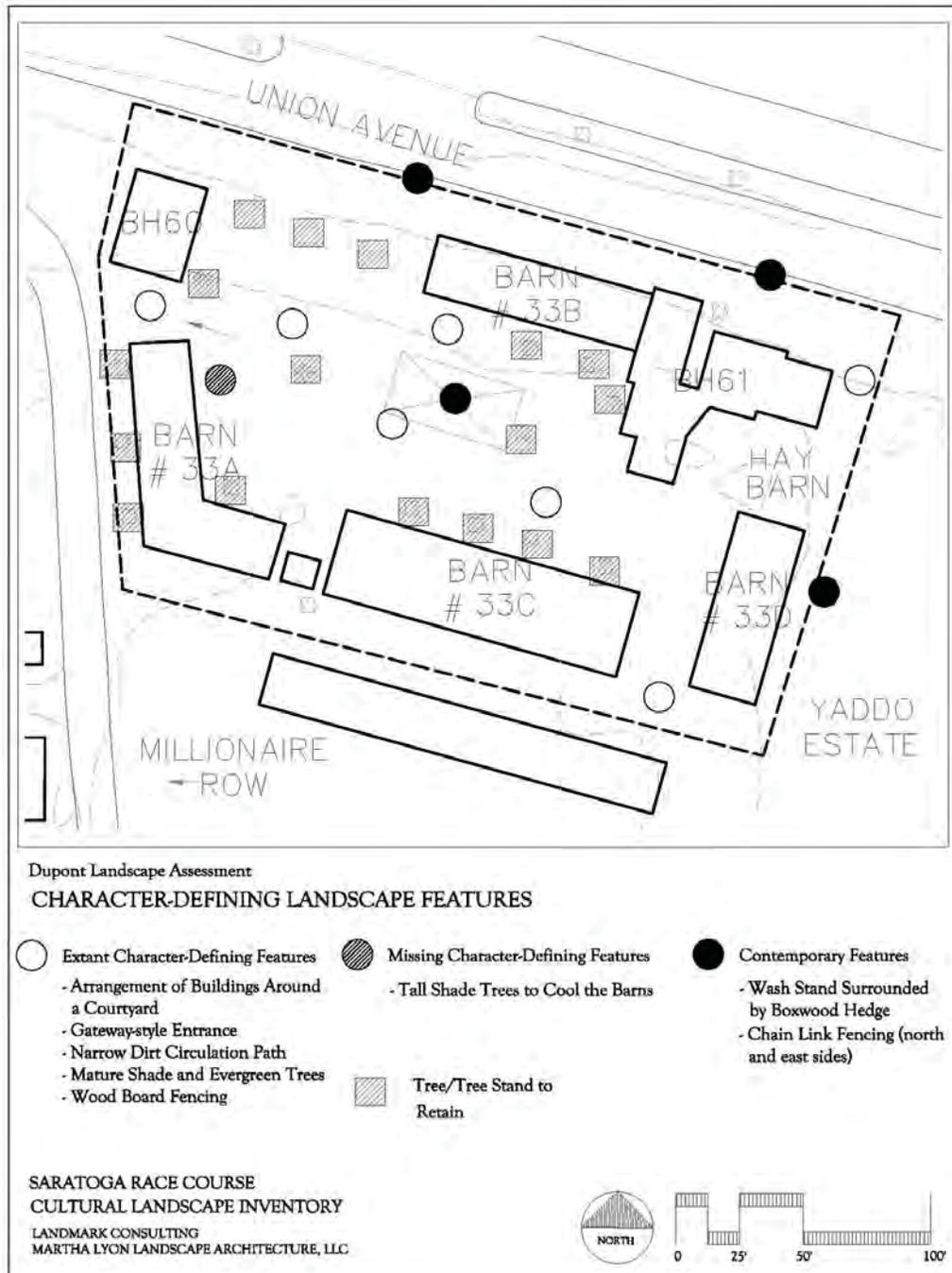
- While historic maps containing Dupont do not show details of its landscape, the area likely contained several more deciduous (and possibly evergreen) trees to help shade the barns, washstand area, and exercise ring.
- Contemporary features in Dupont are limited to the modern washstand. However, users of Dupont have planted a boxwood hedge around the perimeter of the washstand, softening its harsh concrete surface.

Preliminary Landscape Recommendations

- Upgrade the wooded east edge by replacing the existing 10' high rusted chain link fencing with 5' high (maximum) black vinyl-coated chain link fencing. Upgrade the northern edge by removing any invasive volunteer trees and vines from in and around the existing chain link fence, and remove the fence. Extend the iron picket fence eastward to the corner of the Race Course property.
- Limit access to the of Dupont's interior to horses, pedestrians, bicycles and emergency vehicles only. Create a small parking area along the east side of bunkhouse #60 to accommodate 2 to 3 cars.

- Preserve and enhance the plantings surrounding the washstand, and use this concept as a model throughout the Race Course landscape.
- Plant shade trees in allees along the fronts of the barns, retaining the healthy mature trees and adding new trees representing several species.





Adjacent to the west and south sides of Dupont is the 9.9-acre Millionaire Row, and stabling and dormitory area consisting of seven barns (#s 27-33), one “test” barn and seventeen bunkhouses (#s 42-59). The origins of the area date to the first decades of the 1900s. Leavitt’s 1902 plan of the Main Track did not include buildings in the area, but by 1922, Mott showed eight barns (labeled #s 54-61) and ten kitchens. The layout of barns, bunkhouses, utility structures (washstands, muck storage, etc.) and circulation systems in Millionaire Row provides a model for a well-functioning and aesthetically-pleasing arrangement of buildings, roads and landscape features that could be emulated throughout the Race Course backstretch areas. The bunkhouses on the east side are an exception to this where circulation has been allowed to bleed onto the turf and under the historic trees.



The entrance into the dormitory area of Millionaire Row. While nicely tucked into the trees, the bunkhouses suffer from a worn surrounding landscape, developed as a result of uncontrolled vehicular circulation.

Context, Edges & Views

- Millionaire Row lies at the northeast corner of the Main Track of the Race Course, outside the third turn of the track. To the north is the shade tree-lined boulevard of Union Avenue and in the northeast corner is Dupont. The dense woodlands of the Yaddo estate line the eastern and southern edges. The Main Track stands along the entire western edge, separated by the outer track rail and the backstretch’s main roadway, “Whiskaway Avenue.”
- The roadways and woodlands surrounding Millionaire Row provide the area with strong edges. Along Union Avenue to the north, a 6’ high steel picket fence marks the Race Course property, and a planting of regularly-space shade trees (maples, oaks and cottonwoods) stands inside the fence. A 10’ high chain link fence lines the east and south sides, separating the Millionaire Row bunkhouses from the adjacent Yaddo property. A regularly-spaced planting of sugar maple trees, likely dating to roughly 1930⁴, spans the west edge, shielding Millionaire Row from Whiskaway Avenue and the Main Track.
- Millionaire Row’s location at the third turn of the Main Track, as well as its regular pattern of barns and accompanying tree plantings result in many outstanding historic short and long views.



Many historic views of the Main Track, Infield, Grandstand and Clubhouse are possible through the mature shade trees lining the west side of Millionaire Row.

⁴ Mott’s 1930 plan for the “stall gates” at the Main Track of Saratoga showed plantings of deciduous trees along the east side of Whiskaway Avenue. While this plan focused on the Madden Court area, it appears that this planting scheme was replicated along much of Whiskaway Avenue, including the section of roadway edging of Millionaire Row.

The most historic views – ones to retain and enhance – are possible from the western side of Millionaire Row, looking westward across the Main Track, Infield and Clubhouse and Grandstand buildings. The plantings of mature shade trees help to frame these views. Shorter views are possible from Whiskaway Avenue looking eastward, and from the Millionaire Row roadway looking westward down long rows of barns. The partially intact allees of shade trees growing along the barns, circled by dirt exercise rings, create pleasing shorter views. Additions of new shade tree plantings and revitalization of turf within the barn areas will enhance these shorter views. Less pleasing views are from the Millionaire Row roadway looking eastward to the bunkhouses. Uncontrolled vehicular traffic in this area has eroded the turf and damaged the shade trees, creating an overall unkempt appearance.

Entrances, Circulation & Topography

- Access to Millionaire Row is via Gate 1 and Whiskaway Avenue (from Union Avenue on the north), and from Madden Court and the Backstretch on the south (also via Whiskaway Avenue). Additional make-shift entrances stand along Whiskaway Avenue at the west ends of the barns, and along the interior roadway, at the east end of the barns.
- Defined circulation through Millionaire Row is via two established routes – Whiskaway Avenue spanning the west side, and a secondary “spur” roadway leading from Gate 1. This spur, herein referred to as the Millionaire Row roadway, runs eastward from Gate 1, turns south at the northeast corner of Millionaire Road (opposite the entrance the Dupont), and continues southward past barn #s 27 through 33. It then takes a westward turn along the southern edge of Millionaire Row, and connects back to Whiskaway Avenue at the southwest corner of Millionaire Row. Bituminous asphalt covers both routes, and muck storage bins have been placed along the edge of the Millionaire Row roadway, minimizing the need for vehicles (especially trucks) to enter the barn environs.
- Connecting to the several make-shift entrances are dirt roadways, connecting Whiskaway Avenue to the Millionaire Row roadway. While the intent of these may be for horse and pedestrian use only, it appears that workers drive their vehicles along these roads, introducing potential conflicts, especially with horses. In the bunkhouse area to the east of the Millionaire Row roadway, residents have been allowed to drive and park vehicles throughout, including under the mature shade trees. This has resulted in an overall worn, degraded appearance, and declining health of the mature, historic trees.
- A separate path for horses has been established along the east side of Whiskaway Avenue, providing a safer travel route. Surfaced with dirt, this path follows the alignment of Whiskaway Avenue, and can be easily accessed from the barn areas.



Makeshift entrances leading to dirt pathways allow workers to access the fronts of barns via vehicle. Here the makeshift entry has been blocked with two-rail wood fencing.

- Topography throughout much of Millionaire Row is relatively flat, with the land dropping off slightly on the east side. As a result, the bunkhouses on the east side of the Millionaire Row roadway sit below the stabling areas. This helps to partially obscure the eroded landscape surrounding the bunkhouse area.

Character-Defining Landscape Features

- In addition to the original layout of the barns and bunkhouses in Millionaire Row, the area retains many features that contribute to its historic character. Included are the historic tree plantings along Whiskaway Avenue and allees of shade trees in the barn areas; layout of exercise rings amongst the tree-ed barn areas; and use of wood two-rail fencing with a radius-ed cap to control circulation, particularly along Whiskaway Avenue.
- Missing historic features include shade trees, either missing from the allee along Whiskaway Avenue or from the allees in front of the barns.
- Contemporary features include the bituminous paving covering the two main roadways through Millionaire Row; 8' high chain link fencing (laced with AstroTurf) enclosing the southern half of Millionaire Row; 10' high chain link fencing separating Millionaire Row from the Yaddo property; modern muck storage and washstand facilities; and overhead utility lines and utility poles, strung along Whiskaway Avenue and perforating the edges of Millionaire Row.



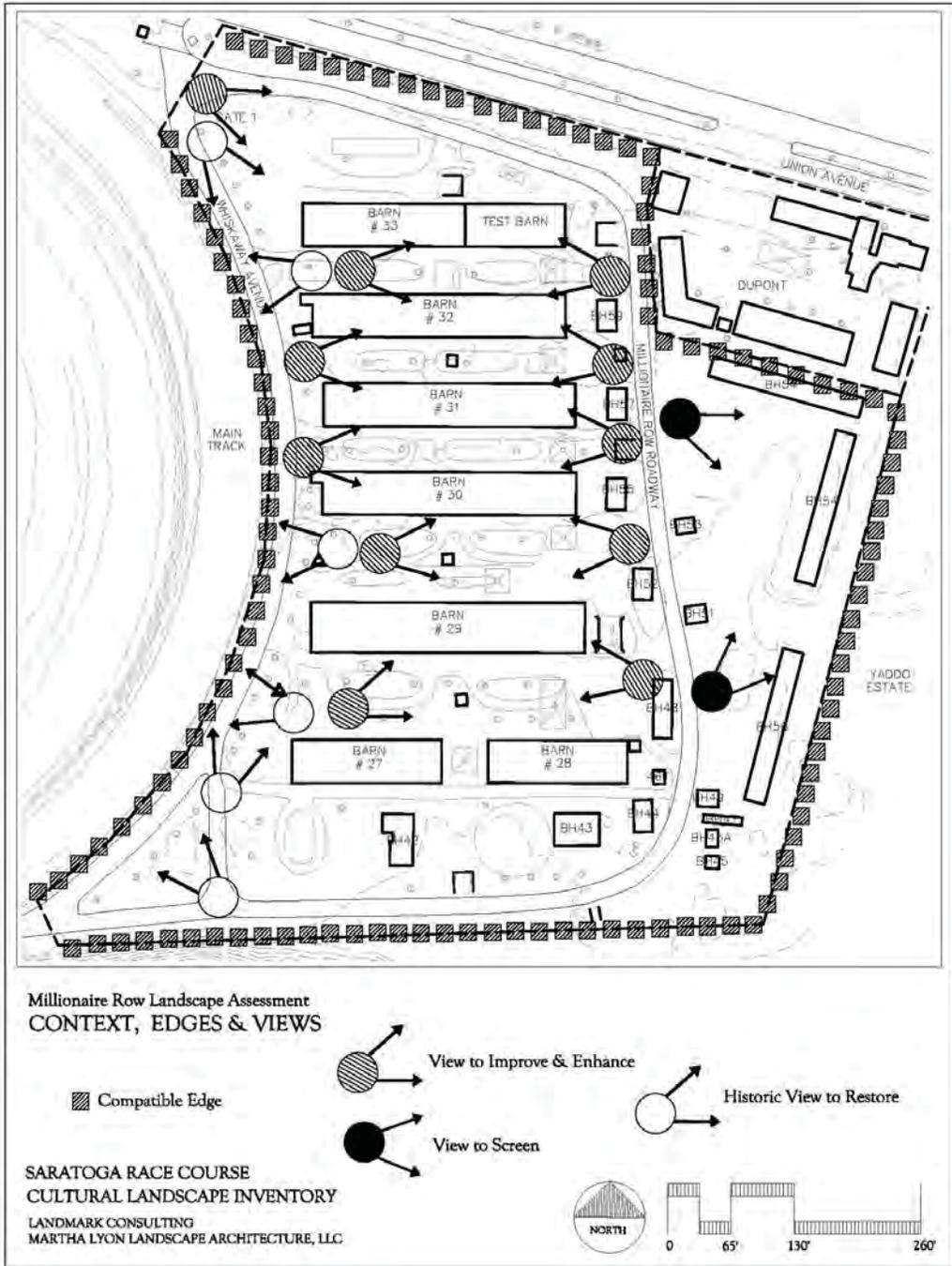
Many of the mature shade trees, planted in the early decades of the 20th century, remain along the east edge of Whiskaway Avenue.

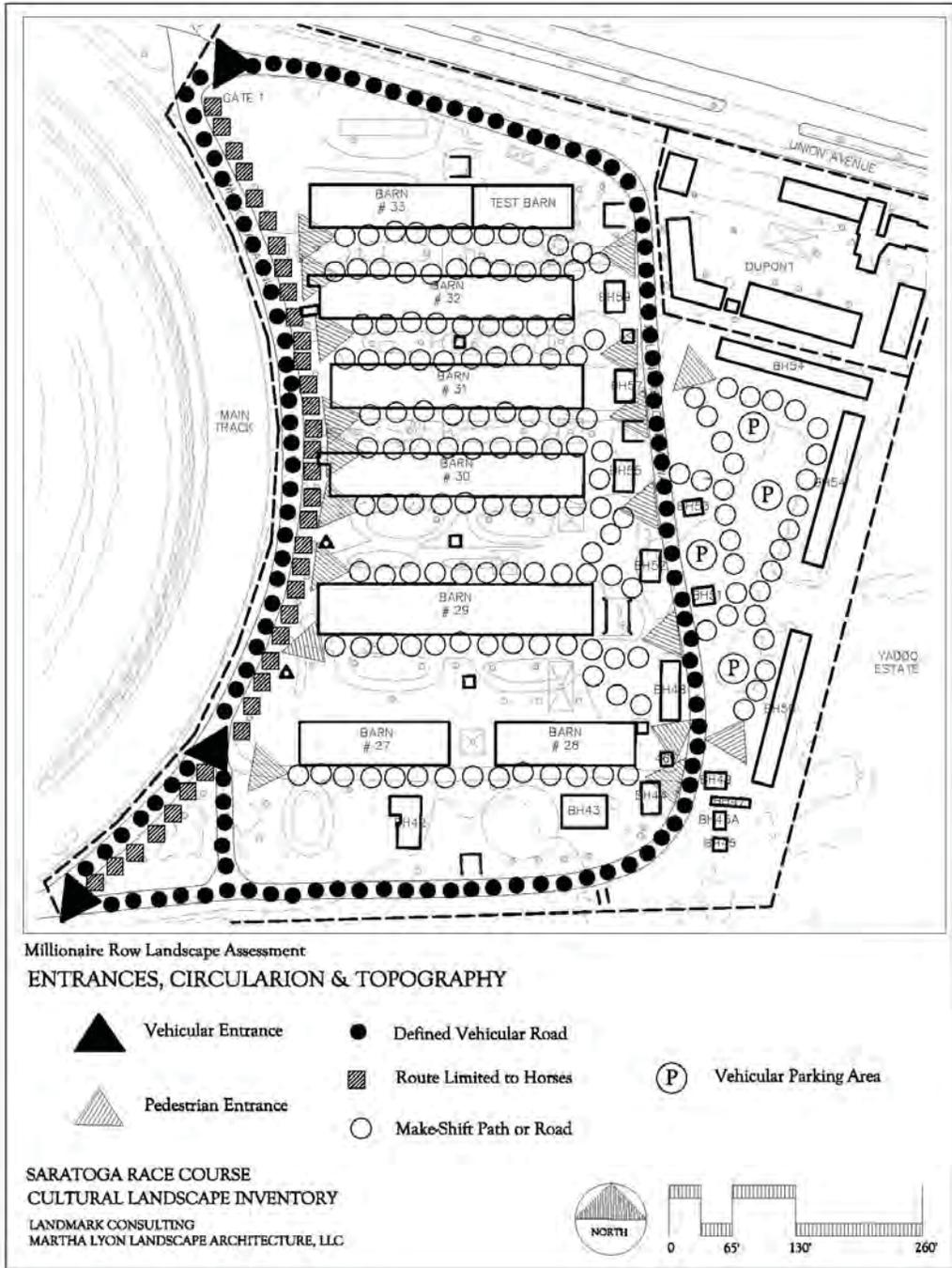
Preliminary Landscape Recommendations

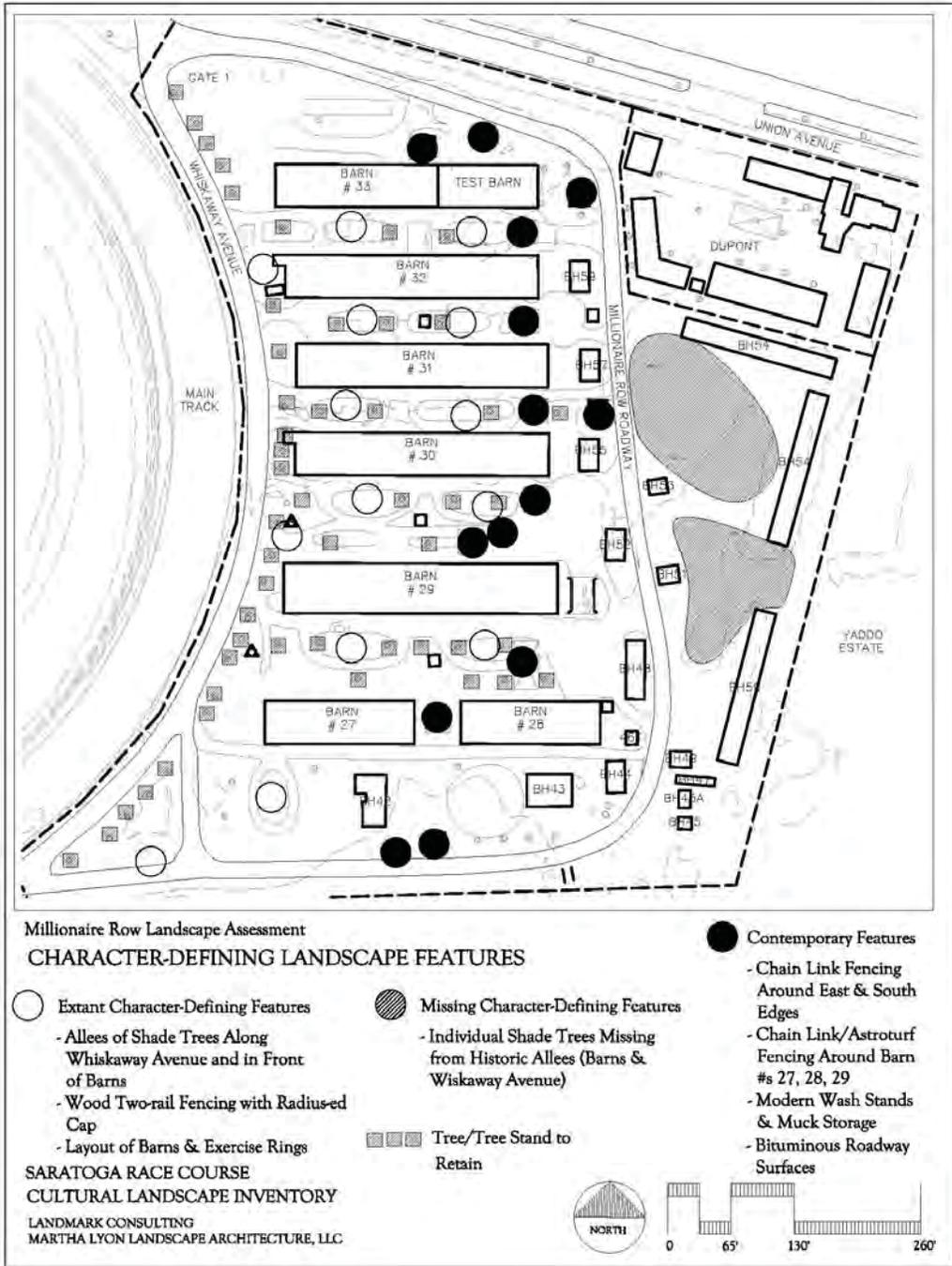
- Enhance the north, south and west edges by removing and diseased/dead shade trees and introducing new plantings consisting of a mix of species. These trees should be planted 25' to 30' on-center per Mott's 1930 plan for the "stall gates" that included some of this area. These plantings are of particular importance along the west side, as they serve as a screen between the Main Track and Millionaire Row area.
- Upgrade the wooded east edge by replacing the existing 10' high rusted chain link fencing with 5' high (maximum) black vinyl-coated chain link fencing.
- Prohibit vehicles from driving on the dirt paths adjacent to the barns by installing barrier fencing at the far ends of the barns, allowing only horses, pedestrians, bicycles and emergency vehicles to enter. Limit vehicles to Whiskaway Avenue and the loop road leading through Millionaire Row (near the eastern side).
- Create a parking area along the south side of Millionaire Row to house bunkhouse residents. Revive the turf areas in front of bunkhouse #s 50, 54, and 56 by (1) creating a defined system of walkways, (2) aerating the soil, (3) re-seeding the area, and (4) planting groups of shade and evergreen trees in the turf areas.

MILLIONAIRE ROW

- Re-plant any missing shade trees from the historic allees along the fronts of the barns.
- Replace the chain link/Astroturf fencing surrounding the southern portion of Millionaire Row with an historically compatible material such as cedar boards, painted green. Coordinate this choice with the fencing palette designed for the Race Course (refer to the *General Landscape Recommendations* section for details).







MADDEN COURT

Madden Court stretches across approximately 6.5 acres at the southern end of Millionaire Row, adjacent to the backstretch of the Main Track.⁵ Established as a private stabling area for the thoroughbreds owned by J. E. Madden, the area appeared on Leavitt's 1902 plan for the Race Course Main Track as a small, square-shaped parcel holding two long buildings (likely barns) accompanied by two smaller buildings (likely kitchens). Adjacent to the west side of Madden's area was a triangular parcel owned by W. C. Whitney with three long buildings (likely barns). Mott's plan, drawn 20 years after



The entrance into Madden Court from Whiskaway Avenue shows a neat arrangement of barns and bunkhouses, shaded by mature trees.

Leavitt's, showed the same barns on Madden's land with the addition of another barn.

Whitney's land held the three barns, along with two new "kitchen" buildings. According to the plan drawn by Johnson & Higgins, by 1960, Madden's and Whitney's land appeared to have been combined into one "area," and named Madden Court. The area held the same number of buildings as does to this day ~ seven barns (#s 20 through 26), eleven bunkhouses (#s 30 through 41) and two pony stalls, as well as the offices of the New York Thoroughbred Horsemen's Association, housed in bunkhouse #31.

Context, Edges & Views

- Madden Court lies at the mid-point of the backstretch of the Main Track, between the second and third turns. To the north is Millionaire Row, separated from Madden by a grove of trees (Yaddo property), and to the east is the dense woodland of the Yaddo Estate. The Backstretch stabling and dormitory and woodland of the Yaddo Estate abut Madden's south side, and the Main Track spans the west side.
- Madden is separated from the Yaddo Estate on the north, east and portion of the south side by a 5' high rusted chain link fence. A paved and tree-lined roadway, formerly the extension of Gridley Avenue, runs between Madden and the Backstretch, providing a clear dividing line between the two areas. Similarly, Whiskaway Avenue rims the west side and serves as a clear boundary between Madden and the adjacent Main Track. A 4'-high two-rail fence, made of wood, lines the west side of Whiskaway Avenue, separating Madden from the Main Track and helping to control vehicular circulation.



Fourteen sugar maple trees stand in a regular row between barn #s 24 and 25, creating an even canopy of shade.

⁵ The triangular parcel of land containing building #30C, abutting the west side of Madden Court appears to be associated with both Madden and the Backstretch. Other than the small building, it contains a lunging area and gravel parking lot. Recommendations for this parcel appear in the Backstretch assessment.

- Madden Court's location at the mid-point of the Main Track's backstretch makes it an excellent spot for taking in long views across the Track and Infield to the Grandstand and Clubhouse. Many of these long views are possible from Madden's west side, along the edge of Whiskaway Avenue. Shorter, but equally pleasing views are possible from the roadways leading through Madden, looking east to west down the long rows of barns. One such view, between barn #s 24 and 25, shows a nearly intact "barn allee" with fourteen sugar maple trees spaced fifteen to twenty feet apart and dousing the adjacent barns with shade. Other pleasing views includes the length of the former Gridley Avenue (between Madden and Backstretch), where towering sugar maples create an archway along the length of the roadway; and along the length of Whiskaway Avenue, where regularly-spaced shade trees help screen Madden from the Main Track area and, at the same time frame longer views across the Main Track and Infield.

Entrances, Circulation & Topography

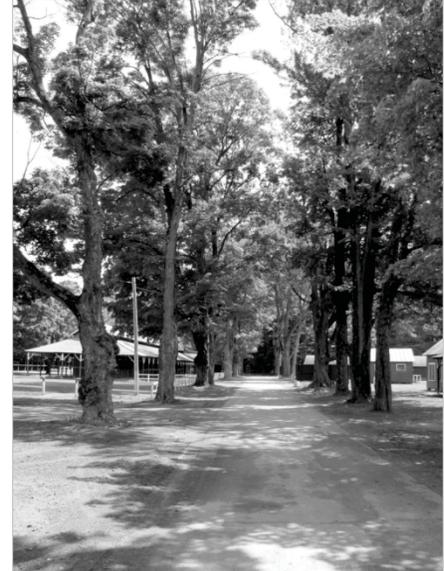
- Vehicular access to Madden Court is possible off Whiskaway Avenue at three points, (1) at the northeast corner of Madden, (2) at a central point between barn #s 22 and 26, and (3) along the southern edge near bunkhouse #s 32 and 33. Each of these entries is framed either by buildings (northeast and central entrance) or by tall shade trees (southeast entrance). These features form inviting portals into the historic stabling area.
- Once vehicles pass through the entrances, they follow a clearly-defined paved roadway system, laid out in the shape of a figure eight. Barn #s 23 through 26 stand in the top of the figure eight, and barn #s 20 through 22 stand in the bottom. Bituminous asphalt covers nearly the entire roadway, with the exception of an unpaved (dirt) stretch along the south side of barn #23. Most of the roadway has a narrow profile, which minimizes the amount of pavement throughout the area. However, many edges of the roadway appear worn at the edges, suggesting the vehicle operators either drive or park on the roadway edges, or do both. Wearing of road edges has also taken place in the bunkhouse area at the eastern end of Madden (bunkhouse #s 38 through 41), where vehicles have been allowed to roam and park at will.
- Special paths have been created throughout Madden for horses only (no vehicles). A separate dirt horse path spans the east side of Whiskaway Avenue (an extension of the path along Millionaire Row), and over nearly all of its length, horses walk under the shade of the trees. Dirt walking paths and exercise rings stand alongside nearly all of the barns and many of these weave throughout the shade of mature trees.
- Topography across Madden Court is nearly level, with the land dropping off precipitously on the east side beyond the chain link fencing. This drop helps to define the natural limits of Madden – and the Race Course property and further reinforces the eastern edge.



Wood two-rail fencing has been used throughout Madden Court to control circulation. As a result, the area retains many green grassy spaces.

Character-Defining Landscape Features

- Madden Court retains many historic features which add significantly to its character as an end-of-the-19th century stabling area. Still extant are the mature deciduous trees, planted 15' to 30' on center along the roadways and in the environs of the barns. Species include lindens, sugar maples, silver maples, honey locusts and one elm.⁶ Other extant historic features include the pattern of barn and exercise ring layout, as well as the two-rail wood fencing used liberally throughout – even around washstands. The fencing has helped to control vehicular circulation, and as a result Madden Court maintains several grassy lawn areas.
- Missing features include the original roadway surfaces (likely dirt or gravel), and several mature shade trees, absent from the historic roadway and barn allees.
- Contemporary features include bituminous pavement, modern muck storage bins and washstands, and overhead utility lines, which string throughout Madden Court. At the southwest corner, where Whiskaway Avenue meets the former Gridley Avenue, a point of land, covered in gravel, has been reserved for parking. This hard and hot feature clashes with the lush, green shadiness of Madden Court.

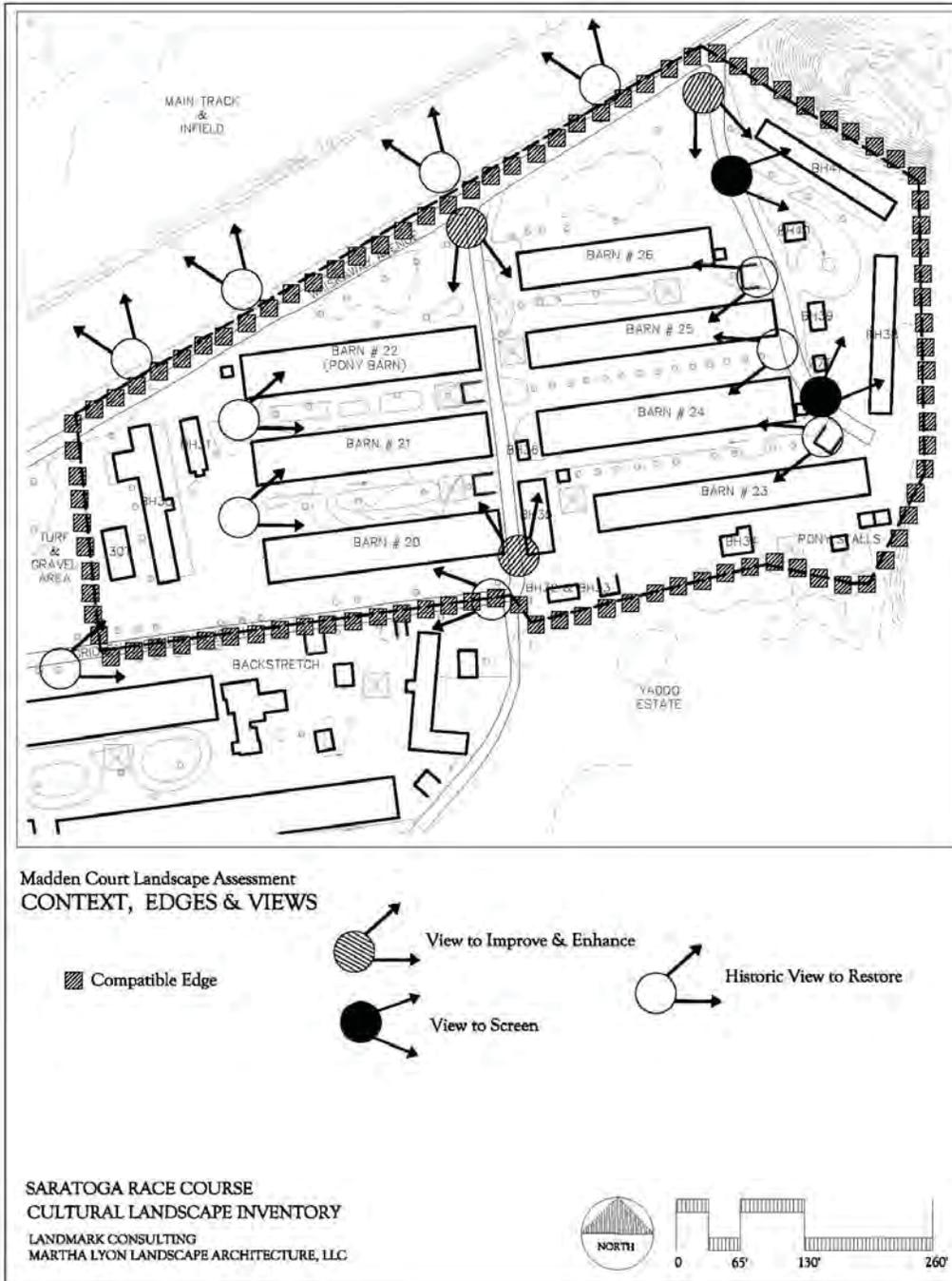


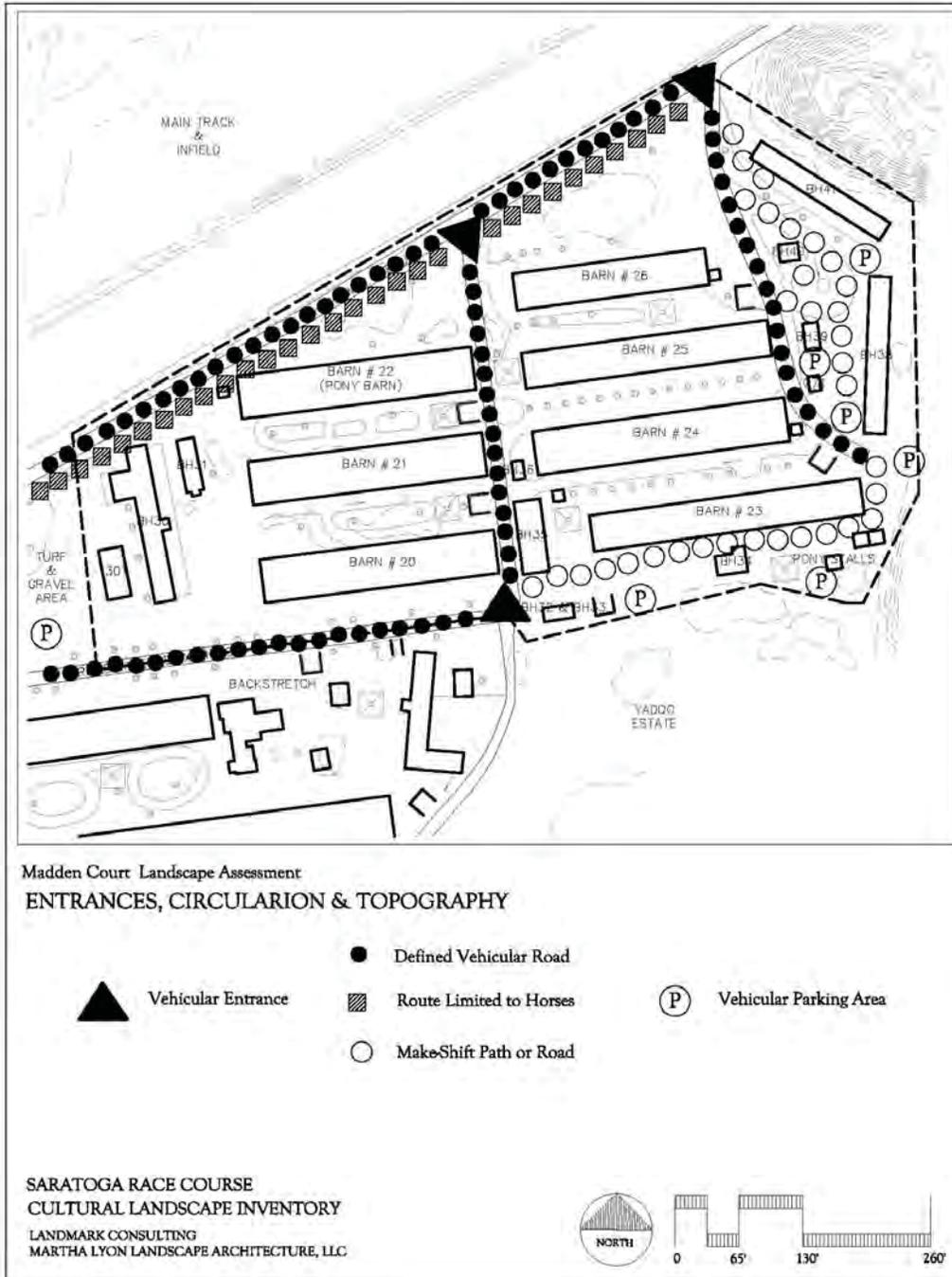
The aging allee of sugar maple trees growing along the former extension of Gridley Avenue. Despite the poor condition of many of the trees, the allee is an important character-defining feature.

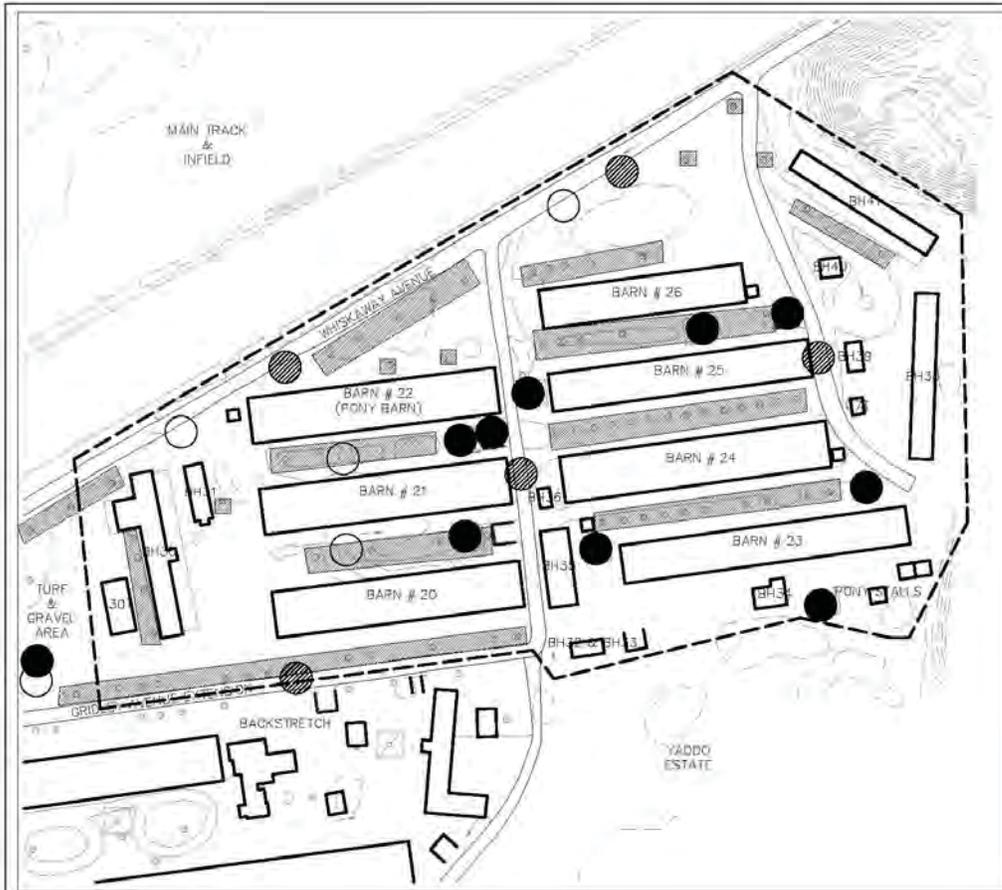
Preliminary Landscape Recommendations

- Upgrade the east edges of Madden Court by replacing the existing 5' rusted chain link fencing on the east side with black vinyl-coated chain link fencing.
- Enhance the west edges ~ those facing the Main Track – with new plantings of shade trees, representing a mix of deciduous species suitable for urban conditions. Per the *General Recommendations*, plant these trees 25' to 30' o.c., according to the plan developed by Mott in 1930. Treat existing healthy trees and re-plant missing trees in this pattern along the roadway dividing Madden Court from the Backstretch.
- Consolidate parking and re-locate it to a space along the outside perimeter of Madden Court. One possible site is behind bunkhouse #s 32 and 33, where a long, linear lot may be possible, depending on property limits.
- Remove the bituminous surfaces from the roadways and replace them with compacted stone dust. Narrow the roadways to 10' for one-way and 20' for two-way. Remove the gravel, triangular plot at the southwest corner and replace it with reinforced turf.
- Prohibit vehicles from entering the stabling areas by placing two-rail wood fencing as barricades. Reserve the stabling area for horses, pedestrians, bicycles and emergency vehicles only.
- Create a single, defined one-way roadway (10' width) leading through the bunkhouse area that includes building #s 38 through 41, allowing for drop-offs and emergency vehicle access. Direct parking to a remote location.

⁶ Mott's 1930 plan for the "stall gates" at the Main Track of Saratoga showed plantings of deciduous trees along the east side of Whiskaway Avenue at the Madden Court edge.



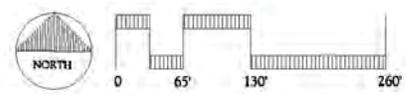




Madden Court Landscape Assessment
CHARACTER-DEFINING LANDSCAPE FEATURES

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| <p>○ Extant Character-Defining Features</p> <ul style="list-style-type: none"> - Allees of Shade Trees Along Whiskaway and Exterminator Avenues and in Barn Environs - Layout of Barns, Bunkhouses, Exercise Rings - Wood Two-Rail Fencing with Radius-ed Cap - Grassy Lawn Areas | <p>◐ Missing Character-Defining Features</p> <ul style="list-style-type: none"> - Dirt/Gravel Roadway Surfaces - Missing Trees from Allees | <p>● Contemporary Features</p> <ul style="list-style-type: none"> - Chain Link Fencing Around East & South Edges - Modern Wash Stands & Muck Storage - Bituminous Roadway Surfaces - Overhead Utility Lines - Gravel Parking Area |
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BACKSTRETCH

The 17.3-acre Backstretch area extends from the south side of Madden Court to the southern limits of the Race Course property. The area, including twelve barns and a perimeter roadway, was included on Leavitt's 1902 plan of the Race Course. On the plan several of the barns at the northern end were assigned to individuals, including Thomas Hitchcock and Frederick Hitchcock. Mott's 1922 plan showed the area holding eleven barns, several kitchens, and the footprint of a barn that had been destroyed by fire in 1922 (Thomas Hitchcock's barn on the Leavitt plan). By 1960, a central north-to-south

roadway had been added, along with two barns, bringing the total number to thirteen. Today, the Backstretch still contains thirteen barns (#s 7 through 19), along with 22 bunkhouses (#s 8 through 30), several toilet facilities, and the Backstretch kitchen. A kitchen, building #30C, stands within the triangular-shaped parcel of land wedged between Madden Court and the Backstretch. This parcel is included in the Backstretch assessment.



Many of the Backstretch's barn settings retain their historic plantings of regularly-spaced deciduous trees, which serve to shade the stables and create a sense of intimacy.

Context, Edges & Views

- The Backstretch, as the name implies, lies along the backstretch of the Main Track, near the second turn. On the north is Madden Court and a triangular grassy and gravel parcel, divided from the Backstretch by the former extension of Gridley Avenue, and on the east are heavily wooded lands of the Yaddo Estate, and a lawn area of the Darley Stables. Darley abuts the Backstretch along its south side, and Clare Court lies to the west, separated from the Backstretch by Exterminator Avenue. This location - tucked behind Madden and Clare Courts and set against the woodlands of Yaddo and Darley, gives the Backstretch a feeling of privacy.



A long view of the Main Track, Infield, Grandstand and Clubhouse is possible from the northwest corner of the Backstretch. Mature shade trees frame the view.

- The strong edges surrounding the Backstretch further enhance this sense of privacy and separation. A towering line of sugar maple trees extends along both sides of Gridley Avenue. While some of the trees in the original allee have died, the size of the remaining trees creates a tall screen between the Backstretch and Madden Court. Chain link fencing, standing six feet in height, rims the eastern and southern edges. Along the Yaddo property the fence is old and rusted. In contrast, Darley has placed black vinyl-coated chain link along its property edge and the black color makes it disappear into the woodlands. Exterminator Avenue, separating the Backstretch from Clare Court, contains a regularly-spaced planting of sugar maples and honey locusts, and the trees provide a screen between the two areas.

- Despite the Backstretch's location behind Madden Court, long views of the Main Track, Infield, Clubhouse and Grandstand are possible from the northwest corner, where Exterminator Avenue intersects Whiskaway Avenue at the grassy/gravelly triangular parcel. Several mature shade trees stand along Whiskaway, helping to frame the long view. Other pleasing long views are possible down the length of Whiskaway, the extension of Gridley Avenue, and the length of Exterminator Avenue. Shorter positive views include those seen from the ends of the barns, looking down the long rows of stalls and allees of adjacent shade trees. Views down barn #s 13 and 16 are exceptionally pleasing, because the allees are largely in tact. Less positive views incorporate large swaths of bituminous paving, particularly around the Backstretch Kitchen (building #23).

Entrances, Circulation & Topography

- A perimeter ring road surrounds the Backstretch and three defined points of entry stand along this road. One stands at a central point along the northern edge (leading from the Gridley Avenue extension), between barn #s18 and 19. Two others lie off Exterminator Avenue along the west side, one between bunkhouse #21 and barn #12, and the other to the north of barn #9. The west entrances are Y-shaped, allowing drivers to enter separately from the north and south and funnel onto a single road.



The dirt horse paths along the fronts of barns have been compromised by car and truck traffic. Vehicles have eroded the edges of these paths and have compacted the roots of the adjacent shade trees, leading to their decline.

- The perimeter ring road incorporates the extension of Gridley Avenue on the north side, and Exterminator Avenue on the west, and picks up a short stretch of Whiskaway Avenue at the Backstretch's northwest corner. From the southern end of Exterminator Avenue, the ring road turns eastward, passing bunkhouse #8, and then steers northward, continuing along the Backstretch's eastern edge and meeting up with the Gridley Avenue extension at the northeast corner. This road, surfaced entirely with bituminous asphalt, functions, in part, as a service route. Muck storage bins lie along its edges (rather than inside the stabling area), and service vehicles access the bins from the road (rather than having to drive into the interior). Shade trees hover over nearly the entire length of the ring road, adding to its character.
- Two other bituminous roadways weave through the Backstretch, each leading from the western entrances and joining together at the northern entrance. One road passes the Backstretch kitchen, and large swaths of bituminous pavement stand alongside the road near the kitchen building to accommodate truck deliveries. The other road leads from barn #9 northward, passing through barn #s 10 and 11, 12 and 13, 14 and 15, creating a central spine through the Backstretch.
- Many makeshift entrances and informal dirt roads extend from the perimeter road across the Backstretch, creating an unkempt appearance. In particular, vehicles cut through along the fronts of barn #s 12 and 13, 14 and 15, 16 and 17, and 18 and 19, jeopardizing the safety of horses and pedestrians and eroding the landscape. In addition workers park vehicles at the ends of barns, and

BACKSTRETCH

the edges of the ring road, and in the fronts of bunkhouses (especially bunkhouse #8), eroding the turf and degrading the landscape.

- Unlike most other sections of the Race Course where the land is relatively flat, the Backstretch divides into two distinct plateau-like areas, separated by a wooded stream channel. Lying between barn #9 and barn #s 12/13, the low point separates bunkhouse #8 and barn #s 7 through 9 from the remaining structures in the Backstretch.

Character-Defining Landscape Features

- The Backstretch retains many historic features that contribute to its early 20th century character. Its regular layout of barns and accompanying exercise rings is a pattern appearing throughout. Many mature shade trees, planted in regularly-spaced allees, remain, and although most are in a state of decline, they help to bring the large stabling area down to a more human scale. Clusters of mature evergreen trees stand in several locations, adding more historic detail.
- Missing character-defining features include shade trees that have died and been removed from the regular allees, both along the roadways and along the barns.
- Contemporary features include the large swaths of bituminous asphalt paving, overhead utility lines, modern muck storage bins and washstands, and rusted chain link fencing, used along a portion of the east side to separate the Backstretch from the Yaddo property.



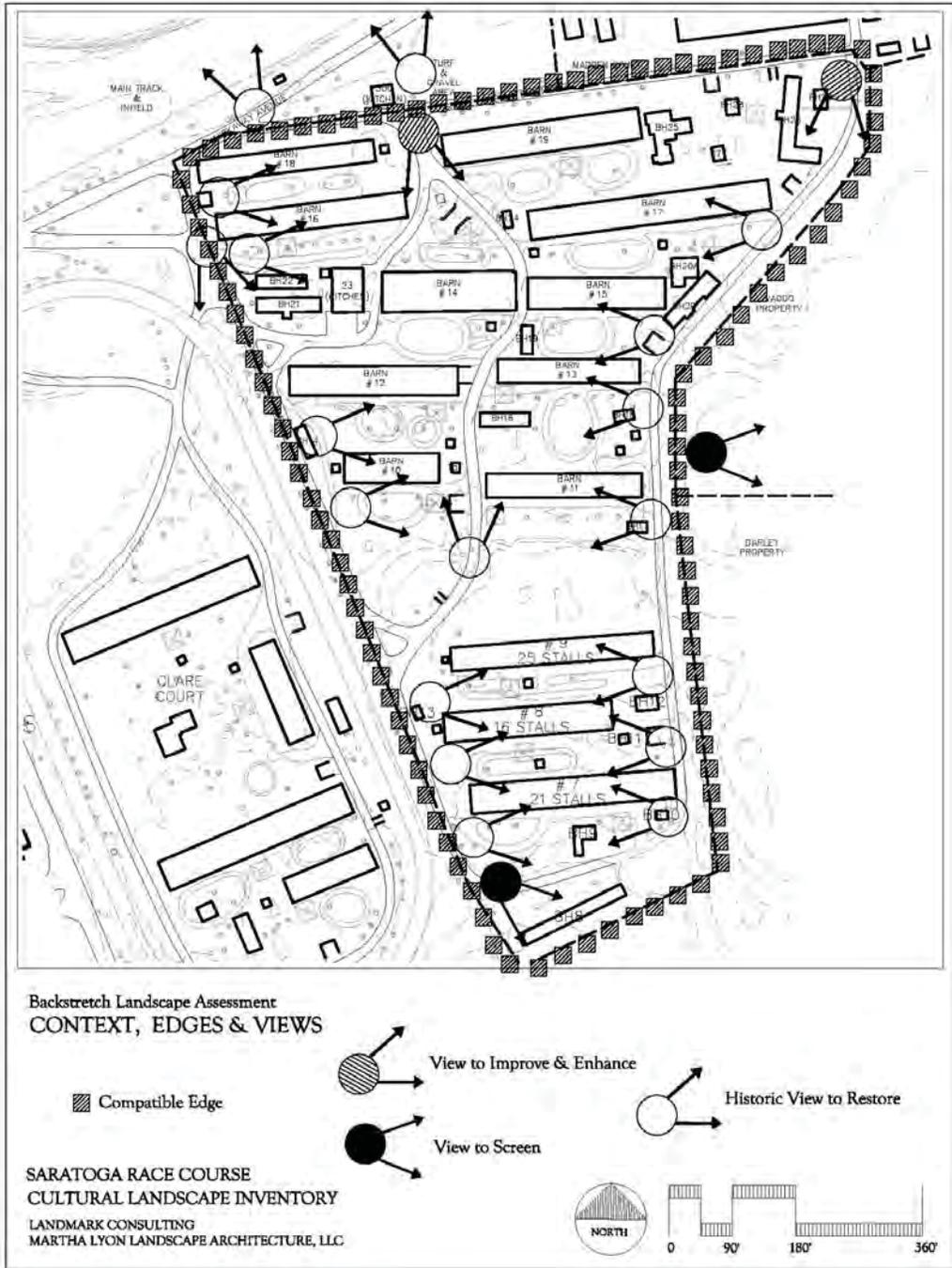
Large swaths of bituminous paving, along with overhead utility lines are some of the modern features of the Backstretch, features that conflict with the area's historic character.

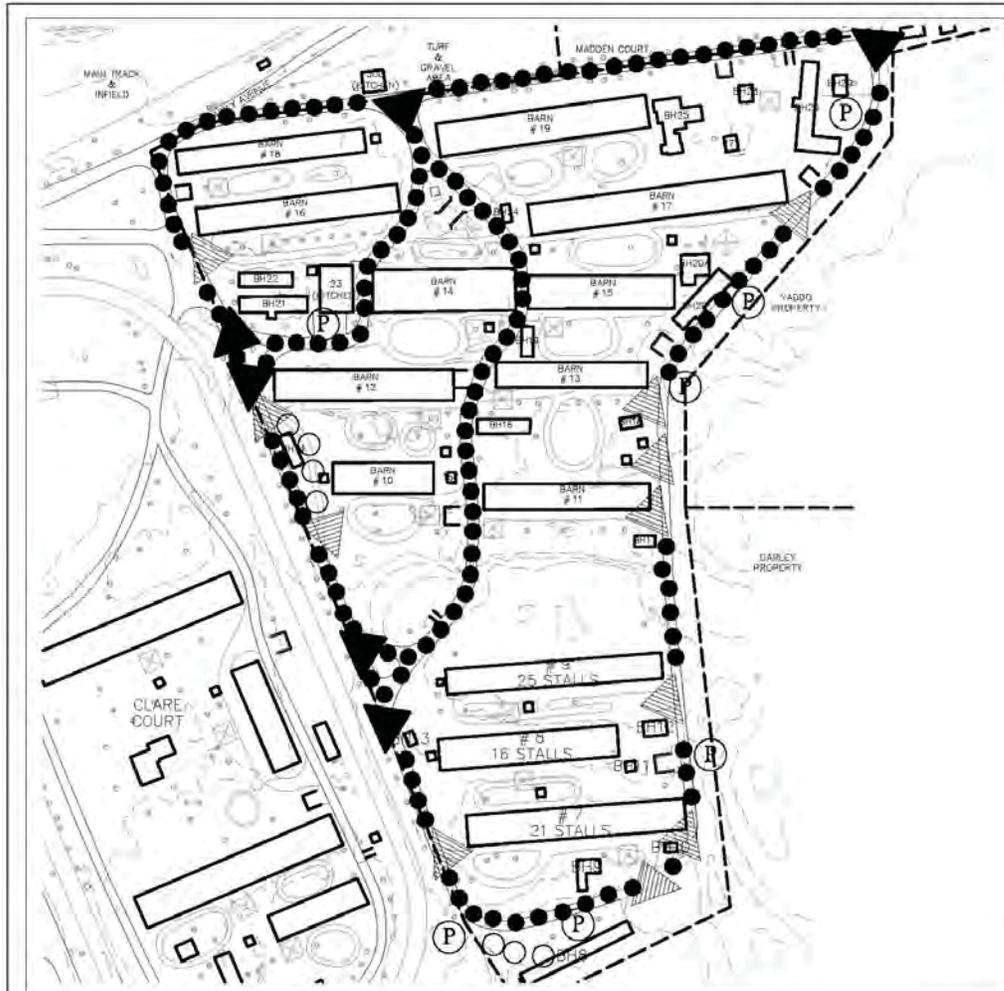
Preliminary Landscape Recommendations

- Upgrade the eastern property edge (between the Backstretch and Yaddo) by removing the old, rusted chain link fencing and erecting a black vinyl-coated chain link fence, matching the height (5') grade of the Darley fence.
- Enhance the northern edges (1) between the Backstretch and the Main Track, and (2) between the Backstretch and Madden Court) by treating existing healthy trees and re-planting missing allee trees with a mix of deciduous shade tree species (see *General Recommendations*).
- Remove the bituminous asphalt from roadway surfaces throughout the Backstretch and replace them with compacted stone dust. Narrow the roadways to 10' for one-way and 20' for two-way.
- Create a parking area along the outer edges of the Backstretch perimeter roadway, along with eastern edge (diagonal parking may be required, depending on property limits). Create an additional parking area to the east of bunkhouse #8. Prohibit vehicles from entering stabling areas by erecting two-rail wooded barrier fencing.

- Preserve the historic layout of the barns and associated exercise rings, and the restore the shade provided by allees of deciduous trees. Essential to accomplishing this is the limiting of access to these areas to horses, pedestrians, bicycles and emergency vehicles only.
- Replace the triangular gravelly parking area with a reinforced turf surface (12” of compacted gravel topped with 6” of loam and seed).

BACKSTRETCH

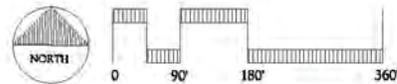


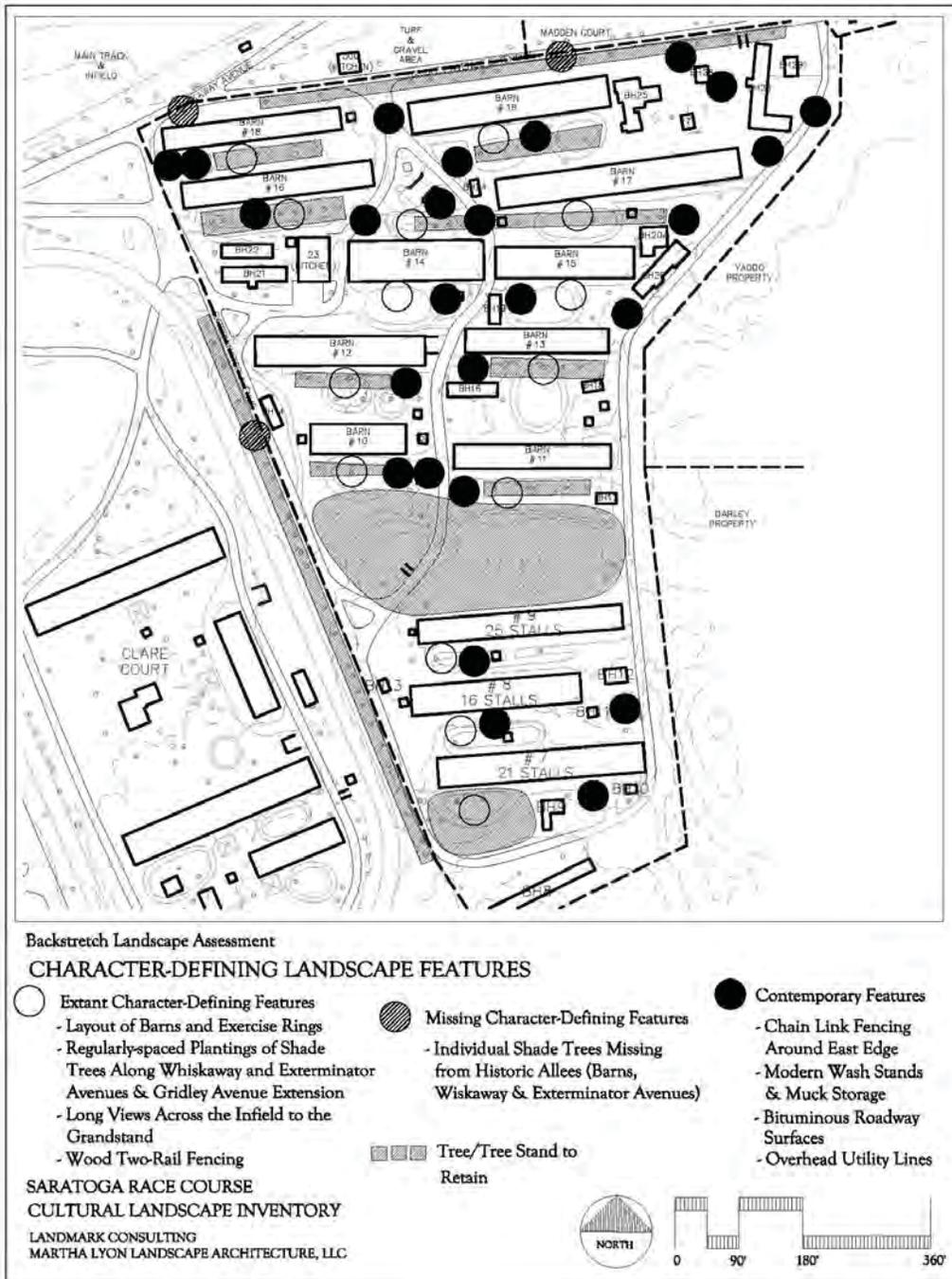


Backstretch Landscape Assessment
ENTRANCES, CIRCULARION & TOPOGRAPHY

-  Vehicular Entrance
-  Defined Vehicular Road
-  Makeshift Entrance
-  Make-Shift Path or Road
-  Vehicular Parking Area

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Clare Court is the 13.3-acre stabling and dormitory area located at the far southwestern corner of the Race Course property. Formerly known as Circingle (Surcingle), it was established as a farm in 1902 by August Belmont, Jr. for his horses and trainers.⁷ In its time, it was considered to be “absolutely unique in its kind, either in America or in Europe,” because of its location, layout and attention to design detail. Amenities included a formal garden and tennis court. Leavitt’s 1902 plan for the Race Course showed the area with three barns and a central dormitory, laid out as they are today. A series of

narrow paths connected the buildings in a regular, geometric formation. Mott’s 1922 plan showed an identical layout. The 1960 Johnson & Higgins plan showed a slight modification in pathways and one additional barn. Today, Clare Court contains 4 barns (#s 3 through 6) and 5 bunkhouses (#s 3 though 7) with bunkhouse #3 serving as a women’s dormitory. The area provides an outstanding model of well-functioning, tastefully-designed circulation, with horse and vehicular routes almost completely separated from one another. This is achieved, in part, by the main vehicular entryway being placed in a tunnel under the perimeter horse track.



One of Clare Court’s most appealing features is the perimeter horse track (far right of photo), placed alongside a perimeter roadway. Horses and vehicles travel along individual, separate routes.

Context, Edges & Views

- Clare Court lies at the far southern edge of the Race Course property, inside Gate 10 off Nelson Avenue. The Main Track lies to the north, and the Darley property to the south. To the east is the Backstretch, divided from Clare Court by Exterminator Avenue, and to the west is Nelson Avenue, rimming the western edge of the Race Course property. The area is completely self-contained, with entries for vehicles limited to one tunnel and a limited-access gate.

- The strong edges surrounding Clare Court add to its highly appealing visual character. On the north, separating the area from the Main Track, is the far western end of Whiskaway Avenue, lined with mature shade trees. An evenly-spaced row of sugar maple and honey locust trees lines Exterminator Avenue along the east side, and a single-rail wood fence stands alongside the trees, further reinforcing the edge. Tall evergreen trees and a 6’ high black vinyl-coated chain link fence mark the Darley property to the south, providing another strong edge. The



Some of the most striking views across Clare Court are through the mature red pines, located at the northwest end. Exercise paths weave throughout this stand of trees.

⁷ “Surcingle” (also spelled Circingle) refers to the belt-like device that is fastened around the girth area of a horse, just behind the withers and shoulder area to keep driving, riding or training equipment in place.

weakest Clare Court edge lies along the west side, where a 6' high rusted chain link fence, accompanied by a thin hedgerow of unhealthy shade trees separates the area from Nelson Avenue.

- Both long and shorter pleasing views are possible from and within Clare Court. On the north side, long northward views can be enjoyed of the Main Track, Infield, Grandstand and Clubhouse, and the mature shade trees along Whiskaway Avenue help to frame the views. On the south, a long view can be taken in through tall pines and across the Darley property. The lower limbs of many of the mature, tall trees within Clare Court have been removed, making views across the area highly appealing. Significant among these are views from the entry drive (just inside the tunnel) through a stand of mature pines across Clare Court. Other shorter views are possible from the ends of the barns looking down the rows of stalls. Less pleasing views include those along the west side through the Nelson Avenue fence.

Entrances, Circulation & Topography

- As noted above, visitors enter via a narrow, one-way tunnel leading from Gate 10 at the northwest corner of the Clare Court area. The low, 6'-8" clearance in the tunnel limits the size of vehicles passing through and entering the Clare Court grounds. The tunnel wing-walls are constructed of concrete block painted white, with a poured concrete cap. Sugar maple trees have grown up around both sides of the wing-walls, obscuring what was once a formal planting of cedars rimming the sides and top of the tunnel entrance (on both sides). The drive into the tunnel descends from Gate 10 to a low point in the tunnel, and the ascends on the opposite side, rising up into the Clare Court grounds.



The entrance tunnel into Clare Court from Gate 10 takes visitors underneath the perimeter horse track. Plantings of cedars, now overgrown, once ornamented this feature.

- A second entrance lies at the northeast corner of Clare Court, allowing limited access for horses (and some vehicles) out to Whiskaway Avenue and the Main Track. A double-leafed gate, constructed to match the perimeter fence at Clare Court, marks the entrance. Signs on the gate indicate that it remains closed except when larger maintenance vehicles and horses must pass through.
- Clare Court's circulation system includes separate routes for both horses and vehicles, and provides an excellent model that could be employed throughout the Race Course. Around the outside of the area is a roughly 20'-wide training track, surfaced with dirt and lined on both sides with a single-rail wood fence, painted white. Vehicles are not allowed on this track, and rarely cross it (except when entering at the northeast corner). Additional horse paths lead along the east side of the barns connecting to paths in front of the barn stalls. Several exercise rings weave throughout a magnificent stand of red pines, located at the northern end of Clare Court. Inside the perimeter horse track lies a 15'-wide perimeter vehicular roadway, surfaced with bituminous asphalt. The muck storage bins (three in total) face the roadway, as does the horse drop-off ramp. The vehicular road and horse paths do not cross, except at the northeast corner.

- Topography across Clare Court is relatively flat, with the land dropping off slightly on the northern and southern ends. Because of this, the area appears to be elevated above both the Main Track and adjacent Backstretch area, further reinforcing its feeling of separate-ness from the remainder of the Race Course property.

Character-Defining Landscape Features

- The character of Clare Court appears to have been relatively unchanged since its inception prior to 1902, and the area retains many historic landscape features. These include the plantings around the entry tunnel; stands of red pines in the exercising ring area; the large, mature shade and evergreen trees dotted throughout; the wood single-rail and timber post fence lining the horse track; and the historic layout of buildings in a U-shaped courtyard. The remnants of a formal garden planting – clusters of mature hemlocks which may have originally served as a hedge – remain around the women’s dormitory (bunkhouse #3).
- Missing historic features include the formal garden, a tennis court, and mature shade trees missing from allees planted along the outside of the perimeter track.
- Contemporary features include bituminous pavement on the interior vehicular roadway, modern style muck storage bin and washstands, and overhead utility lines, stringing into Clare Court from poles located along Whiskaway and Exterminator Avenues.

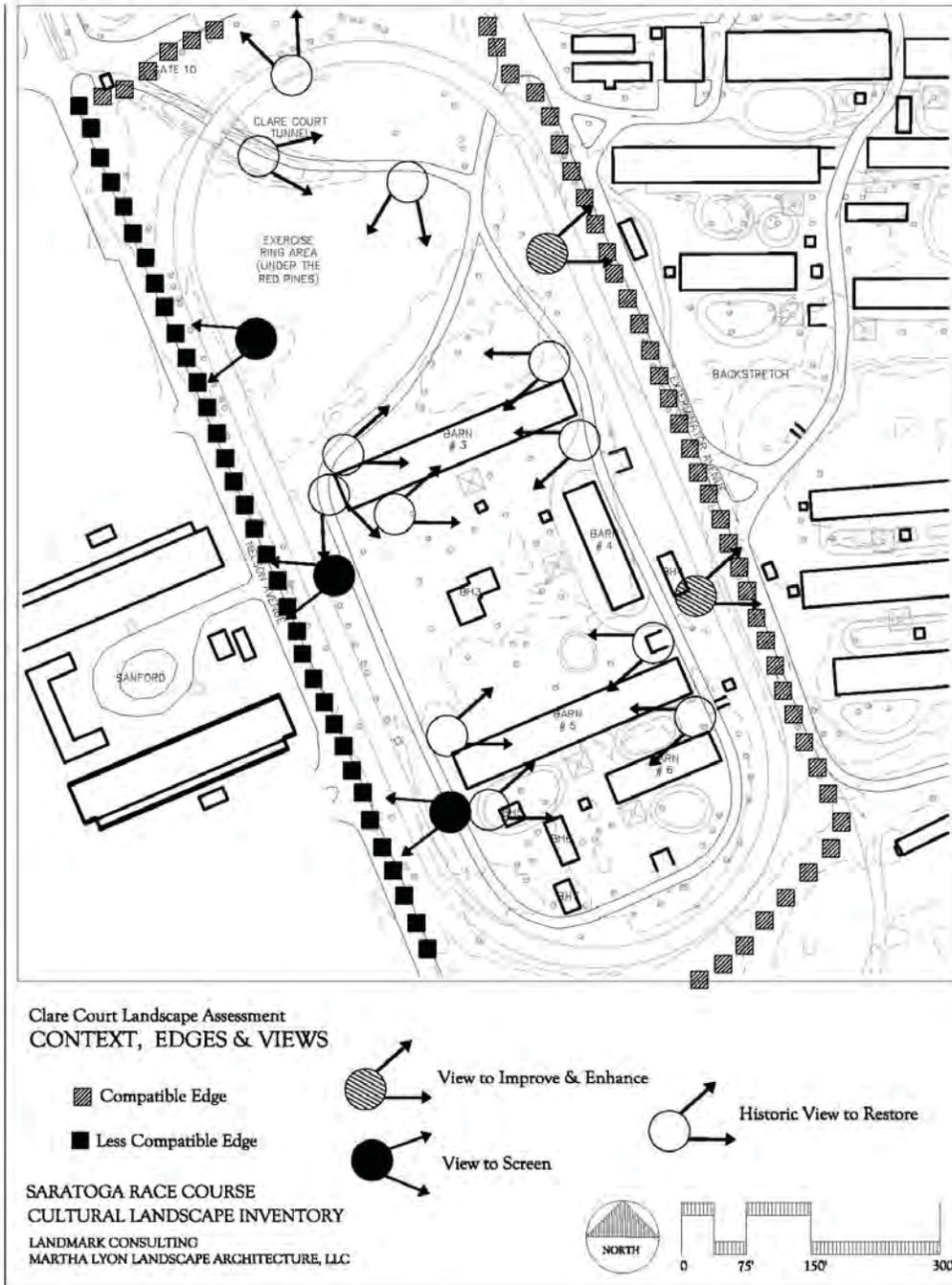


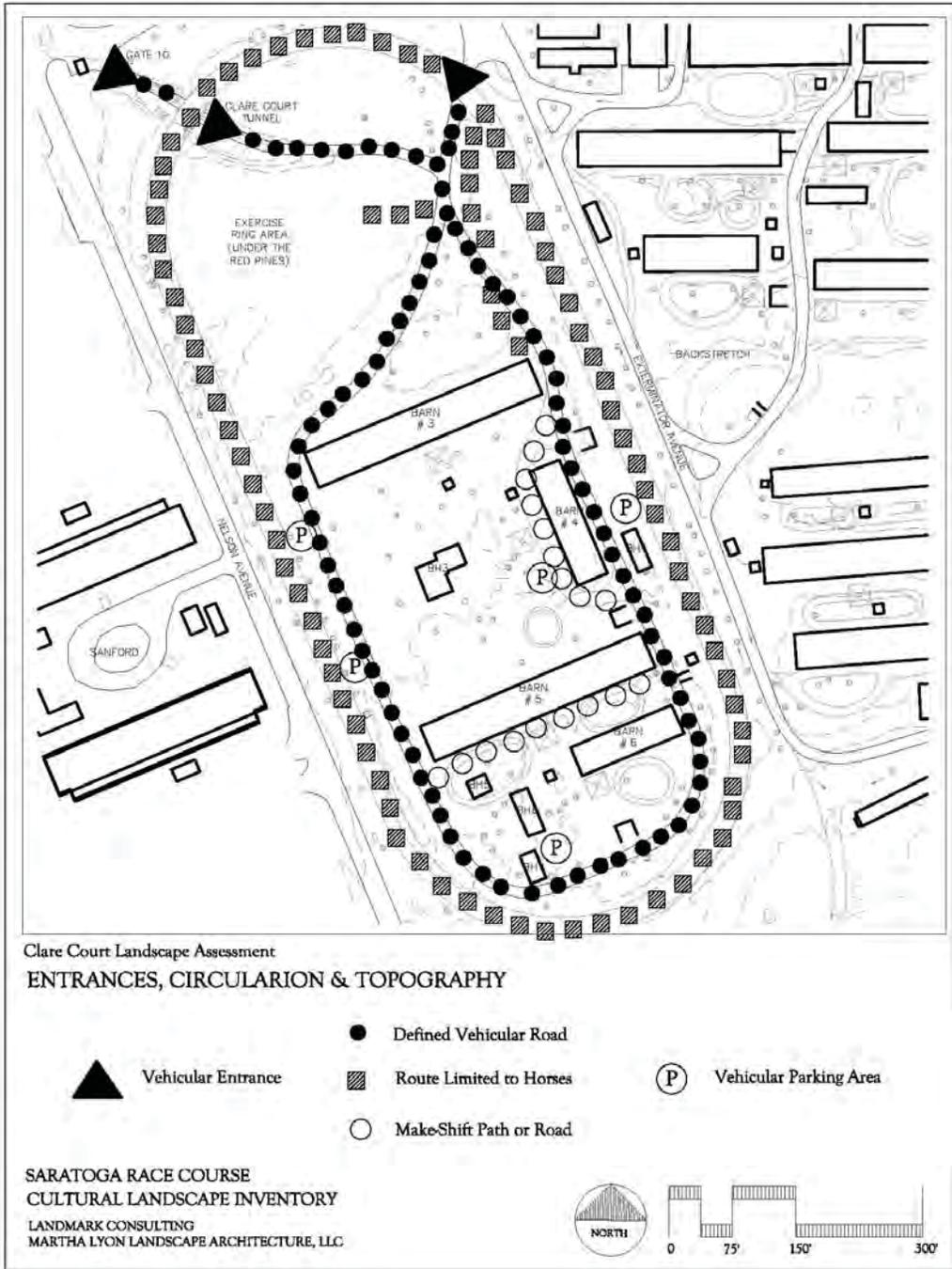
The wood rail lining both sides of the horse track retains many of its old timber posts, adding to the historic character of the area.

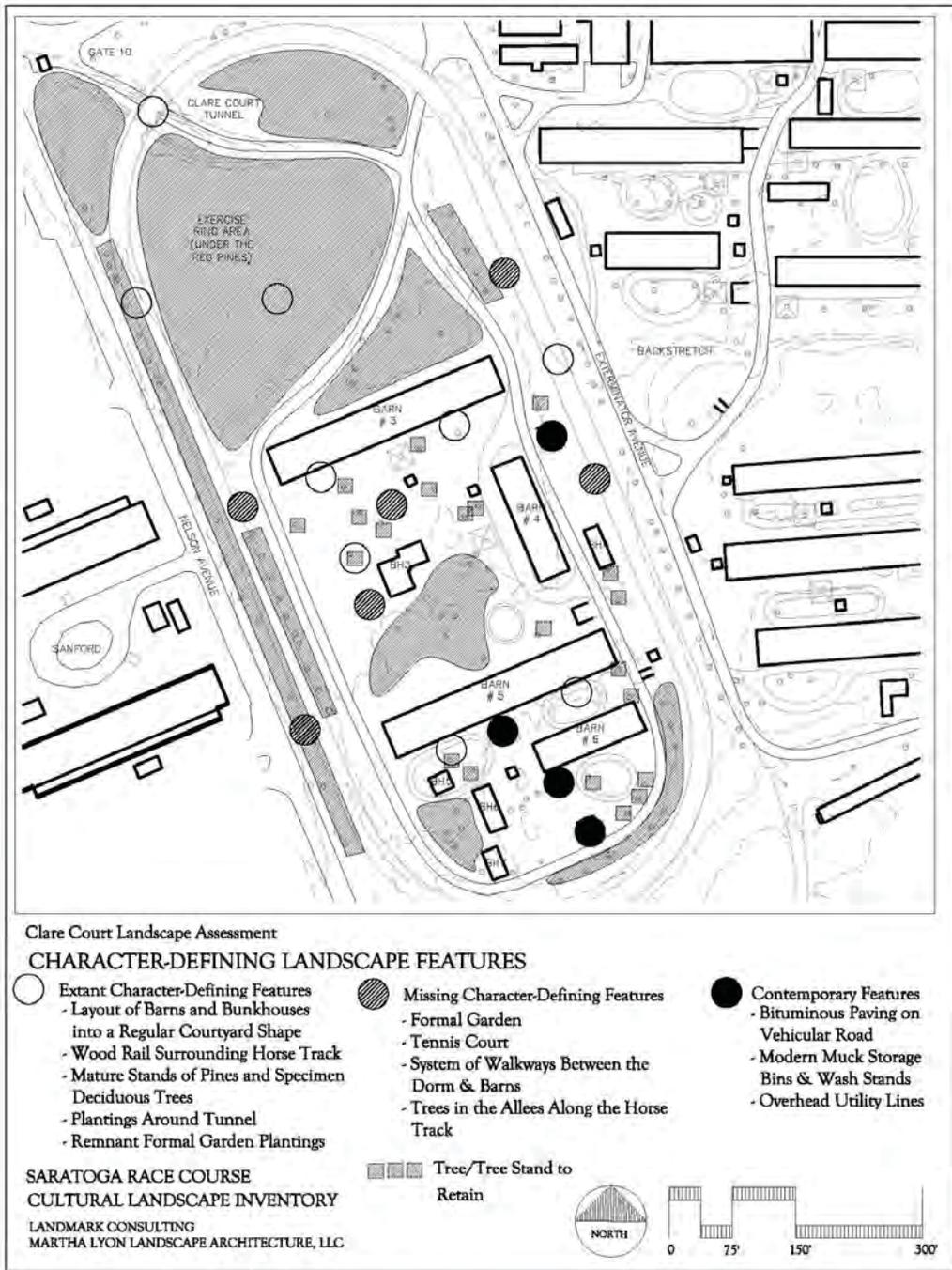
Preliminary Landscape Recommendations

- Improve parking facilities by creating a designated lot or lots on the outside of the perimeter roadway, between the roadway and horse track, near the bunkhouse facilities (opposite #7 and alongside #4). Surface these areas with reinforced turf (12” of compacted travel topped with 6” of loam and seed).
- Resurface the existing bituminous asphalt perimeter roadway with compacted stone dust.
- Prohibit vehicles from entering the stabling areas by placing barrier fencing at the far ends of each barn (#s 3 and 5).
- Replace missing shade trees from the edges of the perimeter roadway with new plantings of deciduous trees, including a mix of species.
- Restore formal planting design at the tunnel entrance (replace overgrown plant materials).

CLARE COURT







Sanford Court consists of 2.5 acres on the western side of Nelson Avenue, opposite Clare Court and Gate #10 into the Race Course property. Constructed in 1901 by John Sanford, this small, courtyard-shaped area appeared on neither Leavitt’s 1902 plan, nor on Mott’s 1922 plan. On the 1900 Sanborn map updated to 1950, the “Sanford Stud Farm” was shown as including two barns (#1 and 2), one dormitory and one kitchen building (today’s bunkhouse # 2). In 1960, the Johnson & Higgins plan showed that another bunkhouse (#1) had been added to the west side, completely enclosing the area. Sanford retains the same configuration of buildings to this day.

Context, Edges & Views

- Sanford resembles the Oklahoma Annex in its location at the edge of the Race Course and position behind a high board fence. Standing on Nelson Avenue opposite Gate #10 into the Race Course property, it retains the feel of the private stabling area it once was. The Saratoga Harness Track stands along its south and western edges, and a private residence is on the north.

- Fencing surrounds Sanford on all four sides, and three styles are represented. On the east is a 6-1/2’ “shadow box” style board fence, painted green, and on the south and north are matching 6’ high board fences (also painted green). On the west is a 6’ chain link fence, separating the area from the adjacent Harness Track property. Invasive vines grow atop this fence.

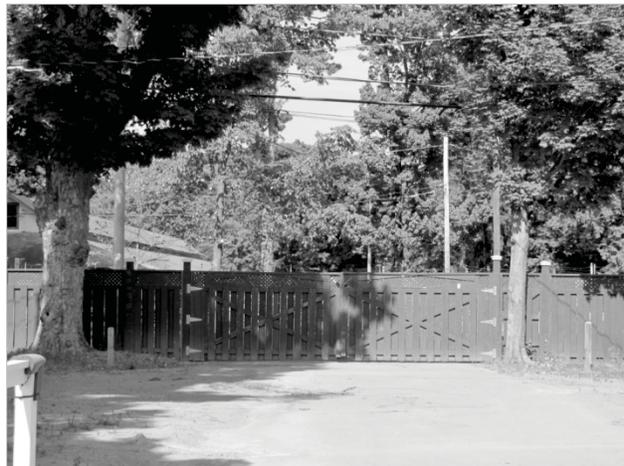
- Views are limited to the interior grounds. The most pleasing views are from the east edge looking west and west end looking east, across the interior courtyard and under the mature shade trees. Perimeter fencing obstructs any long views from within the courtyard looking outward.

Entrances, Circulation & Topography

- Entry into Sanford Court is via one of three gates spaced along the Nelson Avenue edge, and a fourth gate between barn #1 and



Sanford Court’s interior landscape features several historic trees, many of which are in decline. Replacing these trees will help provide more shade and establish a better sense of human scale.



A mix of fencing styles surrounds Sanford, including this “shadow box” style wood fencing across its east side facing Union Avenue.



The interior courtyard of Sanford features a central island with a few remaining mature sugar maple trees. A bituminous roadway surrounds the island, providing vehicular access to all the buildings.

bunkhouse #1. The central gate, along Nelson (Gate #10S) provides the main access, and from this gate, vehicles, horses and pedestrians take a loop road through the courtyard, circling around a center island containing a few shade trees. The fourth gate, at the rear of the property, provides access to the Harness Track stables, located on the adjacent property. Horses are often led from the Harness Track through Sanford and Gate #10S, to reach the Race Course property through Gate #10. Land across Sanborn is essentially flat.

Character-Defining Landscape Features

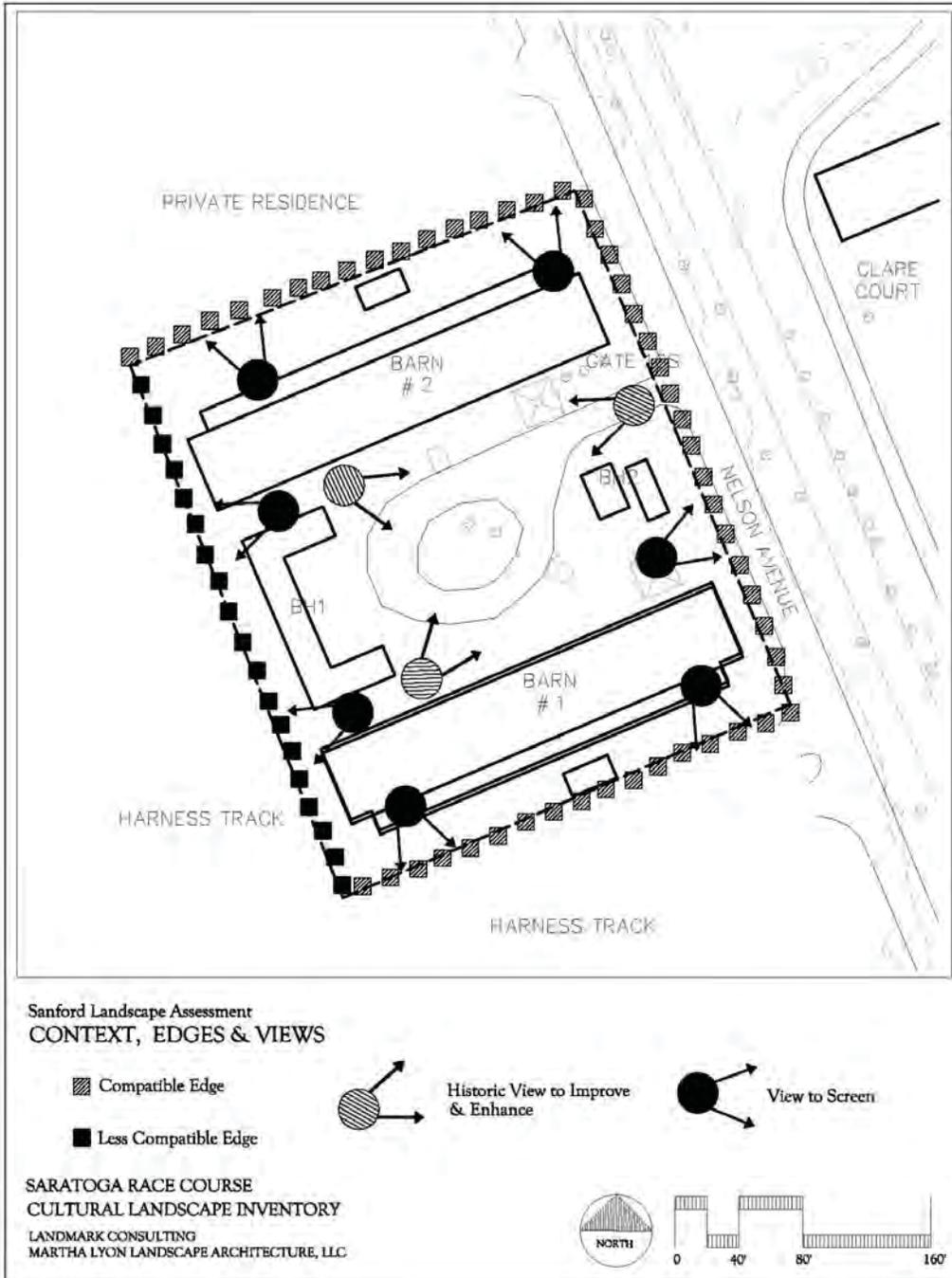
- Overall, Sanford appears rundown, with several mature shade trees in decline and its roadway edges worn. Remaining character-defining features include the layout of barns and dormitories, several large sugar maple trees, and a water spigot design that attaches the pipe and nozzle to a wood timber. Missing features include tall shade trees from the center island and along the barns. Modern features include the muck storage bin and washstand, perimeter fencing, bituminous roadway surface, and overhead utility lines, stringing into the property from Nelson Avenue.

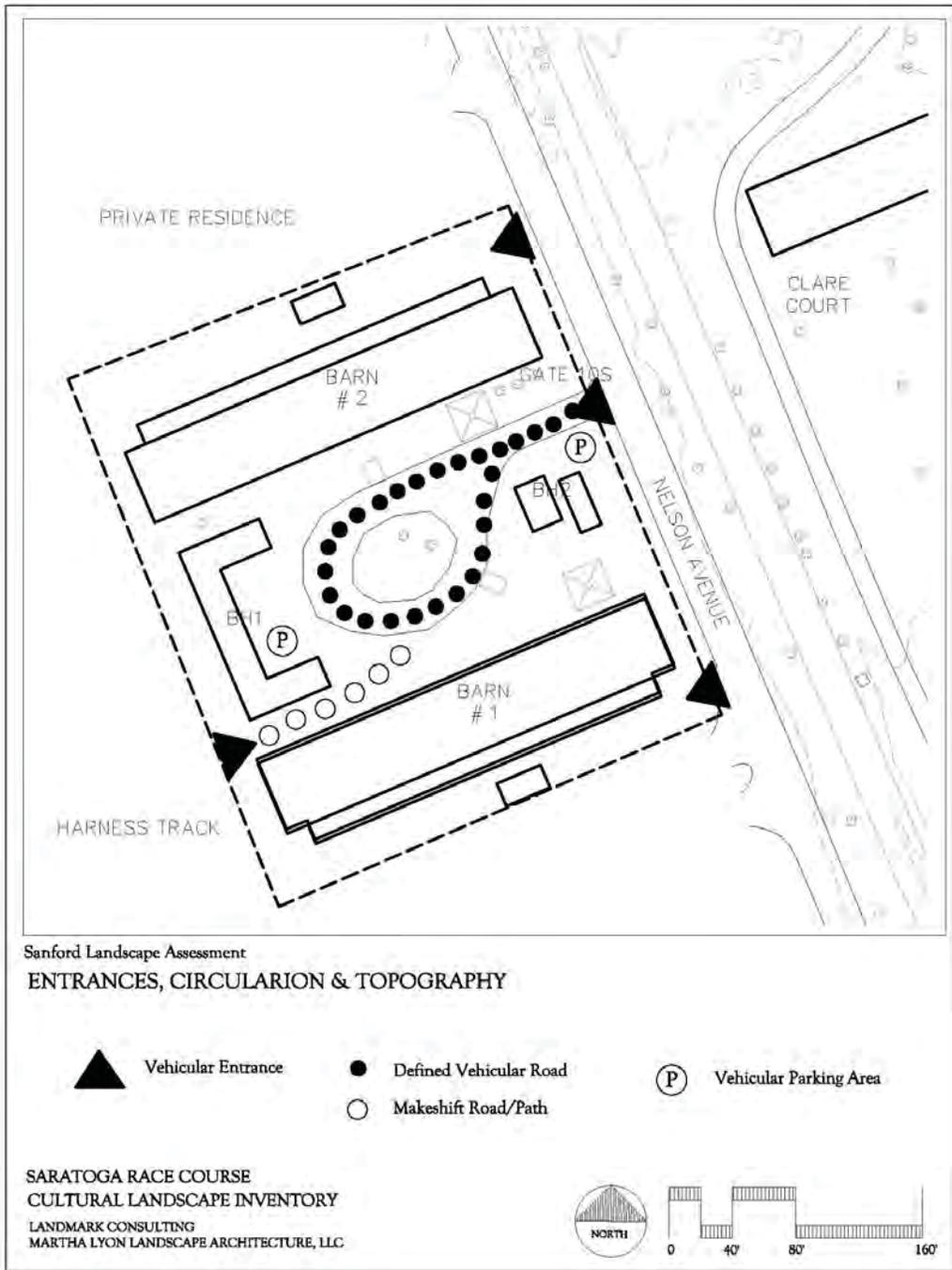
Preliminary Landscape Recommendations

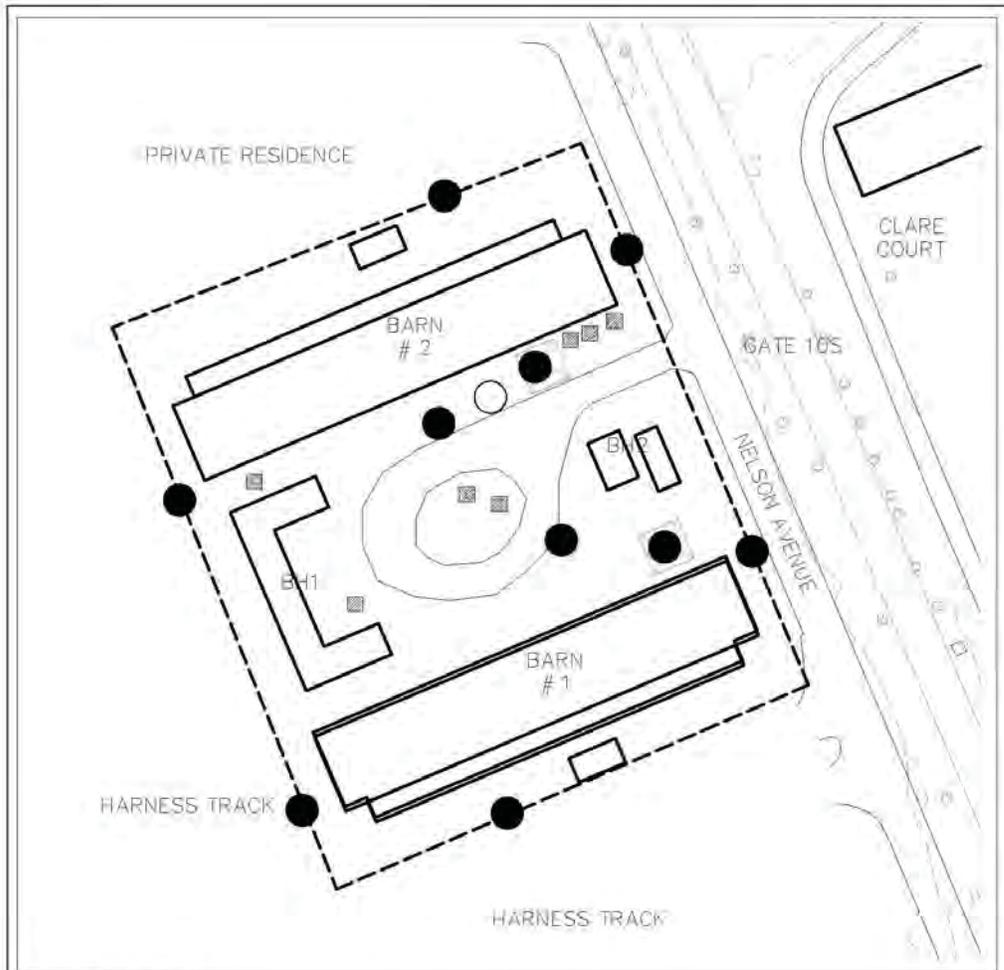
- Replace the bituminous asphalt surfaces of the Sanford Court roadway with compacted stone dust, and narrow the roadway, allowing for as much turf to cover the courtyard as possible.
- Remove the existing mix of fencing styles from the perimeter, and construct one style of fencing (this could be coordinated with the Oklahoma Annex improvements).
- Remove any shade trees that appear to be in decline, and replace them with new shade trees that include a diversity of deciduous species.



A wood timber, outfitted with a water spigot, provides a pleasing detail to the Sanford landscape.





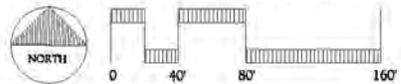


Sanford Landscape Assessment

CHARACTER-DEFINING LANDSCAPE FEATURES

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| <p>○ Extant Character-Defining Features</p> <ul style="list-style-type: none"> - Layout of Barns and Bunkhouses - Mature Sugar Maple Trees - Water Spigot Mounted on Wood Timber Post | <p>◐ Missing Character-Defining Features</p> <ul style="list-style-type: none"> - Tall Shade Trees in Center Island and Along the Barns | <p>● Contemporary Features</p> <ul style="list-style-type: none"> - Mix of Perimeter Fences, and Especially the Chain Link Along the West Side - Muck Storage Bin/Washstand - Bituminous Pavement |
| <p>◻◻◻◻ Tree/Tree Stand to Retain</p> | | |

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INFIELD

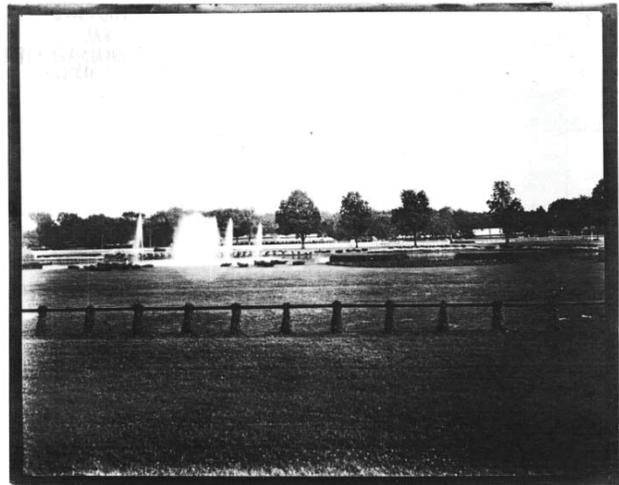
The Infield is the 27-acre oval-shaped open space located inside the Main Track at the Race Course. As noted in the introduction to this section of the *Cultural Resources Inventory*, because Phase I focuses on the Race Course's back stretch areas, a detailed inventory, assessment and set of treatment recommendations for the Infield should be included in a later CRI phase. The following assessment of the Infield is, therefore, preliminary.

Prior to 1902, the racing surfaces dominated the Infield area, including a diagonal "chute" for different length races (including a steeplechase). When Whitney and the Saratoga Association assumed ownership of the course and enlisted Charles Leavitt to prepare a new design, the Infield took on the look that remains to this day. Leavitt made the course longer, thereby enlarging the Infield acreage, and eliminated the diagonal chute. His plans, however, did not provide details of the Infield grounds.



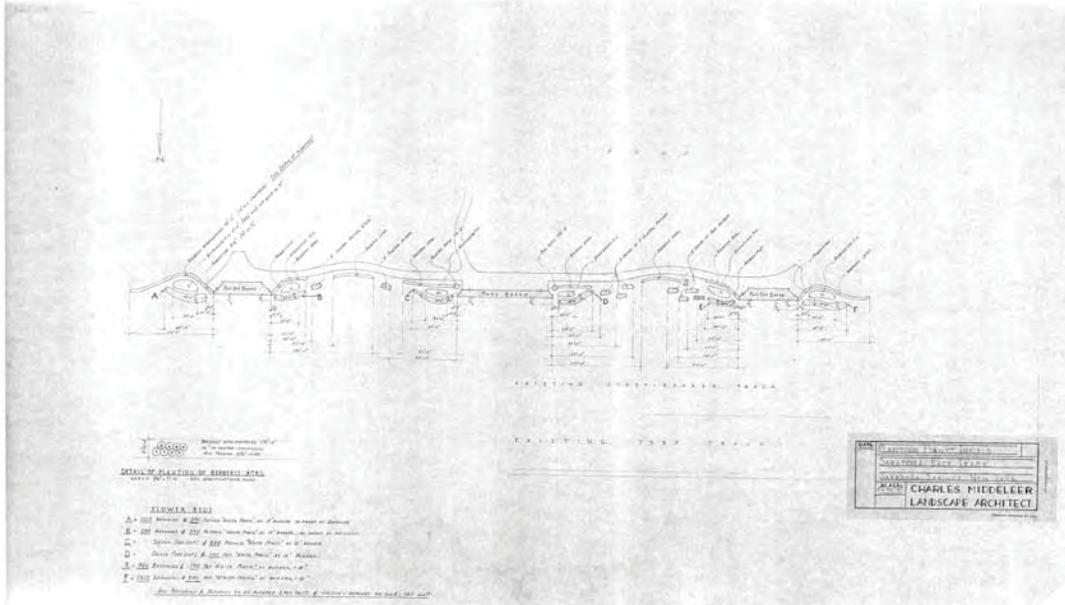
A view of the pre-1902 course, as seen in 1876 and the 12th running of the Travers. The Infield contained a diagonal chute for the running of different length races. (*Hotaling*, p. 213)

S. J. Mott's 1929 plan for the Infield and steeplechase course was the first known drawing to show landscape features. The steeplechase surrounded the biomorphic-shaped pond, and contained a series of evenly-spaced hurdles, "liverpools" (earthen trenches), and one water jump constructed along the back stretch, with evergreen hedges edging the insides of the turns. Details of the hurdles showed that they consisted of brick piers with evergreen hedges. A squarely-trimmed evergreen hedge defined the turns of the course. By 1940, the pond contained several spiring fountains, drawing further attention to the central open space. Historic photographs from the first decades of the 1900s show other landscape details in and surrounding the Infield. The earliest known photograph, dating to 1920-1940, showed the inner rail of the Main Track with ivy-covered posts. A planting of evergreen shrubs, trimmed to a height of approximately 24", dotted the pond edges. Other than a row of regularly-spaced shade trees standing along the back stretch, just inside the inner rail, the Infield appeared to have very few (if any) trees, and turf covered the surface throughout.



The Infield as seen in c. 1920-1940. The pond contained several spiring fountains, and ivy climbed up the inside rail posts. Shrubbery around the pond was kept to a low height. (*National Museum of Racing*)

In 1966, landscape architect Charles Middleleer prepared a planting plan for the Infield that ornamented the payoff and post boards, located along the west side of the pond (between the pond and steeplechase track. The curving design included alternating masses of Barberry (*Berberis atro*), Hydrangea P. G. (likely *Hydrangea paniculata peeege*) and Arbor vitae shrubs, along with two species of Juniper (*Juniperus pfitzeriana* and *hetzii*). Middleleer also specified groupings of annual flowers, including Begonias, Petunias, and Salvias.



Charles Middleleer's 1966 plan for planting at the Infield, to be located inside the steeplechase course. The plants included both shrubs and annual masses. (New York Racing Association)

Existing Conditions

Today, the Infield stands out as one of the most unaltered landscapes at the Race Course property. Access to the area has been limited to service vehicles only, and as a result, the turf has remained unworn and healthy. A narrow service roadway circles part way around the pond, but is hidden from view behind the plantings of evergreen and deciduous shrubs. The pond, rehabilitated with the last decade, contains one aerating fountain, located near the center. A wooden gazebo, constructed in 1970 (originally placed in the Back Yard, but later moved to the Infield) stands toward the northern end of the Infield, and other than a low, concrete maintenance shed, the gazebo is the Infield's only building. The original steeplechase structures (brick piers, evergreen hedges, "liverpools," and one water jump) have



A view of the Infield pond, taken from the east side and looking northwest. Maintenance crews continually prune the deciduous and evergreen shrubs, however they have grown to be out of scale.

been removed and replaced with temporary hurdle structures (removed in the off-season). During racing season, NYRA placed a large television screen and electronic post/payoff board near the pond, obstructing views of the water feature and across the Infield itself.

The Infield plantings, while overgrown, reflect the original patterns shown in the early 20th century photographs. The Arborvitae hedge defining the steeplechase course remains and has been maintained in a square, box shape. Deciduous and evergreen shrubs dot the edges of the pond, and species include Spirea, Arborvitae, and Hinoki False Cypress. Maintenance crews have kept these trimmed, however, they stand much taller (4' to 10') and larger than those depicted in the early photographs. Beds of annuals, consisting largely of Begonias, rim the west side of the pond only. Large shade trees, ranging from middle-aged to mature, stand at the outer edges of the Infield, and species include Sugar Maple, Norway Maple and Crabapple. While these may have been later 20th century additions (after 1955) to the Infield, they do not obstruct views across the Main Track, and they provide the large, flat Infield area with more of a human scale.

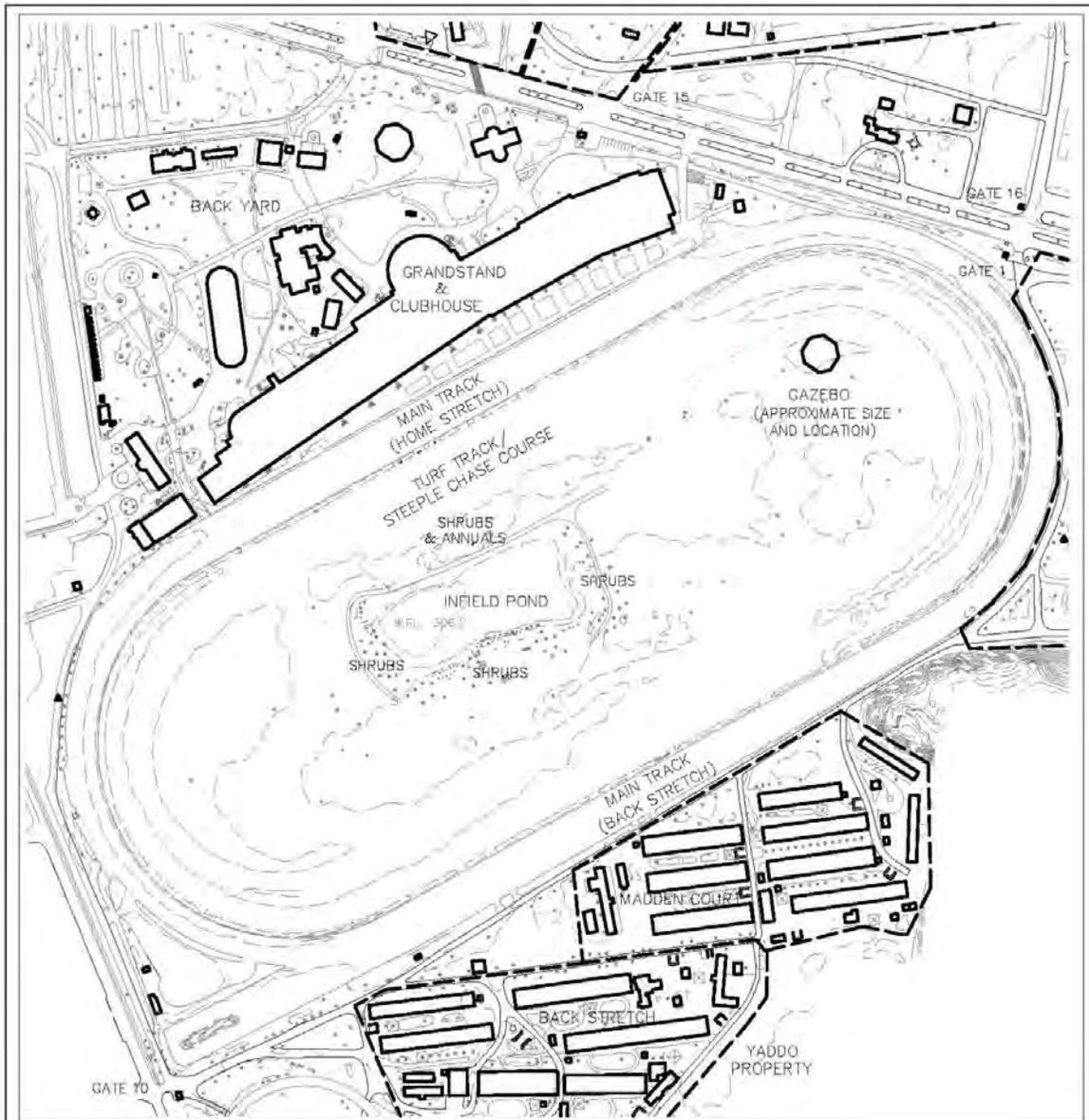
Overall, the Infield landscape remains relatively intact, from the time of its creation in the early 1900s. Remaining character-defining features include its size and oval shape, the biomorphic-shaped pond and aerating fountain, plantings of evergreen hedges and shrubs, and beds of annuals. Other features include the expansive turf surface and remnants of the steeplechase track. Contemporary features include the gazebo, low concrete maintenance building, and electronic screens (placed seasonally). Missing character-defining features include the original plantings surrounding the pond, steeplechase structures, and additional pond fountains.



In recent years, additions of a large-scale television screen and a post/payoff board have placed modern elements within the historic Infield landscape, compromising its historic integrity.

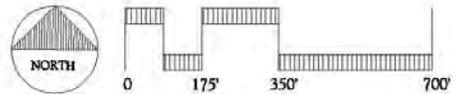
Preliminary Landscape Recommendations

- Continue the practice of prohibiting vehicles and pedestrians from entering the Infield grounds. This will help preserve the health of the turf, trees, and water quality of the pond.
- Remove the gazebo and relocate the structure to a different part of the Race Course. If in keeping with the overall long-term for the Race Course restoration, consider removing other contemporary structures, such as the electronic screen and post/payoff board.
- Maintain the evergreen hedges circling around the turns of the steeplechase course.
- Commission and prepare a re-planting plan and program that includes the following:
 - Removing all shrubs that have grown out of scale;
 - Planting new shrubs in a design that reflects the layout shown in historic photographs. Select species proven for hardiness and avoid using invasive species (such as *Berberis*); and
 - Retaining and instituting new annual planting beds that provide color and texture during racing season.



**Infield Landscape Assessment
EXISTING CONDITIONS**

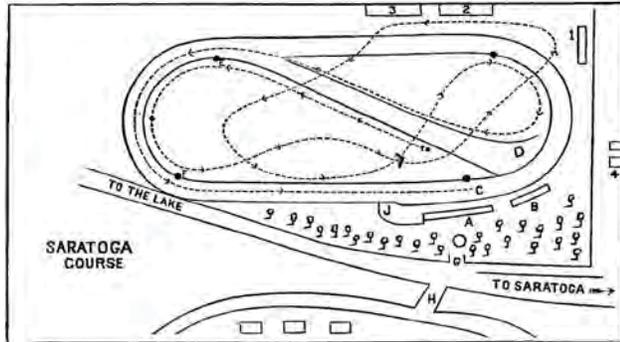
**SARATOGA RACE COURSE
CULTURAL LANDSCAPE INVENTORY**
LANDMARK CONSULTING
MARTHA LYON LANDSCAPE ARCHITECTURE, LLC



BACK YARD

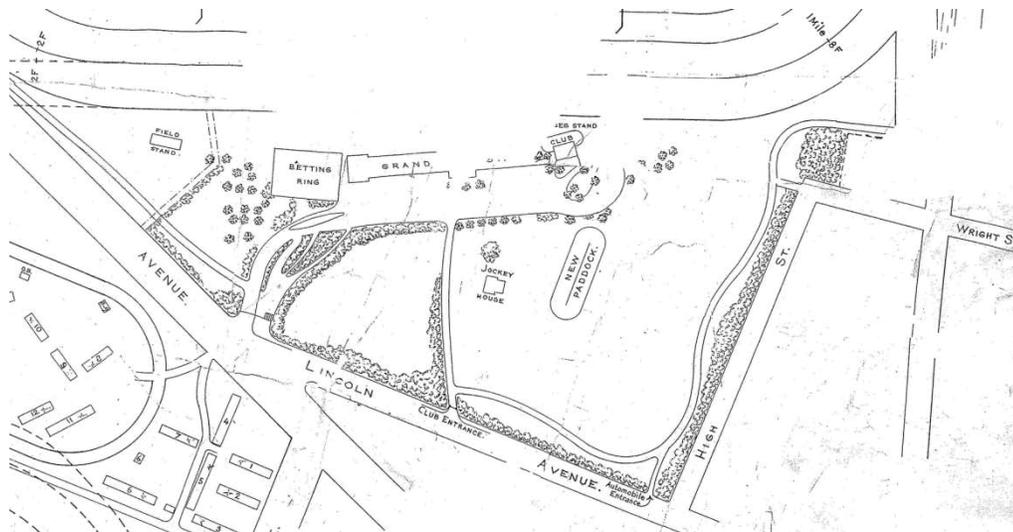
The final geographic sub-area of the Race Course studied is the Back Yard, the roughly 36-acre tree-ed area surrounding the Clubhouse and Grandstand, and extending to and including the “Reading Room” located at the far western corner of the Race Course property (south of Union Avenue). This area has experienced significant changes since its establishment in the mid 1800s, including its size, its shape, and the details of its buildings and landscape. As noted in the introduction to this section of the *Cultural Resources Inventory*, because Phase I focuses on the Race Course’s back stretch areas, a detailed inventory, assessment and set of treatment recommendations for the Back Yard should be included in a later *CRI* phase. The following summary is, therefore, preliminary.

The beginnings of the Back Yard date to 1864, when the Saratoga Association built the new Main Track and Grandstand on the south side of Union Avenue. An 1878 map of the Main Track showed one entrance in a tree-filled space standing to the north of the Grandstand, believed to be a six-acre pine grove that served as a “cooling area” for horses. Access to the area for public vehicles was restricted, and the association issued its own licenses with steep fares.



An 1878 plan of the Race Course showed the Back Yard covered with trees. (Hotelling, p. 77)

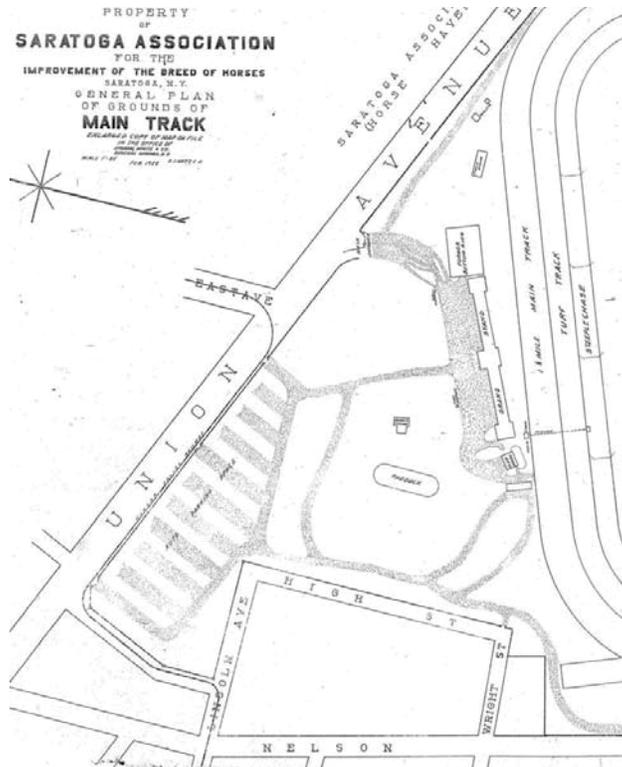
Leavitt’s 1902 plan for the Race Course showed more detail in the Back Yard area. He designed three entrances, one large pedestrian entrance off Union Avenue, one “club entrance” from Lincoln (which originally merged with Union Avenue) leading to the Clubhouse area, and a third “automobile entrance” leading to a roadway skimming the western edge of the property and connecting to Nelson Avenue. He added generous plantings of trees along the perimeter of the Back Yard area, and along the major pathways leading into the Grandstand area, and a wide “foyer” (wider than the Grandstand) edged the entrance to the Grandstand.



Charles Leavitt’s 1902 plan for the Race Course show three entrances into the Back Yard from Union Avenue, including an “automobile entrance” located at the western edge of the property. (New York Racing Association)

By 1922 when S. J. Mott prepared his plan for the grounds of the Main Track, the Back Yard area had been expanded westward a long Union Avenue. Mott removed Leavitt’s “automobile entrance,” and filled this new acquisition with auto parking spaces. He retained the old automobile drive along the western edge of the property, and added additional pedestrian pathways (1) through the backyard between the paddock and auto parking area, and linking the automobile drive to the Grandstand and Clubhouse areas.

Photographs from the first decades of the 20th century show an elegant, well-tended and lush landscape, with intact lawns and healthy evergreen and shade trees. Visitors approached the Race Course through iron gates at Union Avenue and entered a shady, colorful place, ornamented with carpet-style beds of colorful annual flowers.



S. J. Mott’s 1922 plan for the Back Yard area included a formalized auto parking area. (New York Racing Association)



Visitors to the Race Course, c. 1910 entered through gates along Union Avenue into a shady grove. (SSPL)



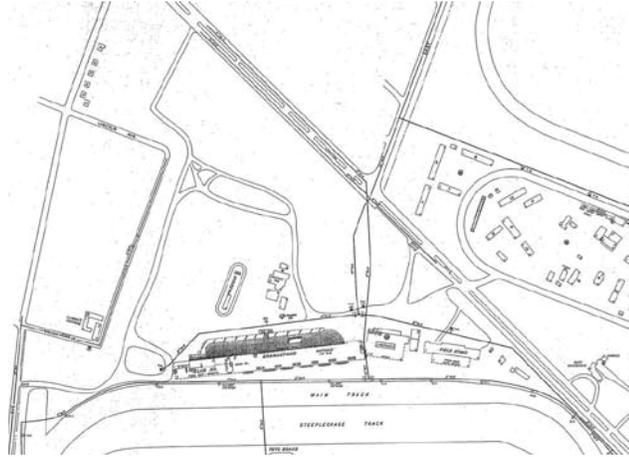
The Paddock and Back Yard landscape, c. 1910 showed a shady, lush Back Yard filled with colorful annual flower beds. (SSPL-Saratoga Room)

Another plan of the Back Yard appeared in 1943 (LaMote) and showed many changes to the circulation patterns, with the inclusion of many entrances from Union Avenue and pedestrian paths cutting across much of the Back Yard. A plan prepared in 1960 by Johnson & Higgins shows many fewer paths, suggesting that the LaMote plan may have been an unfulfilled proposal for improvements to the Back Yard. The Johnson & Higgins plan showed an increased amount of paving around the west side of the Grandstand, particularly near the main entry off Union Avenue, and near the old field

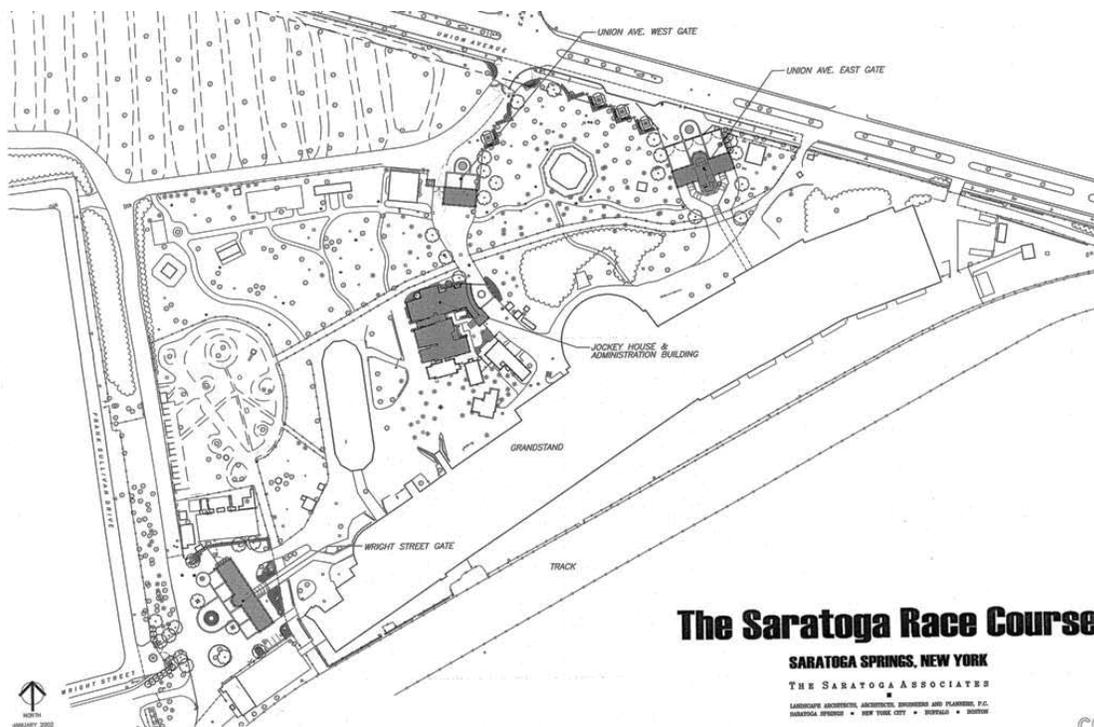
BACK YARD

stand (located at the north end of the Grandstand). A similar layout appeared in a plan prepared in 1975 by Andrews & Clark.

By the end of the 1970s, the New York Racing Association (operators of the Race Course since 1955) had begun making modern improvements to the Back Yard landscape, in order to address safety and fire requirements, and to provide a broader offering of activities for visitors of all ages. NYRA placed three admission gates along Union Avenue and moved the Excelsior Spring pavilion into the Back Yard. They added a recreation area, including a recreation pavilion with carousel and other amenities, and began to clutter the Back Yard. A plan prepared in 2002 by the Saratoga Associates illustrates the extent of this cluttered look, where concrete paver walkways provide a pedestrian circulation network, and a stone-dust pathway is preserved for horses. This 2002 plan largely reflects the layout and features of the Back Yard in 2010.



The Johnson & Higgins plan prepared in 1960 showed a layout similar to Mott's, with increased paving around the field stand area. (New York Racing Association)



A 2002 plan for the Race Course prepared by the Saratoga Associates shows the increase in circulation for both vehicles and pedestrians, and the addition of several buildings, including two admissions gates. (New York Racing Association)

Existing Conditions

Today, much of the simple, elegant and lush landscape of the first five decades of the 20th century has been compromised by the addition of many buildings (both temporary and permanent), circulation routes (for trucks, cars, and pedestrians), and other landscape features. As the last decades of the 1900s passed, NYRA placed more and more functions within the Back Yard, changing its appearance and altering the way patrons interacted with the landscape.



A view of the Back Yard, taken from the Clubhouse stairs looking northwest across the landscape. The historic pines and deciduous trees remain, however patrons using picnic tables are compacting the roots, and harming the trees' health.

Visitors enter through two gates – Union Avenue East Gate and Union Avenue West Gate – and pay admission at entrance buildings (the east building is larger than the west building). The west gate

accommodates both pedestrians and vehicles, but the east gate is reserved for pedestrians only. Both are well-marked with signs and white-washed brick entry columns. Established circulation paths, surfaced with steel-edged concrete pavers, provide routes for visitors, and the paths circle around and define “islands” planted with mature trees. Turf has been planted in the islands. The paths lead to concession buildings that offer food and beverages, craft and gift items, and Race Course memorabilia. A separate walkway for horses threads through the middle of the Back Yard, connecting Union Avenue to the paddock area and crossing many of the pedestrian paths.

Vehicles entering via the Union Avenue West Gate proceed westward the park under the tree-covered lot to the west of the Back Yard. Vehicles are not allowed on the horse or pedestrian paths, but a bituminous-covered “apron” area abutting the west side of the Grandstand, provides surface and space for broadcasting trailers, etc. to set up for the racing season. Vehicles using this apron typically enter through the gate located to the east of the Union Avenue East Gate.

Many mature evergreen and deciduous trees remain throughout the Back Yard, making it a comfortable, cool spot for visitors on hot summer days. Most of the trees belong to two genii – Pines (*Pinus*) and Maples (*Acer*), and many are of roughly the same age. While many are in poor condition, NYRA does appear to be trimming dead branches on a regular basis. The limited number of genii and species has created a monoculture, which, if infested with a species-specific disease, could kill many of the trees in a short period of time. The turf under the trees, while relatively healthy at the start of the racing season, is completely dead in early September, due to heavy use by picnickers.



A view of the Back Yard in early September, after the close of racing season shows a landscape completely devoid of turf.

BACK YARD

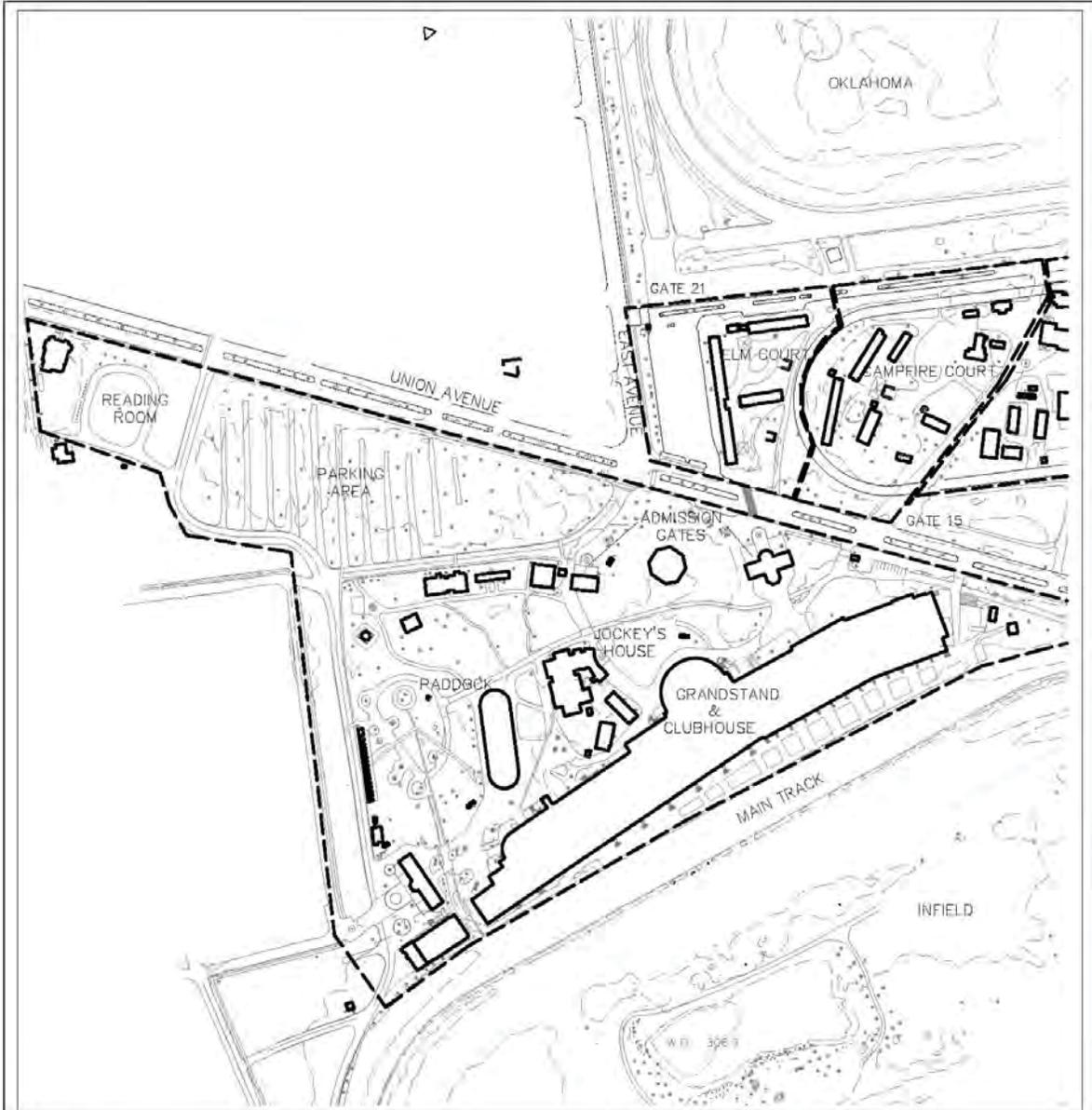
Other landscape details include various types and styles of signs, fences, and construction materials used to build amenities such as the canopies leading from the East Union Avenue Entrance to the Grandstand. NYRA has added such features little-by-little over the years, as demand has required them and money has been available to build them. As a result, the 36-acre Back Yard landscape appears cluttered and messy. Paving materials include stone dust, bituminous concrete, and steel-edge concrete pavers. As many as four different materials have been used for fencing, including chain link, PVC, iron, and wood. Bollards are made of aluminum, but supports for the canopy are galvanized steel. The area lacks a well-thought-out palette of materials to be used in both the landscape and on the buildings.

Perhaps the greatest change in the Back Yard since the end of its period of significance (1955) and 2010, is the manner in which patrons interact with the landscape. Photos from the first decades of the 1900s show a finely-dressed clientele, oriented toward the Grandstand and Clubhouse for viewing the races. Today, users typically arrive at the Race Course with picnic coolers, and set up for the day at one of the Back Yard picnic tables. Children play on the recreation equipment, while parents and other adults watch the races on one of the many televisions, set up in kiosk structures throughout the Back Yard. The landscape, once simply the foreground for a major thoroughbred racing venue, has become a setting for a carnival of activities. It is neither large enough, or well-enough situated to accommodate both functions, and as a result, is both over-used and misused.

While much of the historic landscape of the Back Yard has been lost, several important features still remain. The size (36 +/- acres) has stayed the same, and the original road network, established in 1902 by Leavitt, lies beneath the overlay of new pedestrian ways. The historic trees, while not in the best of health, still tower over the site, and the brick piers, designed by Mott and built in the 1920s, still stand along Union Avenue, along with the iron fencing. Unfortunately, many new features have obliterated the view of the old ones, detracting from its historic character and from the very essence of what makes Saratoga so distinctive and appealing. These include the modern entrance buildings, concrete paver paths, picnic tables, television viewing kiosks, playground and play equipment, concession stands, and mix of fencing, sign and other construction materials.

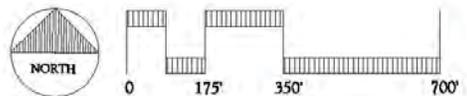


A view of the Back Yard landscape on a racing day. Visitors park at picnic tables for the day and watch the events on televisions scattered throughout the area.



Back Yard Landscape Assessment
EXISTING CONDITIONS

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Preliminary Landscape Recommendations

As discussed in the introduction to this section of the *Cultural Resources Inventory*, a more detailed study of the Back Yard will be required to fully assess its strengths, weaknesses, and the opportunities to preserve its landscape. Essential to the success of the study will be information from NYRA about future programming plans for the Back Yard. Such a study should include:

- A detailed account of the Back Yard landscape's history with changes to its landscape documented in both written and visual form. Research materials should include, at a minimum, historic maps, plans, photographs, written accounts, newspaper articles and information in the archives of NYRA. Section II of this CRI provides the beginnings of such research, as does the bibliography (Section Vg) but addition materials should be identified and included.
- An updated survey of the Back Yard area, including the apron on the Main Track side of the Grandstand. In addition to any buildings missing from the existing survey, the updated version should include all landscape features, including pathways, fences, signs, canopies, and mature trees.
- A comparison of the Back Yard today with the landscape of the period of significance, 1847 through 1954.
- Specific recommendations for preserving (restoring, stabilizing, rehabilitating and/or reconstructing) the Back Yard landscape – recommendations that honor the future programming needs for the Race Course AND retain/reintroduce the Back Yard's historic character.

In lieu of such a study, NYRA should consider the following preliminary MINIMUM recommendations for the Back Yard landscape:

- Conduct an inventory and assessment of the individual trees throughout the Back Yard, identifying species, assessing conditions, and making recommendations for maintaining the healthiest trees and removing the ones in decline.
- Develop a plan for re-planting within the Back Yard, selecting a variety of deciduous and evergreen trees that grow to tall mature heights (over 50').
- Develop a palette of construction materials to be used in the landscape, including paving materials, fencing, signs, benches, bollards, etc. Remove features made of materials not included in the palette and replace with new, appropriate features.
- Strongly consider re-locating the picnic area, located between the admissions gates and Grandstand, to another spot on the Race Course property (either across Union Avenue on the east side of Gate 15, or to the auto parking area to the west of the existing picnic area). By re-locating this function, NYRA would have the opportunity to restore one of the Race Course's most elegant and historic features, and help it re-gain its distinctive place in the world of thoroughbred racing.

Attachment G-2

Saratoga Race Course Cultural Resources Inventory Phase II

Beginnings (Before 1864)

Thoroughbred racing began at Saratoga in the 1860s. In 1863, the first official thoroughbred meet was held on the “Saratoga Trotting Course,” a 7/8-mile narrow track located to the north of Union Avenue, where Horse Haven exists today. While the meet was considered a success, the organizers, known as the Saratoga Racing Association (SRA), believed the trotter track was too small and tight for thoroughbreds. To accommodate the horses’ needs, the SRA purchased 94 acres of land on the south side of Union Avenue and built a new course.

The Early Course (1864-1890)

By the time of the 1864 summer meet, the SRA had built a new, large kite-shaped track and grandstand, and both were in full operation. Charles H. Ballard, a civil engineer from the Village of Saratoga Springs, designed the new track, which measured ¾ mile with a diagonal “chute” for different length races. Ballard made the track 43 feet wide, and enlarged the width to 63 feet over the home stretch. Both the track and grandstand were aligned with the Trotting Course across Union Avenue (the new track standing parallel to the Trotting Course). The Republican and Sentinel of July 8, 1864 named the new track “the best in the country,” and reported that it was “an impeccably-maintained and operated track, allowing none of the vices to take place that ailed other race courses.”¹ By 1880, the main course was considered “the fastest track east of the mountains.”²

Landscape & Site Details

The new course’s setting was considered an asset. Krick’s Guide to the Turf (1880) described it as standing “about a mile from the grand Union and United States Hotels, on Union Avenue, the principal drive to [Saratoga] Lake,” and the walk to the course, “an easy one and partially shaded...so strict is the management over public vehicles that the association issues its own licenses, by which the fare is fixed at 25 and 500 cents for each person.”³

Images of the 1864 facility published in Saratoga Lost provide clues to the character of the surrounding landscape. The land adjacent to and beyond the grandstand appeared to be stripped of trees, and the SRA likely planted many young shade trees between the track entrance and grandstand. A large columned gate marked the entrance off Union Avenue, and looking through the columns, visitors could glimpse the colonnaded back side of the grandstand. Charles Reed, SRA president, purchased an iron fountain from the Marvin estate near Franklin Square, placing inside the main entrance to further embellish the landscape.⁴ The new track also contained an open area of six acres of pine grove, a “cooling area” for horses. A hefty wood spindle-style fencing lined the Main Track,⁵ and a ten-foot fence surrounded the entire facility. Horses ambled to the track from across the street.⁶

Buildings & Building Details

With the purchase and development of 94 acres of land south of Union Avenue by the SRA in 1863, the first permanent public structure was constructed with a grandstand that sat just northwest of the new track (which was oriented 25 degrees clockwise from the current track). According to newspaper accounts, this grandstand had a capacity of 2,000 spectators and measured 200 feet long by 30 feet

¹ “Saratoga Race Course,” Republican & Sentinel, July 8, 1864 and “Saratoga Racing Association,” Republican & Sentinel, August 12 and August 19, 1864.

² “Saratoga Association, Saratoga Springs, N. Y.,” Krick’s Guide to the Turf, 1880.

³ Ibid.

⁴ The Saratogian, 1938. The Leader-Herald reported on August 10, 2000 that the fountain consisted of three stacked bowls, with sea-horses on a seven-foot circular base.

⁵ Joki, Robert, Saratoga Lost: Images of Victorian America. Hensonville, NY: Black Dome Press Corp., 1988, pp. 134-135.

⁶ Hotaling, They’re Off!, p. 53.

wide. An elegant masonry entrance gate stood at the intersection of Lincoln and Union Avenue near the east line of the town. As one entered through the gates, a graceful and tree-lined path led to the back of the grandstand which featured a colonnade of arched openings at the ground level. This grandstand was ready for use for its first summer season in 1864 and was described in the New York Times as to “compare favorably with many of the most famous in Europe.” (6/19/1864)



(Photos by D. Barnum, circa late 1860, *Lost Saratoga*)

The following year, the Saratoga Association built an additional open-air field stand to the west of the grandstand, near the first turn, and lengthened the existing grandstand structure to the east. Minor changes were made over the first decade and Saratoga was regarded as the race course “most complete in all its appointments in the country, and there seemed no room for improvement.” Despite this, in July of 1875, the New York Times reported that the Racing Association had refitted and redecorated the grandstand with the re-cushioning of the ladies’ seats, new sod at the lawn in front of the stand and the fine botanical display being extensive.



(NYT 7/20/1875) The original Grandstand was designed and built in a “Carpenter Gothic” style with wood board and batten walls, trefoil shaped recesses and openings, carved barge boards and posts with cross-bracing that mimics the detailing of the earliest barns at Horse Haven. Before the start of the 1891 summer season, the NY Times reported that a new Betting stand had been erected for the bookmakers. Also during this race season, the race course was sold to the Hudson County Jockey Club which assumed possession at the end of the race meet on Aug. 28, 1891. These early structures were used for approximately 28 years until the Saratoga Racing Association leadership changed in 1891, with Gottfried Walbaum at the helm.

Embellishment & Decline (1891-1900)

In 1891, Gottfried Walbaum assumed leadership of the SRA. In addition to operating a gambling house in the Bowery of New York, he served as managerial head of the Hudson County Jockey Club,

and later became the owner of high-class race horses.⁷ He oversaw many improvements at the Race Course. Photographs of the property from the 1890s suggest that Walbaum also may have constructed some type of paddock structure inside the entrance, aligning it at right angles to the grandstand.⁸

Landscape & Site Details

Walbaum paid close attention to the Race Course landscape, maintaining an elegant setting for the new buildings. The 1900 Official Souvenir of the Saratoga Racing Association reported that “[s]ince President Walbaum gave up his racing stable and started to improve the Saratoga race course his efforts have shown results that will live long after him...[h]is improvement to the grounds were made lavishly and regardless of expense...[i]n every direction new lawns, club house, betting ring and an entrance that rivals in horticultural beauty any race course in the world, sprung genii-like from the Walbaum touch.”⁹ Maturing deciduous trees, likely planted in the 1860s, filled the space between the entrance and grandstand, and wood fencing, featuring orb-topped posts, lined the pathways leading to the grandstand.¹⁰ The same style of wood fencing surrounded the new grandstand, judges’ stand and provided railings to the buildings.¹¹ Walbaum planted a deciduous hedge on the outside of the Main Track rail, and adjacent to the hedge created a carpet-bedded lawn. Spectators stood between the lawn and grandstand, on a paved apron.¹²

Buildings & Building Details

When the track opened on July 25, 1892, the crowd filled a new Queen-Anne style grandstand structure that had been constructed after the close of the 1891 season. It was during Walbaum’s leadership that the SRA built the iconic public structures – the new grandstand, clubhouse, and covered betting ring. The designer of record was Herbert Langford Warren with William S. Robertson, a local builder overseeing the construction. The increased interest in the sport of thoroughbred horse racing by those fashionable members of society was the impetus for constructing the turreted Clubhouse with its deep two-story front porch and the symmetrical Grandstand with its steeply pitched hipped roof with multiple pinnacles and five sets of side rising staircases leading into the stands. A new field stand, a facility that featured lower admission charges, was also built this year and later became known as the “Black Stand.” These grand and charming structures, so associated with the “good old days” of Saratoga horse racing, are well documented in historic images, depicting the two distinct structures with the additional Betting Ring to the east of the Grandstand with its broad hipped roof and open space beneath. What is prominent in all these early images is the transparent nature of these structures and the open air quality. Because Saratoga Springs was treasured for its cool, fresh air in the summer months, for the horses and patrons alike, it is understandable that these structures were designed essentially as large wood-framed porches or pavilions with deep overhanging roof eaves to provide shelter and cover from the warm sun and occasional rain, yet with open walls to catch the refreshing breezes and provide views to the horses in the paddock area or being led to the track. The scale of the early buildings was grand, yet retained a direct connection to the largely wooded site and preserved the intimacy between the spectators and the horses they were there to watch.

⁷ Official Souvenir, Saratoga Racing Association, 1900.

⁸ A photograph entitled “Entrance to Track, Saratoga Association” from the 1900 Official Souvenir shows the Marvin fountain and an open-air shed type structure standing inside the entrance. This structure did not appear on the 1878 map of the Race Course (Krick’s Guide to the Turf), however Leavitt’s 1902 plan for the Race Course showed a dashed-in building in this location (implying that the structure is to be removed), alongside another building labeled as “new paddock.”

⁹ Official Souvenir, 1900.

¹⁰ Ibid.

¹¹ Saratoga Lost, E. Doubleday photograph, p. 151.

¹² Ibid., Epier and Arnold photograph.

The design of the Clubhouse (1892-1928) and Grandstand (1892-1902) featured heavy timber framing with exposed wood posts with chamfered corners supporting elaborate trusswork and rafters with exposed carved rafter tails. The wood walls were clad with wood shingles and ornamental trimwork in rich dark colors typical of the Queen Anne/Victorian period.



Official Souvenir, Saratoga Racing Association, 1900

The windows and door included multiple glass lights of all shapes and sizes and the roofs clad with slate tiles and copper flashing suggested the permanent nature of these new structures. The clubhouse was described in newspaper reports and shown in historic photos to have been a square 2½ story wood frame structure clad with either stained or dark painted wood shingles. It had a gabled roof with the ridge parallel with the main track and having three attic dormer windows on both the front and rear. Along the rear façade there was a large recessed entry with a bank of five large windows centered above it at the second floor. Spanning across the front was a deep two-story porch structure with round turreted spaces at both the east and west ends with exterior wooden staircases leading directly up to the upper level. The roof eaves of the main building and the porch were extremely deep to provide sufficient shade from the summer sun. The judges stand was an ornate wood structure with three levels, with shingled walls at the lower level, a open second level having a double-cross railing with orb-topped posts, and lastly the third level covered with hipped roof supported on chamfered posts with carved cross bracing and rafters. The level of detailing that simply went into the design and construction of this relatively small structure was indicative of the lavish treatment and expense put towards these early public structures.



Views of the clubhouse in the late 19th century. Library of Congress, Detroit Publishing Company Photographic Collection. Image on left showing front porch and west side elevation from infield. (Race course, Saratoga, N.Y. between 1900 and 1906. "G 2338" on negative. Detroit Publishing Co. no. 017913.) Image on Right showing rear (north) elevation with attic level dormer windows, and broad recessed entry at ground level. (Club house at the race track, Saratoga Springs, N.Y. between 1900 and 1915. "G 6402" on negative. Detroit Publishing Co. no. 039404.)

The 1895 Sanborn Insurance map was the first to show structures on this side of Union Avenue including the 2½-story Grandstand with offices and dining rooms on the first floor, with walls of wood shingles and having broad overhanging eaves. The map shows straight run stairs at each of the shorter ends and five sets of stairs along the front façade leading into the stands. Directly in front of the Grandstand along the track rail was a 3-story Judge's stand. The 2½-story Clubhouse with its large oval front porch and the single story "Betting Ring" was also shown. A water-closet is noted at the northeast corner of the Betting Ring. Since Walbaum had been a bookmaker and he was admittedly in racing for the revenue only, he developed a comfortable structure within which betting arrangements could be made. The Betting Ring structure was built with heavy timber post and beams similar to the barns throughout the site at this time. It had a broad sweeping hipped roof covered with slate tiles supported beneath by regularly spaced posts with curved cross braces.

Walbaum's tenure at the Saratoga Race Course lasted ten years. Harper's Weekly reported that at the end of the 1800s, the course was in a state of decline, that racing had been unprofitable for years, and that the town and race course had attracted undesirables.¹³ In December 1900, a group of wealthy businessmen formed a syndicate and purchased the property from Walbaum for a reported price of \$365,000. William Collins Whitney led the group, guiding the Race Course into a period of rebirth, making it as desirable a destination as Newport, Rhode Island.

Revival & Renewal (1901-1918)

William C. Whitney assumed the presidency of the Saratoga Association in 1901. A man of great wealth, he had served as secretary of the Navy under Grover Cleveland, and was considered the foremost American patron of the thoroughbred and he and other members of the SA represented the highest type of American sportsmen and gentlemen. The group revived the Race Course, elevating its stature in the world of professional thoroughbred racing. Newspapers throughout the Northeast raved about the SA's endeavor. The Daily Gazette reported that "the many improvements have completely changed the appearance of the track from the old familiar course, and at first visitors will scarcely recognize the place."¹⁴ Munsey's Magazine, claimed that the "Saratoga track was always a beautiful spot...under the magic touch of its new owners it became a paradise."¹⁵ Harper's Weekly furthered the SA's efforts, noting that "William C. Whitney, August Belmont, the brothers Hitchcock, H. K. Knapp and a few others had given Saratoga its renaissance...they acquired a racetrack and made it the 'Newmarket of America.'"¹⁶ In 1903, Frank W. Thorpe wrote about the revived course in The Illustrated Sporting News, comparing it to the other Jockey Club courses, saying that it was "all so different," and describing the experience of visiting Saratoga,

"You don't go to the course hanging on by your eyelids in a crowded trolley or sweltering in a dirty red-cushioned chair in that is called by courtesy, a parlor car. Instead, you can saunter to the course along one of the most beautiful boulevards in the world, shaded by majestic elms that meet and kiss above the roadway, or you jump into a stylish rig and are whirled to the track behind a smart team, enjoying all the sensations of the millionaire in his perfect turnout...It is only a short walk to the grand stand from the track entrance. On every side the gardener has helped beautify the natural charms of a lovely park, and the eye is delighted and soothed. On the right you will see the paddock, shaded by immense trees of various growths. Here the final

¹³ "Saratoga in Full Swing," Harper's Weekly, July 29, 1903.

¹⁴ The Daily Gazette, August 1, 1902.

¹⁵ Munsey's Magazine, November 1902.

¹⁶ Harper's Weekly, August 29, 1903.

touches of the horses' toilet are given. They are surrounded by interested crowds of men and women of fashion. These persons saunter from one horse to another until the ringing notes of a bugle come echoing through the trees. Then all troop back to the clubhouse, or the grandstand, to watch the running of the race."¹⁷

Whitney hired landscape architect/engineer Charles Wellford Leavitt (1871-1928) to design a new, larger track. Leavitt was the designer of many public parks, country clubs, race tracks and private estates. He designed and supervised construction of race courses at Sheepshead Bay, Belmont, Toronto, and Empire City, as well as several private estates including William C. Whitney's.¹⁸ By 1899, Leavitt had designed a private track for Whitney at his estate at Westbury, Long Island.¹⁹

Landscape & Site Details

In 1902, Leavitt prepared layout and drainage plans for the facility.²⁰ The new track was built on scientific principles per those used at the Empire track at Mount Vernon.²¹ It measured 1-1/8 miles long with chutes for 7/8 and 1 mile races, with a 104'-wide backstretch (75' wide in other locations). Where the original track was oriented roughly parallel to Lincoln Avenue, it was rotated 25 degrees counterclockwise and shifted westward. The Daily Gazette of August 1, 1902 reported that the "bottom of the track consists of fine clay and thousands of loads were necessary to insure the proper grade, after which a two-inch cushion of soil was placed." It also noted that, "inside of the Main Track the new turf track has been built, having a circuit of one mile and is designed on similar lines to the English courses..." Also, "further infield is the steeplechase course, with eight or nine jumps besides the water jumps. This track is seven-eighths of a mile long."

On his plans, Leavitt also provided detail for circulation in and around the "Back Yard" area, as well as and planting. Features included:

- Three entrances into the Back Yard from Union Avenue, including a main gate (opposite the entrance into Horse Haven), "club entrance" and "automobile entrance" (located at the far eastern end at the corner of High Street (now a track parking lot). The largest entrance, located at the main gate, appeared to contain a gate structure, and from it stemmed a set of pathways leading to a wide paved (possibly dirt or stonedust) and on the back side of the grandstand. This paved area was shown on Leavitt's plan as larger in width than the grandstand building's width. The route of the auto entrance into and behind the Main Track suggested parking was proposed in a distant location, although that location was not shown;
- Plantings of tree and/or shrubs at the edges of walkways and roadways, with a dotting of shade trees near the betting ring. The far western end of the Back Yard property contained a thickly planted buffer, clearly separating it from High Street and properties to the west of the Race Course;
- A well-functioning drainage system (including hydrants for dry days).²²

¹⁷ "America's Banner Race Course - Saratoga," by Frank W. Thorp, The Illustrated Sporting News, July 25, 1903.

¹⁸ The New York Times, April 24, 1928.

¹⁹ The New York Times, March 19, 1899.

²⁰ Leavitt's 1902 Drainage Plan exists only in small pieces and was therefore not interpreted as part of this project.

²¹ The New York Times, June 1, 1902.

²² Drainage of surface water from the Race Course property presented challenges to the owners and their engineers, beginning as early as 1902. In 1906, Leavitt prepared a drawing of the Main Track showing "Outlet Drain," suggesting he was attempting to address the drainage problem. Also in 1906, the new track was turned up and re-built in an effort to eliminate sinkholes, possibly per the recommendations of Leavitt's plan.

Other modifications to the landscape were made. A wooden fence had surrounded the property, and Whitney replaced it with an iron picket-style fence. He had a new iron gates installed at the Union Avenue entrance. The “park was beautified with flowers, shrubs, and small trees.”²³ A new ticket stand was placed inside the gate. In 1902, the infield lake and plantings were established. Other site details, noted in 1905 and 1906 photographs from the National Museum of Racing, included wooden slat benches of at least two styles.²⁴ In 1903, the SA expended \$1200 to layout “beautiful flower beds.”²⁵ In 1904, *Everybody’s Magazine* described the paddock area as being “out in the open,” and “free to everybody. It reported that “on days when popular favorites are running, the benches under the pines, the spaces under the walking sheds, are occupied by the lady of Saratoga and her friends.”²⁶

Buildings & Building Details

With the new track taking up new space and having been rotated, it was necessary to move the existing buildings approximately 900’ and rotated them counterclockwise. When the buildings were being relocated, several modifications were made to the grandstand as it was broken into three pieces with the two side wings pulled away from the central pavilion. Two new sections of seating were built in the spaces created between the wings and the central pavilion.



This work was done by local builder, William Robertson, who had built the original grandstand, in order to retain the sweeping lines of the roof and match the detailing. The five set of front stairs into the seating were increased to total seven sets and with large arched windows in the front face of these staircases to illuminate the administrative or storage spaces beneath. It is presumed that the seating was adjusted to align with the seven new side aisles. Other alleged modifications included the arranging the ground floor of the Grandstand to allow in more sunlight, addition of furniture to the upper part of the stands, and the remodeling of boxes. The roof was raised to permit an unobstructed view of the track. The *New York Times* noted that the clubhouse had been entirely refurnished and decorated and with its new location afforded a far better view of the races (8/5/1901). At the time that the Betting Ring was shifted, it was also modified with a new roof monitor to provide natural daylight to the central space. The finish line was moved to the west end of the grandstand, and a new judges’ stand was built near the last turn. It was also in 1902 that the large Saddling Shed and the initial Jockey House were built. The Saddling Shed was likely constructed by Robertson, given the similar heavy timber detailing and carved wood elements such as the exposed rafters and truss work, as was typical in

²³ *The New York Times*, June 1, 1902.

²⁴ National Museum of Racing photographs, 1905 and 1906.

²⁵ Thorp, *The Illustrated Sporting News*, July 25, 1903.

²⁶ “Saratoga’s Sports and Splendors,” by Charles E. Trevathan, *Everybody’s Magazine*, August 1904.

the original Clubhouse, Grandstand and Betting Ring. The original Jockey house was a 2-story building having a cross-gabled roof configuration. The decorative shingled walls, projecting slate roof eaves with brackets, and attached porches were reminiscent of the architectural style and character of the 1892 Clubhouse.

Although Whitney died shortly after getting involved with the Saratoga Association, (died 1904) he had made an remarkable and long lasting impression. His large scale plans dramatically changed the race course property as it had been known up to that time and largely as it has been known since.

Enhancement (1919-Early 1930s)

The 1920s and early 1930s represented a period of expansion and embellishment for the Race Course, through the acquisition of more land, and the engaging of professional architects and engineers to upgrade the buildings and site. To address the landscape, site and buildings' structural details, the Saratoga Association hired civil engineer, S. J. Mott. For renovations to the buildings, they turned to the architectural firm of LaFarge, Warren & Clark.

Landscape & Site Details

In 1919, the Saratoga Association acquired the Lincoln Avenue right-of-way and the land between Union and Lincoln extending from the triangular intersection westward almost to Nelson Avenue (also known as the Sheehan–Wells property²⁷). The parcel also included a portion of the right-of-way of Ludlow Street.²⁸ The New York Times reported on August 19th that “the purchase made today is to be incorporated in the racing park, is to be greatly beautified and utilized partly as an entrance to the clubhouse for automobile parking. The grounds will be made beautiful and will be ready for next year.”²⁹

The Saratoga Association hired Samuel J. Mott (1869-1942), a locally-based civil engineer to study this newly acquired parcel. Mott's plan entitled “*Proposed Fence at the Sheehan Purchase (Union & Lincoln Avenues)*” (November 19, 1919) was his first known effort at the Saratoga Race Course, and he would continue to work on site and building improvements over the next 20 years. Born in 1869, Mott was the son of Jesse S. Mott, also an engineer. After graduating from high school in Saratoga, Samuel worked with his father in the elder Mott's firm, Cramer & Mott (the firm became known as J. S. Mott & Son in 1892). Beginning in 1893, Samuel Mott served as village and city engineer in Saratoga, and continued to do so until his death. In addition to his extensive work at the Race Course, Mott built the Saranac and Lake Placid Railroad (1892), and oversaw the construction of the Saratoga Springs sewage disposal plant (1902).³⁰

Mott's 1919 plan detailed the layout and construction for fencing, to surround the newly acquired parcel. It included brick piers, standing over 8' high, marking the entrances (one on Union and two on Lincoln) and the corners of the property, and steel picket fencing completely enclosing the parcel. The pickets measured 6'-0" (spaced 6" on-center) and the piers measured 2'-6" square (with caps overhanging by 3"). Some of these piers remain to this day, however because the parcel is now

²⁷ Parcel D-29 purchased by the Saratoga Association Sept. 5, 1919 from Thomas C. and Alice M. T. Sheehan and recorded in Saratoga County Clerk's Office Sept. 13, 1919, Book 306, page 208.

²⁸ This purchase of land stopped short of the parcel that today includes the Reading Room or the large house at 148 Union Avenue. The Reading Room parcel was noted as vacant on the 1895 Sanborn Insurance Maps, and property and deed research indicate that this building was constructed around 1909 for Bill Weiss.

²⁹ The New York Times, August 19, 1919.

³⁰ “Samuel J. Mott, Saratoga Engineer Since 1893, Dead,” October 29, 1942 (publication unknown), and “Prominent Engineer Died Last Thursday,” November 2, 1942 (publication unknown).

contiguous with the Race Course property and several piers have been removed (or possibly re-located). In addition to the fencing, Mott delineated the section of Ludlow Street that ran between Lincoln and Union Avenues as 32' wide and 59' from the western property line. He included planting specifications for a line of Poplar trees spaced approximately 18' apart on either side of Ludlow Street. Ludlow Street did not extend, however, through the Sheehan Purchase. Morton Street (no longer extant) extended along the eastern edge of the property, connecting Union and Lincoln Avenues.

S. J. Mott would go on to prepare two additional plans for the "Sheehan Purchase" area of the property. In 1921, he produced "*Plan of Street to be Built at the Saratoga Racing Association Between Union & Lincoln Avenue*" a plan for the auto entrance at the Sheehan Purchase. The entrance intersected Union Avenue at a right angle, proceeded southward, and then took a 45 degree turn eastward, presumably connecting with the existing auto road (laid out by Leavitt in 1902). This street measured 20' in width and was crowned, and the streetcar track ran down the center. Flanking the street were a 2'-6" concrete gutter, a 6" concrete curb, a 5'-6" planted strip, a 5'-0" concrete sidewalk, and a 2'-0" setback from property line.³¹ Mott's 1927 drawing, "*Map of Portion of Lands of Saratoga Racing Association showing roads, trees, etc. east of 1927 Sheehan Purchase*" showed a plan for the "present" drive to the clubhouse, entering from Union Avenue (across from Ludlow Street) through 35'-wide double gates. The drive was lined on both sides by evenly-spaced trees (species not indicated), and beyond the trees were generous plantings of shrubs and flowers in beds. Mott also noted evenly-spaced shade trees along Union Avenue at the curb line, and showed the Race Course property fence set back from the street right-of-way by 20'.

In 1922, 1928 and 1939, Mott prepared plans of the entire property. The 1922 plan, *Property of Saratoga Association for the Improvement of the Breed of Horses, Saratoga, N.Y., General Plan of Grounds of Main Track* included the following details for the Main Track and Back Yard areas:

- The 1921 auto road located at the western end of the property and a large auto parking area with 9 parking aisles arranged perpendicular to Union Avenue, and the street car (Hudson Valley Railway) running up Lincoln Avenue, across Ludlow Street to Union, and the northward on East Avenue.
- A second auto entrance where the "club entrance" was located on Leavitt's 1902 plan providing routes to central entrance of grandstand and connecting to the clubhouse drive;
- The Main Track entrance in the same location as Leavitt's.
- The Paddock and Jockey house located within a large grassy area with auto drives and pathways circling around the borders.

The 1928 site plan, *Map of Lands of the Saratoga Association for the Improvement of the Breed of Horses Showing Location of Buildings & Tracks* consisted of a drainage overlay along the west side of the grandstand and around the interior of the Main Track. Mott's 1939 drawing, "*Plan of Lands of the*

³¹ This road layout was confirmed by John E. Hodgman, who created a property map of the Saratoga Racing Association in August of 1921. On it he showed the entire SRA holdings to the south of Union Avenue (with bounds). The westernmost property edge was rimmed by the Hudson Valley Electric Railway line, which followed the same path defined by Mott, and then continued along OUTSIDE the curb line on Union Avenue, and turned northward onto East Avenue. Hodgman showed five small gates spaced along Union Avenue, a gate and ticket booth servicing the field stand, and the Main Entrance, consisting of a wider gate accompanied by a circular ticket booth. Hodgman also showed a small gate along Nelson Avenue (near the corner at the Belmont property), and at the corner of High and Wright Streets.

Saratoga Association, showing locations of tracks and buildings” showed the Clubhouse, Grandstand, Jockey House and Paddock in the same location as in the 1928 plan, with two alternative locations for the betting ring, (1) appended to the west (north) side of the grandstand, and (2) combined with the field stand in a new building (sited in the same spot as the existing field stand).

In addition to his larger-scale work at the Race Course, Mott prepared plans for several other Race Course landscapes, including the Infield and Steeplechase (1929), Stall Gates (1930), iron fencing along Nelson Avenue (1930); and clubhouse, grandstand, Betting Ring and Field Stand (1936, including immediate environs) as follows:

- The “*Infield and Steeplechase Plan*” showed semi-circular hedges on the east and west ends of the oval, defining the inside of the Steeplechase course. The pond appeared as a small, geomorphic shape. The outside of the track had been outfitted with sprinklers, spaced evenly around the perimeter. The Steeplechase plan showed sections of the hedges, walls, and water features.
- The “*Plan for the Stall Gates*” included locations of trees, hydrants and buildings. It revealed that Elms and Maples were the species of choice (mostly Elms), and that they were planted at the edges of roadways and along fences and in rows along each long side of the stables. The spacing was typically 20’ to 25’ (closer along the stables). They served to define spaces, such as paddocks, and provide shade to horses in adjacent stalls.
- “*Plan Showing Location of Proposed New Iron Fence on Nelson Avenue*” (November 17, 1930).
- “*Plan of Clubhouse, Grandstand, Betting Ring and Field Stand*” (September 16, 1936) included a planting scheme for the base of the grandstand and clubhouse in the Back Yard.

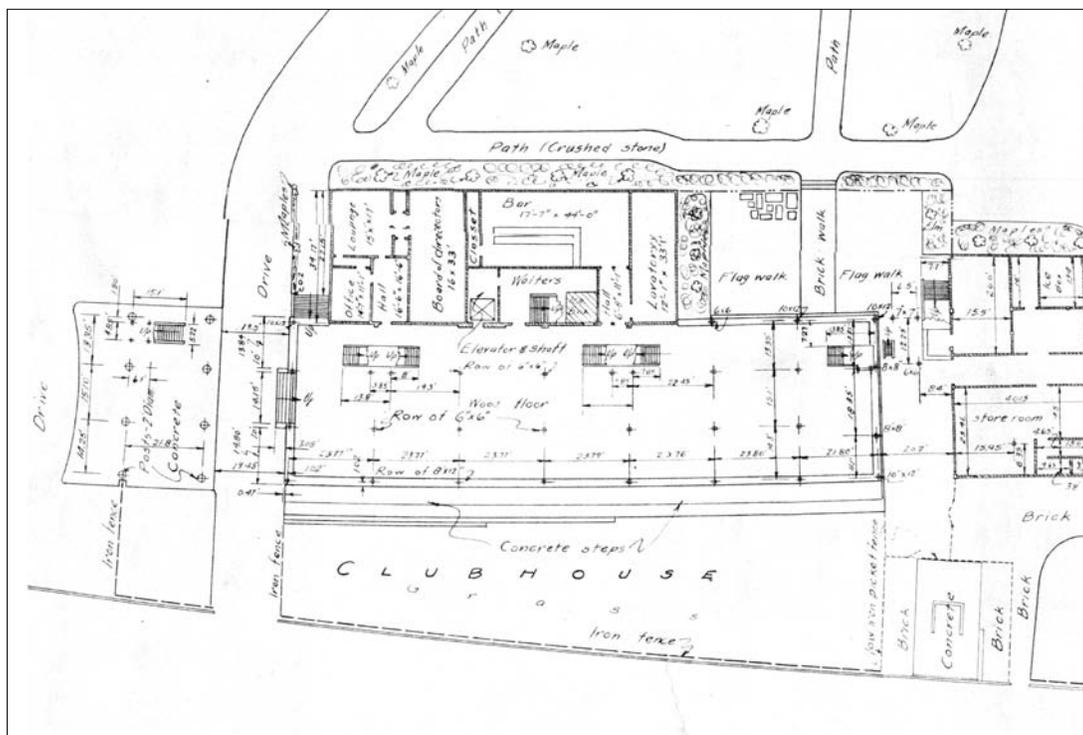
The 1939 site plan represented Mott’s last known effort at the Race Course, one that spanned two decades. His attention to details resulted in a well-functioning landscape, one that provided a refined yet simple setting to one of America’s most popular sporting venues.

Buildings & Building Details

Less than a decade after the relocating of the race course building along the new track, a new, shorter judges’ stand was built. Drawings by W.J. Case & Sons Inc. for “*Proposed Judges Stand date (8/6/1909)*” show the Judge’s stand to be two stories tall 19’ wide by 28’ long, and set on a concrete pad. At both levels there were open porch structures with cast iron columns, metal and slate roofing, exposed rafter tails, and wood shingled walls. An iron straight run staircase provided access to the 8’ square enclosure on the second level which had an attached 8’ square covered porch.

In the mid 1920, efforts were made to increase the comforts within the Clubhouse. Drawings developed by William P. Tarrant in 1925 showed “*Alterations to Ladies’ Toilets in Clubhouse*” which intended to double the capacity of the bathroom. With the many improved racing conditions at the Saratoga race track property and in general with the racing industry in the first quarter of the 20th century, an increased attendance was experienced and thus by the late 1920s, the boxes were crowding the grandstand and larger quarters were required. On Nov. 30, 1927, The Saratogian reported plans for a new clubhouse to be constructed. The estimated cost was \$150,000 with designs by the architectural firm of LaFarge, Warren & Clark. Local builder, William S. Robertson was again contracted to execute the designs. In 1928, the old Clubhouse was demolished and replaced with a

new, significantly larger structure. The new clubhouse was a full three stories in height and included an electric elevator. It was 211 feet long and 44 feet wide with a rear ell having a hipped roof. The new front structure was framed with steel, roofed with slate, and then clad in timber and wood shingles. The rich dark color of the older buildings prevailed. The ground floor promenade included stairways to five points on the second floor and the ground floor housed offices of the president and secretary as well as a boardroom, bar, and men's room. The second floor housed 130 boxes, with a promenade at the rear, a ladies' room, and storage. Kitchens were situated at all three levels. The major improvement was the direct connection to the grandstand by means of a tower in which the Steward's room was enclosed. (Ross, Donna. The Blood-Horse, Aug. 6, 1983) The judges' stand from 1909 was said to have been demolished and the western spire of the Grandstand roof was removed to accommodate a new judges' tower which was incorporated into the main structure at the tower junction of the Clubhouse and the Grandstand. Closer inspection of both the architectural drawings for the c.1909 judges' stand and the new (and still existing) judges's tower suggest that in fact the old stand was relocated and incorporated into the new Clubhouse designs.



Detail from S.J. Mott "Plan of Clubhouse, Grandstand, Betting Ring and Field Stand" (September 16, 1936) showing new 1929 clubhouse with west entrance.

The new Clubhouse provided better views and expanded seating, new elevator, and improved kitchen facilities. A new driveway was added with a circle for dropping off wealthy patrons at the new Clubhouse entrance. LaFarge, Warren & Clark also designed to the clubhouse entry porch, referred to as the "Landing Stage" located on the west side of the Clubhouse. This entry pavilion was built in a classical style with heavy Doric fluted wood columns being 24" in diameter and painted cream. Within this structure a set of wood stairs provided access directly into the Clubhouse at the second level or one could pass through, cross the 20' wide horse path and enter the Clubhouse at the ground level. The cast iron fountain was relocated to the clubhouse entry area at this time from a location east of the grandstand. (The Leader-Herald, August 10, 2000).

Growth & Change: Mid 1930s-Mid 1960s

The 1930s through 1960s marked a period of tremendous growth and change at the Saratoga Race Course. The Saratoga Association continued to operate the Race Course until 1954, at which time the newly-established New York Racing Association (NYRA) assumed ownership.³² During this thirty-year period a single acquisition of land took place – the Reading Room property at 148 Union Avenue – extending the western end of the property to Nelson Avenue and bringing the Back Yard area to the size it is today.³³ The buildings within the Main Track and Back Yard area underwent major renovations, and some older structures were removed. The architectural firm of Marcus T. Reynolds began working at the Race Course in 1934, with plans to accommodate larger betting facilities, and continued through the late 1940s, renovating the grandstand and clubhouse. In the late 1950s, Arthur Froelich & Associates began study and proposing new alterations and additions to these buildings, with reconstruction taking place in 1965. Changes to the landscape also took place during this period, leading to less green space, more clutter, and a loss of the elegant early 20th century details.

Landscape & Site Details

The gradual increase in paved areas and objects in the Back Yard landscape began to take place in the early 1940s. In 1943, Samuel LaMote prepared a plan entitled *Property of the Saratoga Association for the Improvement of the Breed of Horses, Saratoga Springs, NY, Showing Main Track* (January 1, 1943). On this LaMote showed a significant amount of new circulation, including drives, pedestrian entrances and walkways, within the Back Yard area. A total of eight entrances allowed access into the Back Yard from Union Avenue with four auto drives stacked near the western property line. Multiple pathways and drives wove through and around the Paddock area, and the Paddock itself contained a defined circular path. Pavement along the west north side of the grandstand and clubhouse also appeared to have been widened. A 1948 aerial photograph of the property showed significant tree cover in the Back Yard area, suggesting that historic trees had likely been maintained.³⁴ Historic photographs from the National Museum of Racing, and Froelich's plans for the grandstand and clubhouse confirm this tree cover throughout the Back Yard area.³⁵ The meandering auto drive, originally designed by Leavitt in 1902, remained in place. This historic drive also appeared on a map of the Race Course property created in 1960 by the insurance company of Johnson & Higgins.

Photographs from the National Museum of Racing dating to the 1940s show the open Paddock area, with saddling happening under the trees and walkway constructed of soft appearing surfaces. A portion of the apron, between the grandstand and Main Track was also maintained as turf (with benches arranged on the turf near the finish line), and clipped deciduous hedge lined the outside of the Main Track rail. Photographs from the 1950s show the introduction of chain link fencing, stretching from the west corner of the grandstand across the entry path for horses. Spectators, however were, at that time, still able to stand alongside the horse paths, unblocked by fencing.

³² A deed dated October 4, 1955 showed that 127 acres on Union Avenue were conveyed by the Saratoga Association for the Improvement of the Breed of Horses to the Greater New York Racing Association (Spotlight Newspapers, August 11, 2005).

³³ Parcel D-31 known and distinguished as Lots #1 & 2 on a map of lands of C. Sheehan made and surveyed by L.H. Cramer in the year 1874 was conveyed from the Estate of Bill Weiss to William J. Collins on Sept. 5, 1944 and was subsequently conveyed to the Saratoga Association on Sept. 30, 1944 and recorded in the Saratoga County Clerk's Office on Oct. 11, 1944, Book 425, page 291.

³⁴ Aerial photograph taken October 4, 1948, Saratoga County Soil & Water Conservation District.

³⁵ The plan of Marcus T. Reynolds to construct the betting area long the north side of the Grandstand, indicated the removal of several large trees, including maples and elms.

Buildings & Building Details

Beginning in 1934, changes were made to meet the growing need for betting facilities starting with the expansion of the Betting Ring to the east with a short one-story hipped roof addition. Unfortunately it did not prove to be sufficient for betting needs. As a result, plans were made shortly thereafter to add a large betting ring to the back of the Grandstand. The Saratogian (November 17, 1936) reported that \$125,000 worth of improvements were made under the direction of superintendent Thomas Clare. The old field stand was demolished and replaced with a new 1200 seat steel structure measuring 116' long and 30' wide. The new addition that had previously been added to the Betting Ring was rotate 90 degrees and relocated to the back of this new field stand. A new two-story building was constructed in the space vacated by the old Betting Ring addition for the Pinkerton detectives (security). The original betting ring was converted into a storage facility. All betting activities were moved to the new 85' deep addition that extended along the entire north side of the Grandstand. This new structure on the rear (north) of the Grandstand complex housed betting booths with 70 cashiers and 76 sellers as well as the standard betting infrastructure within the lower level and featured a large open terrace on the upper level.



View of east end of Betting Ring with new Pinkerton Building in between that and the Field Stand. Note the Betting Ring addition with hipped roof at the rear of the Field Stand (right) (National Racing Museum Archives 1995.1.2355)

The improvements made during this time were designed by notable Albany architect, Marcus T. Reynolds, and marked a departure in building character that stepped away from the 19th century Victorian style and asserted an early-20th century Beaux-Arts flair. The new work, in contrast to the older use of heavy wood timbers for framing, clapboards or shingles for cladding, and slate roofing, made extensive use of structural steel and decorative cast iron elements. The introduction of cast iron Corinthian column capitals and pilaster brackets in the shape of horse heads and the extensive use of metal roofing were characteristic of to Marcus Reynolds' involvement. Although, Reynolds died in 1937, he had worked in partnership with his nephew, Kenneth Reynolds since 1914, and thus his firm continued working on the Race Course into the late 1940s. While Reynolds was responsible for the design of the additions and alterations, local engineer Samuel J. Mott who had worked on the Race Course from the 1910s, was responsible for the structural designs. Beginning in 1935, Reynolds began producing studies for the expansion of the Grandstand with the new betting ring at the rear, the removal of the old Betting Ring structure and a new angled grandstand addition in the location of the old Betting Ring. In 1939, designs were developed for an extension of the new betting ring at the rear towards the west to connect to the Clubhouse and to include second floor terrace and then to extend to the east behind the grandstand. This work was accomplished in the mid 1940s during the war years when the track was closed. Although the studies planned for the replacement of the Old Betting Ring, it was retained. This rear addition provided not only the badly needed betting booths at the ground level but also an inviting outdoor terrace at the upper level. This work that occurred in the 1940s is

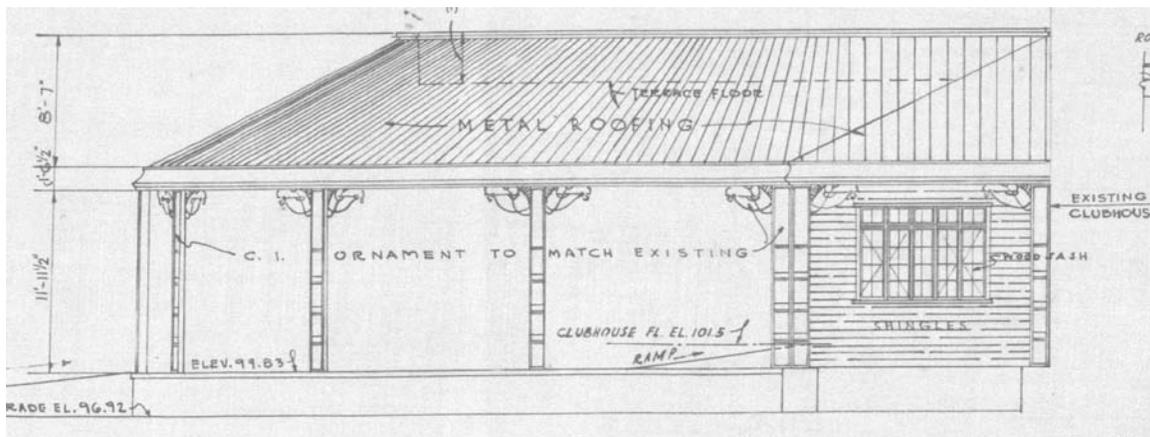
reported to have cost in excess of \$200,000. As part of the designs produced by the firm of Marcus T. Reynolds for the “Alterations and Additions to Grandstand West End Extension” the Clubhouse was further enhanced. The “west end extension” included upgrades to the dining facilities and finishes within the Clubhouse, while also extending the one-story open structure with roof terrace. The new metal hipped roof of this rear addition, curved around the west end, returning at the back wall of the Clubhouse kitchen. The west extension provided a new Clubhouse terrace at the second level and introduced Beaux Arts wrought iron detailing with the horse motifs begun years earlier with the initial betting ring addition. This ornamental cast iron work used throughout this rear addition, was also added to the west entry porch with the extension of a curved drop-off area as an exclusive entrance into the Clubhouse.



central section showing brick paving, metal roofing and ornamental ironwork. (George S. Bolster Collection - _____)



View looking at 1940s rear addition to Grandstand providing the new Betting Ring. Image shows the curved foot print of the east extension with admission ticket booths below and landscaped terrace on roof. (George S. Bolster Collection - _____)



Detailed elevation drawing from drawing set titled “Alteration and Additions – Saratoga Racing Association” by the Office of Marcus T. Reynolds (Kenneth Reynolds by this point) and dated Jan. 26, 1940. Drawing showing the characteristic elements - standing seam metal roofing, the ornamental cast ironwork for posts, railing and balustrades and the use of multi-paned wood casement sash. (NYRA Plan Room drawings)

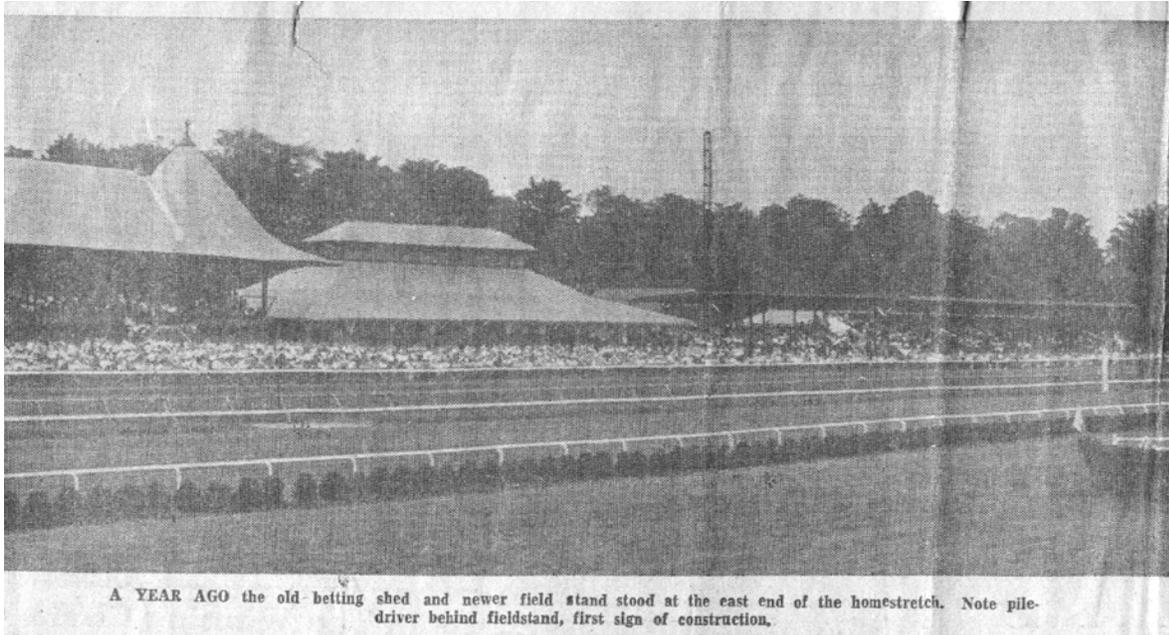
It was at this time that the need for betting facilities necessitated the installation of a number of mutuels booths in the south end of the Saddling Shed. The layout for 8 cashiers and a “money room” on the west side and 12 seller booths on the east is shown as part of a Marcus T. Reynolds drawing titled “Alterations and Additions to Grandstand West End Extension” (1/8/1940).

In 1944, the property now referred to as “The Reading Room” at 148 Union Avenue was purchased by the Saratoga Association and in September of that year the office of Marcus T. Reynolds was commissioned to develop floor plans for the first and second floors (10/31/1944). This work generally entailed new wall partitions to create bedrooms and bathrooms.³⁶

By the 1950s, many historic features had begun to be removed and new modern additions introduced. The Sanborn Map from this period showed the Grandstand with the 1936-45 alterations while the old Betting Ring to the east of the Grandstand remained with the new field stand and the large one-story rectangular addition off the rear. The newer Betting Ring addition off the rear of the Grandstand and Clubhouse was also illustrated. The Jockey House had also been expanded to the south and east along with two new one-story office buildings located to the south of it. More refurbishment occurred before 1956, likely coinciding with the new management of the racing association & property by the New York Racing Association (NYRA) beginning in 1955. Renovations included the replacement of the grandstand flooring from brick pavers to concrete, the construction of new stairways and landings and more cashier windows added in the old Saddling Shed.

At the end of the 1950s, the firm of Arthur Froelich & Associates of Beverly Hills, California was engaged to once again study and propose new alterations and additions to the Grandstand and Clubhouse. A four phase project was proposed with the first phase focusing on the replacement of the old Betting Ring (c. 1892) and expanding the Grandstand structure to the east. The second phase involved further extension of the Grandstand to the east to encompass the area occupied by the new field stand and mutuels. Phase three involved infilling the area where the previous east extension with the rounded corner had existed. The final phase was the addition of a concession block or kitchen at the rear of the Clubhouse area. In each phase of work, there were infrastructure and services planned such as several men and women’s restrooms, concession areas, banks of mutuels, storage and circulation improvements using ramps, stairs, escalators, elevators and an extensive catwalk system. Despite the Froelich studies occurring in 1958-59, actual work did not occur until the mid-1960s reportedly due to a lack of financing. After the summer meet in 1964 the field stand, long referred to as the “Black Stand” was demolished along with the old Betting Ring to make room for the Grandstand addition. It is believed, although not confirmed, that the Field Stand was actually moved off-site to a city recreation field. The new work was all constructed with steel framing, concrete, steel windows, built-up or asbestos roofing shingles, synthetic panels, and plywood. The 1964 addition to the grandstand doubled the size of the existing building while combining the Clubhouse, Grandstand, Betting Ring, Security, and Field house into one contiguous structure. With this work, the “improvements” moved further away from the 19th century character of the original buildings.

³⁶ Parcel D-31 known and distinguished as Lots #1 & 2 on a map of lands of C. Sheehan made and surveyed by L.H. Cramer in the year 1874 was conveyed from the Estate of Bill Weiss to William J. Collins on Sept. 5, 1944 and was subsequently conveyed to the Saratoga Association on Sept. 30, 1944 and recorded in the Saratoga County Clerk’s Office on Oct. 11, 1944, Book 425, page 291.

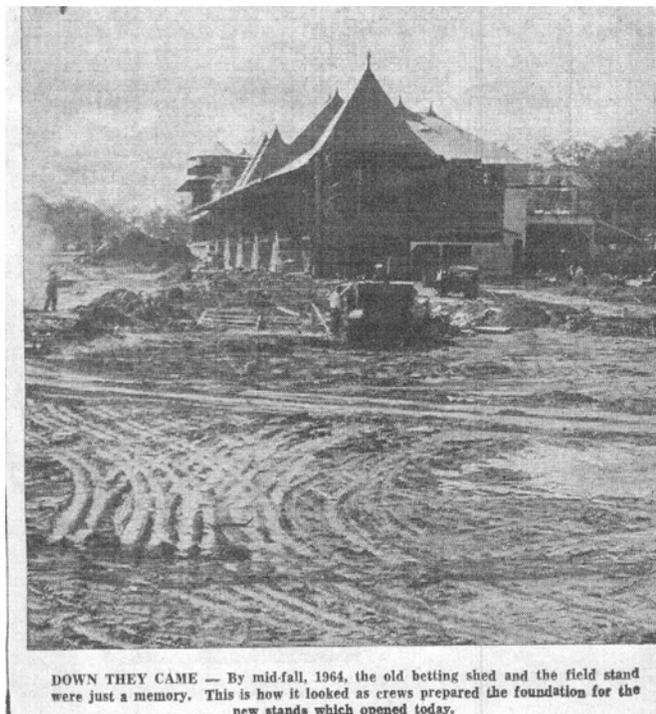


A YEAR AGO the old betting shed and newer field stand stood at the east end of the homestretch. Note pile-driver behind fieldstand, first sign of construction.

Both images from *The Saratogian*, Aug. 2, 1965

It was also during the 1960s, that substantial new technology was introduced to the track. Prior to the 1961 summer meet, a photo stand was proposed for a location just 30 feet west of the finish line. In 1962 American Teletimer Corporation installed teletimers at the main track. In 1963, a photo finish platform and NYRA Dark room building were added.

In 1966, architect, Ralph Dell'Abate, prepared plans and elevations for alterations to the Clubhouse Kitchen at the 4th/upper level. This involved expanding out between two existing hip-roofed dormer windows and creating a new broad dormer to house a new counter and dishwashing/sanitizing equipment. Dell'Abate also was responsible for the extensive renovations and additions to the Jockey house that nearly doubled its size with the addition of the expanded locker room, rec. hall, "color" room, and work room to the north side of the old structure. This work involved the removal of three existing small structures located on the north side of the Jockey House. The buildings include a wood framed Hospital building, and a Photo Dark Room which had been moved in 1963 from the east side of the old Field Stand.



DOWN THEY CAME — By mid-fall, 1964, the old betting shed and the field stand were just a memory. This is how it looked as crews prepared the foundation for the new stands which opened today.

Alterations to the Admission system were studied in depth during the 1960s with new proposed locations including a new ticket booth for reserved seats outside the Clubhouse and general admission in several locations at the rear of the grandstand structure. This work also included proposals for additional toilet facilities.

Modernization (Late 1960s-Present)

Over the last 50 years, the acreage of the Main Track and Back Yard area has remained the same, however contemporary demands brought many new elements to both the landscape and buildings. In an attempt to draw more patrons to the Race Course, the New York Racing Association introduced new “amenities” in the late 1900s, including television monitors, multiple concession stands, and playground equipment. Changes in the buildings also reflected this desire for modern amenities. This focus began in 1966, when architect Ralph Dell’Abate prepared plans for the clubhouse kitchen and the Jockey House expansion, while architects Ewing, Cole and Krause designed the restroom pavilion (located in the Back Yard between the Jockey House and Grandstand). Between 1985 and 1991, the carousel pavilion designed by Ewing Cole Cherry Parsky was constructed on the north side of the grandstand, several canopied concessions stands and a new mutuel building was constructed in 1985 between the new east and west Admission canopied structures, an additional restroom pavilion was constructed in 1988 and at least 20 TV canopies were installed throughout the back yard area. In 2000, the admissions structure off Wright Street, designed by The Saratoga Associates, was completed.

Landscape & Site Details

Beginning the late 1960s, NYRA began placing objects – small buildings, sculpture, television stands – in the Main Track and Back Yard areas. One of the first objects to arrive was the Excelsior Spring pavilion at the west end of the Back Yard, placed in 1975. This shelter-type structure was erected in 1859 by the Lawrence family of Philadelphia, owners of the Excelsior Spring Water Company. It stood over the spring located by the Excelsior Hotel on Excelsior Avenue and was re-located to the Race Course Back Yard. Upon its placement at the Race Course, it was dedicated to the famous thoroughbred, Man’o War.³⁷ Also in the 1970s, artist Mark Costello designed and built a gazebo that landed first in the Back Yard. It was later re-located to the Infield, where it remains (near the fourth turn of the course).

In 1977, The Saratoga Associates drew up plans for improvements to the clubhouse’s west entrance, alterations to the Paddock Building, a new saddling shed and awning system. With this work, the saddling of horses was essentially moved to the west property line to a new steel framed tent-like structure with striped canvas canopies. The old c. 1902 saddling shed was filled in with other functions.³⁸ The new plan also shifted the horse path leading from the paddock to the track from the original location between the Clubhouse and the entry porch (c.1929) to the west side of this entry porch and thus eliminating its previous use as a circular drop-off area. The roadway that had extended along the course’s west edge since Leavitt’s time (also c. 1902) was re-aligned as well. The new plan placed a straight roadway in place of the meandering one, and created two admission gates (one for the grandstand and one for the clubhouse) at the terminus of Wright Street. The planting plan consisted of a series of curving beds at the base of the clubhouse building, laid out in a layered pattern, with a mix of deciduous and evergreen shrubs (*Viburnum*, *Myrica*) nearest the building, stepping downward away from the building. Masses of *Impatiens* formed the beds’ outer edges. The plan also called for plantings of deciduous trees (*Acer*, *Tsuga*), as well as a continuous *Euonymus* hedge along the horse entry route and in front of the clubhouse (track side). Wood two-rail fencing (approximately 42” high) was specified for the horse entry route rail. Nancy Stout described the new arrangement in Great American Thoroughbred Racetracks:

“Up until this time, the paddock was a vast lawn where anyone could look at the horse. Each stable owner had a cluster of trees with posted numbers that served as an outdoor

³⁷ “Preservation, Art and the Charm of Old Saratoga,” by Donna M. Ross, The Blood-Horse, August 6, 1983.

³⁸ *Ibid.*

stall and exercise area where the horse and groom came from the barn area, the jockey from the jockeys' quarters, the trainer and owner probably came from the clubhouse, and anybody else who was interested in observing the horses before placing a bet convened there. Although the paddock area is extremely large, it was once larger, having extended from the clubhouse across the drive into what it now used as a parking lot. The saddling is still done under the trees, but is now within a fenced area that largely excludes the public...The best view is reserved for television."³⁹

In 1984, NYRA planned for an expansion that included an addition of 5,000 seats to the grandstand.⁴⁰ It also developed the 4-acre grassy parking area near the grandstand into a recreation area, including a Carousel Pavilion with concessions; a mutuel pavilion with 40 betting windows and 24 television monitors; one permanent concession stand; six portable concession stands; 46 new television monitors; 100 picnic tables with umbrellas; a reserved seat sale booth; and two admission areas. Much of this work was prompted by an urgent need to upgrade safety and fire protection, as well as sanitary facilities. In preparation for this work, NYRA commissioned Rist-Frost to complete a topographical survey for the Back Yard, in the area extending from Union Avenue to the Jockey House, and from the grandstand to the middle entrance road. This plan shows that pines, ranging from 10" cal. to 24" cal. proliferated in this area, and that maples and oaks were interspersed with the pines (Rist-Frost, 1984). Also as part of this period of major renovation was the addition of white PVC fencing throughout the Back Yard area, separating the public from the horses in the walking ring (largely to protect the public from loose horses). An iron Jockey statue was also added at this time.⁴¹ By the mid 1980s, visitors were enjoying a carnival-like atmosphere in the Back Yard area, with picnic tables, free standing concession stands, a bandstand-style mutuel pavilion, and a playground for children. In August of 1985, The Saratogian reported that the new facilities were winning rave reviews from visitors answering an on-site poll.⁴²

In 2000-2001, permanent covered gate structures were added to the entrances and sidewalk along Union Avenue was widened, with benches added and new brick columns. The permanently-lighted sign was placed at the western most entrance along Union Avenue. A 19' x 23' television screen was placed in the Infield.⁴³ The Marvin estate fountain that originally stood at what is now the East Union Avenue gate, and in 1928, relocated to the clubhouse entrance, was placed at the Wright Street entrance as part of this 2000-2001 renovation.⁴⁴ In 2002, The Saratoga Associates created a site plan of the Race Course that clearly illustrated the volume of walkways, buildings, and paved areas throughout the Back Yard. While trees still covered much of the landscape, especially around the restroom pavilion and Union Street entrances, much of the tree cover closer to the grandstand had been compromised as a result of excessive paving. Fences were shown lining the horse route (from Union Avenue to the saddling area and from the saddling area to the Main Track) and surrounding the saddling area, but it stood in single lines. In 2007-2008, the maze of pathways shown on The Saratoga Associates plan had been surfaced with stamped asphalt. At the close of the 2010 racing season, new 4'-high pressure-treated wooden fencing, was erected throughout the Back Yard area, designed to barricade the spectators from the horses and jockeys.

³⁹ Stout, Nancy, Great American Thoroughbred Racetracks. New York: Rizzoli, 1991, p. 230.

⁴⁰ The Saratogian, October 5, 1984.

⁴¹ The Saratogian, July 1986.

⁴² The Saratogian, August 1985.

⁴³ The Saratogian, June 2000.

⁴⁴ The Leader-Herald, August 10, 2000.

Buildings & Building Details

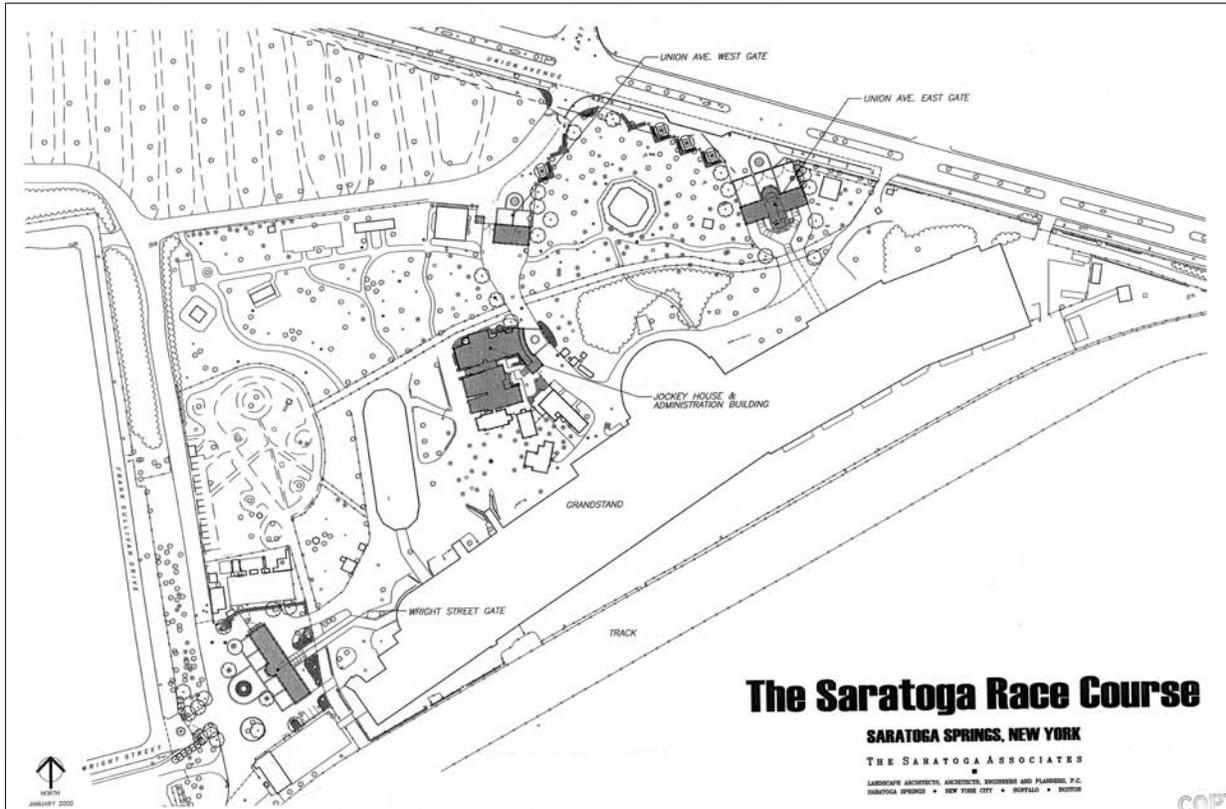
The 1970s and 1980s saw minor repairs to the Grandstand and Clubhouse. Structural reinforcements within the Grandstand were made according to designs by Engineers Weiskopf & Pickworth in 1972, and later to designs by Clough Associates (later Clough-Harbor Associates) in 1980 who specified structural modifications to the Grandstand Terrace on the second floor with new structural steel, metal decking, concrete and roof framing. This led to the further expansion of the Grandstand with 5,000 additional seats (The Saratogian, October 5, 1984). NYRA was clearly focused on accommodating a large increase in race patrons both within the stands and on the site. Drawings prepared by The Saratoga Associates in 1977 proposed the vast improvements for the Paddock Area (the general area west of the Jockey House) including the demolition, grading, layout and planting plans for the Clubhouse west side entrance, and the conversion of the west entry porch and the area that had previously been the horse walkway between the porch and Clubhouse into the new “At the Rail” Bar/Dining area. With the old c. 1902 Saddling Shed was fully converted into mutuels and offices, the exercise of saddling of horses was essentially moved to the west to a new steel framed tent-like structure with striped canvas canopies. Canopies made of aluminum frames with striped red & white canvas were installed throughout the improved paddock area to connect the various structures to the Grandstand & Clubhouse. The practice of painting most details white and/or red was prolific during this time period. Where once the Grandstand & Clubhouse and other early buildings were finished in the rich dark colors that reflected the Victorian era to which they date, today most surfaces are universally painted white.

In the mid 1980s, with the focus turned toward developing the area behind the grandstand as a recreation and picnic area, the back side of the Grandstand was reorganized as well with the development of the new Carousel Pavilion designed by Ewing Cole Cherry Parsky. This semi-circular pavilion at the rear of the original east wing of the Grandstand (west of the 1965 Froelich extension) was built in two phases of work spanning from 1985-1991 and was one of the most dramatic alterations on this side of the Grandstand. The Carousel Pavilion provided a new covered space on two levels that served a bit like a “food court” with nearby concessions, tables & chairs, mutuels, and TV monitors for watching the action on the track.

Concurrently in the late 1980s, NYRA spent several million dollars introducing fire protection systems including sprinklers, emergency exits, lighting, and alarms, fire escapes and extinguishers. Initially a sprinkler system designed by Adirondack Sprinkler Company was added first to the spaces beneath the Grandstand, and then subsequently to the 1st & 2nd floors of the Clubhouse. Work continued through the late 1980s and early 1990s as all barns, dorms, and public structures were upgraded to meet life safety and fire protection codes. This work was designed and overseen by Clough Harbor Associates.

In 1988-89, several new canopied structures were constructed in the backyard picnic area included two concession stands, and advance sales and admission/ticket booths. A large restroom pavilion was built according to designs by Ewing Cole Cherry Parsky adjacent to a new west admissions canopy area. In the mid-1990s, the Jockey House and Racing Secretary’s Building was renovated. A new Silk Room and Female jockey quarters were added to the existing Jockey House which included locker and lounge room, four resting rooms and bathroom facilities. The “At the Rail” restaurant pavilion at the Clubhouse and within the Grandstand utility services including water, gas, and sewer were upgraded along with electrical improvements and fire protection for the kitchens in 1992 and in 1998. The Clubhouse also underwent alterations in 1997-98 with new canopy/awning work at the west entry (Exchange). Ryan Biggs Associates, structure engineers oversaw repairs to the Clubhouse Terrace Dining deck and partial roof replacement at the Grandstand in 1998-99, followed by select stair replacement work in the Clubhouse in 2000.

In the last decade, major improvements have included the construction of permanent covered admission gate structures at the three main entrances. These gate structures attempt to reflect the character of the old betting ring with sweeping hipped roofs clad with slate, exposed rafters with carved tail ends, heavy post and beam structure with lattice spanning between the posts at the cross-brace level. The jockey quarters was also expanded during this period essentially doubling the size of the complex. This work was designed by local firm The Saratoga Associates.



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BUILDING IDENTIFICATION:

Building Name: CLUBHOUSE Area: Main Track/Back Yard
 Function: Seating, Dining, Betting, Concessions Original use: Seating, Dining, Meeting
 Date built/renovated: 1928 (LaFarge, Warren & Clark. Local builder, William S. Robertson); 1937-1943 (Marcus T. & Kenneth Reynolds); 1964-68 (Arthur Froelich); 1986-1991 (Ewing, Cole Cherry, Parksy)

HISTORIC DEVELOPMENT:

Original Construction Period – 1928 LaFarge, Warren & Clark. Local builder, William S. Robertson:

The 1920s and early 1930s represented a period of expansion and embellishment for the Race Course, through the acquisition of more land, and the engaging of professional architects and engineers to upgrade the buildings and site. Increased attendance was experienced in the mid-1920s and by the end of that decade the boxes were crowded and larger quarters were required. On Nov. 30, 1927, The Saratogian reported that there were plans for constructing a new clubhouse. The estimated cost was \$150,000 with designs by the architectural firm of LaFarge, Warren & Clark¹. Local builder, William S. Robertson, who had built the grandstand and the original clubhouse, was again contracted to execute the designs. In 1928, the old Clubhouse was demolished and replaced with a new, significantly larger structure. The new clubhouse was a full three stories in height and included an electric elevator. It was 211 feet long and 44 feet wide with a rear ell having a hipped roof. The new front structure was framed with steel, roofed with slate, and then clad in timber and wood shingles. The rich dark color of the older buildings prevailed. The ground floor promenade included stairways to three points on the second floor and the ground floor housed offices of the president and secretary as well as a boardroom, bar, and men's room. The second floor housed 130 boxes, with a promenade at the rear, a ladies' room, and storage. Kitchens were situated at all three levels. The major improvement was the direct connection to the grandstand by means of a tower in which the Steward's room was located at the third level (Ross, Donna. The Blood-Horse, Aug. 6, 1983). The judges' stand from 1909 was said to have been demolished and the western spire of the Grandstand roof was removed to accommodate a new judges' tower at the junction of the Clubhouse and the Grandstand. Closer inspection of both the architectural drawings for the c.1909 judges' stand and the new (and still existing) judges' tower suggest that in fact the old stand was relocated and incorporated into the new Clubhouse designs.

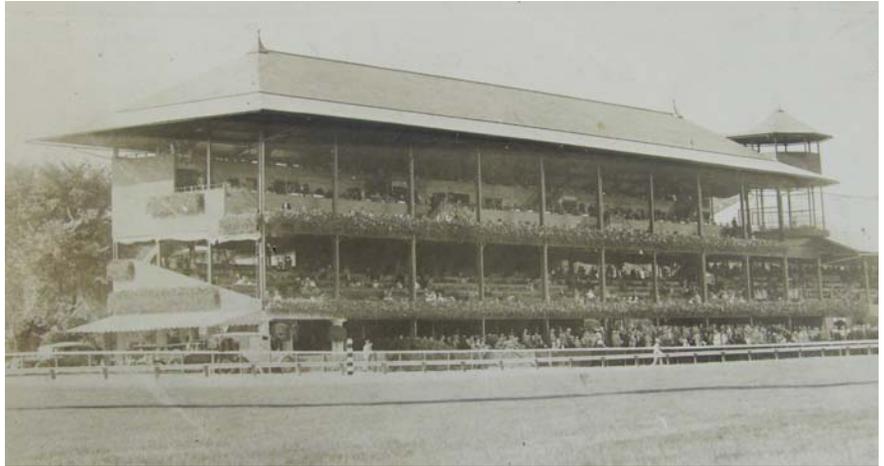
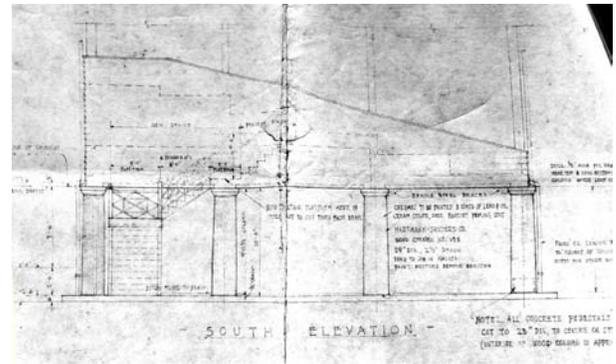


Photo by C. C. Cook dating to between 1929-1936. Not the Awnings at the west entrance. (Saratoga Room files)

¹ Samuel Adams Clark, born 1874 - died Oct. 1931, headed the design efforts for this firm. Clark attended Yale University. Among his commissions and designs, he involvement in the design of the spacious new clubhouse at the Saratoga Race Course was noted in his obituary in the New York Times. It also mentioned that although Mr. Clark never owned a stable, his interest in the racing at Saratoga and the NY courses had extended over many years. He had many friends on the turf and in particular had been closely associated with Payne Whitney, and was one of three friends to whom Whitney left approximately \$1,500,000 in his will.

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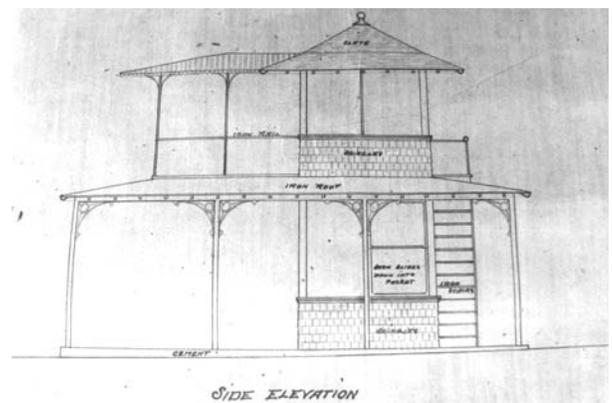
The new Clubhouse provided better views and expanded seating, new elevator to ease kitchen services, and improved kitchen facilities. A new driveway was added with a circle for dropping off prominent patrons at the new Clubhouse entrance. LaFarge, Warren & Clark also designed to the clubhouse entry porch, referred to as the “Landing Stage” located on the west side of the Clubhouse. This entry pavilion was built in a classical style with heavy Doric fluted wood columns being 24” in diameter and painted cream. The floors were a combination of brown quarry tiles and patterned concrete delineated with brass strips. Within this structure a set of wood stairs provided access directly into the Clubhouse at the second level or one could pass through, cross the 20’ wide horse path and enter the Clubhouse at the ground level.



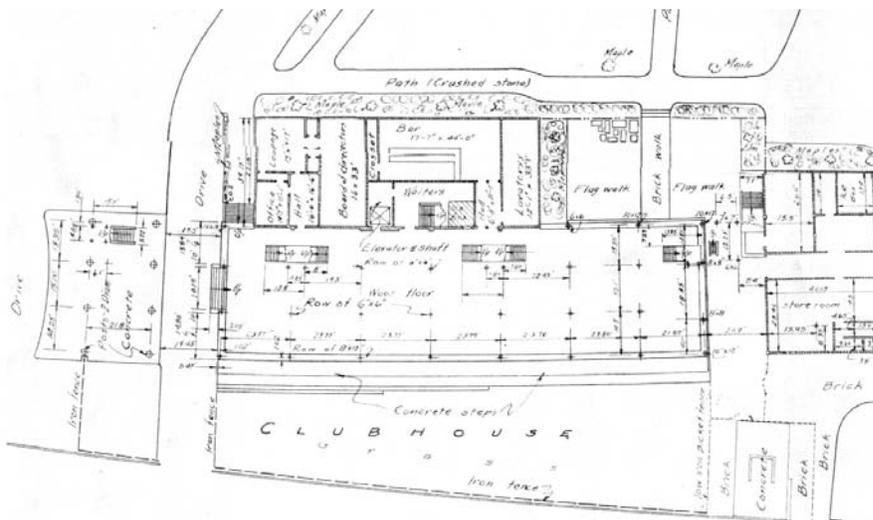
1929 Elevation drawing from the design of the “Landing Stage” as it was referred to by the designers, LaFarge, Warren & Clark.

Second Expansion Period– c.1937-1945, Marcus T. & Kenneth Reynolds:

Responding to a period of tremendous growth and change at the Saratoga Race Course between 1930 and 1950, plan and corresponding changes were made to introduce increased betting facilities beginning in 1934. These improvements were designed by notable Albany architect, Marcus T. Reynolds, and marked a departure in building character that stepped away from the 19th century Victorian style and asserted an early-20th century Beaux-Arts flair with the made extensive use of structural steel and decorative cast iron elements. The introduction of cast iron pilaster brackets in the shape of horse heads and the extensive use of metal roofing were characteristic of Marcus Reynolds’ involvement. While Reynolds was responsible for the design of the additions and alterations, local engineer Samuel J. Mott who had worked on the Race Course



Proposed Judges Stand by W.J. Case & Son Inc. Saratoga Springs, NY, 8/16/1901



Detail of S.J. Mott’s “Plan of Clubhouse, Grandstand, Betting Ring & Field Stand”- (September 16, 1936) Showing new 1929 clubhouse & entrance at the ground floor level.

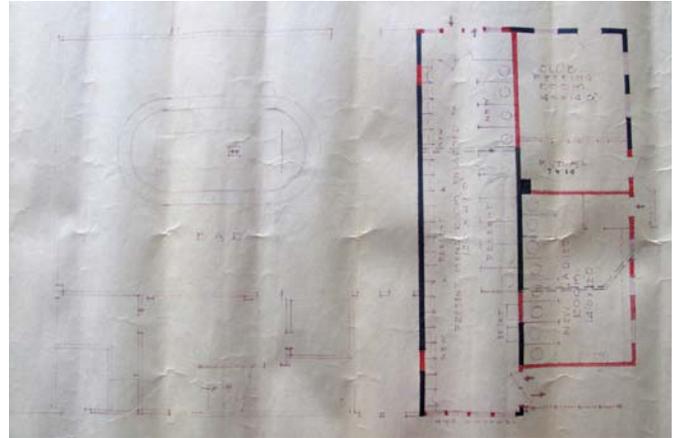
from the 1910s, was responsible for the structural designs as well as developing the existing condition drawings prior to the work. The excerpt plan shown above of the Clubhouse in 1936 illustrates the condition prior to the alterations begun in 1937 and continued through 1939.

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Drawings dated Aug. 1946 by the Office of Marcus Reynolds also illustrate later changes to the ground floor lavatories. Where originally constructed as a single lavatory for men accessed from the bar, a series of alterations first added 16 feet to the north wall of the old lavatory and the later addition which included a ladies room and “club betting room” extending out from the old east wall by 14 feet.³

Third Expansion Period – c. 1958-1968, Arthur Froelich & Associates:

At the end of the 1950s, the firm of Arthur Froelich & Associates of Philadelphia, Pennsylvania was engaged to once again study and propose new alterations and additions to the Grandstand and Clubhouse. A four-phase project was proposed with the final phase focusing on the addition of a concession block or kitchen at the rear of the Clubhouse area. In each phase of work, there were infrastructure and services planned such as several men’s and women’s restrooms, concession areas, banks of mutuels, storage and circulation improvements using ramps, stairs, escalators, elevators and an extensive catwalk system. In 1958, drawings were produced by G.F. Wertime, Inc. illustrate plans for remodeling the lower section of the third floor of the Clubhouse with the reconfiguration of the stairs between levels with the removal of the double-sided staircases, with straight run stairs, and calling for permanent tables measuring 2’6”x4’ along the front (south) wall for a total of three tables between each column. New closets or cabinetry were to be created under the stairs with fixed service cabinets built centered on each column. In the early 1960s, a new 4000#, 300 FPM elevator was installed at the northeast corner of the Clubhouse with a five story high brick shaft. The elevator shaft measured 12’x9’-2”. The introduction of this elevator coincided with the construction of the “bridge” at the 3rd floor of the Clubhouse to create an elevator lobby and the installation of the steel stairs from Judges’ Tower to elevator headhouse.⁴ The work designed by Froelich in 1958-59 was implemented in the mid-1960s reportedly due to a lack of financing. During this time, the red & white striped canvas awning on a galvanized pipe frame was added over full 2nd floor terrace measuring 44’dx85’ long.



“Alterations of Lavatory Facilities of Clubhouse,” Office of Marcus T. Reynolds, Aug. 30, 1946



Image #9547/28 in the George Bolster Collection showing the Turf Terrace dining in 1940. Note that the stair cases are double sided matching those in front of the Grandstand. These were removed in 1958.



Photo from a Race Course “Scrapbook” dating to 1961 showing new awnings over roof terrace. (Saratoga Room files)

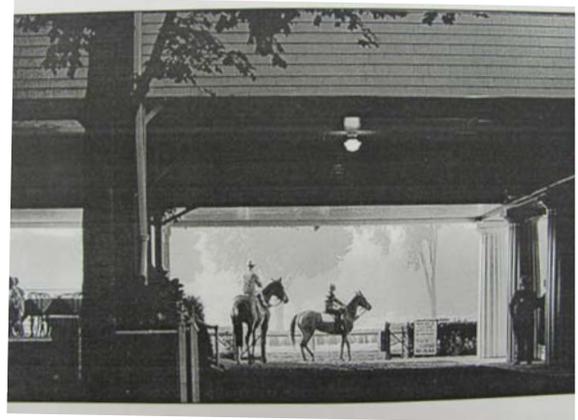
³ Finishes in these new restrooms included concrete flooring replacing previous wood floors, walls faced with cement/asbestos board with metal stall partitions and all new WCs and lavatories.

⁴ Designs by E.C. Lord, the General Superintendent for the New York Racing Association, Dec. 14, 1960

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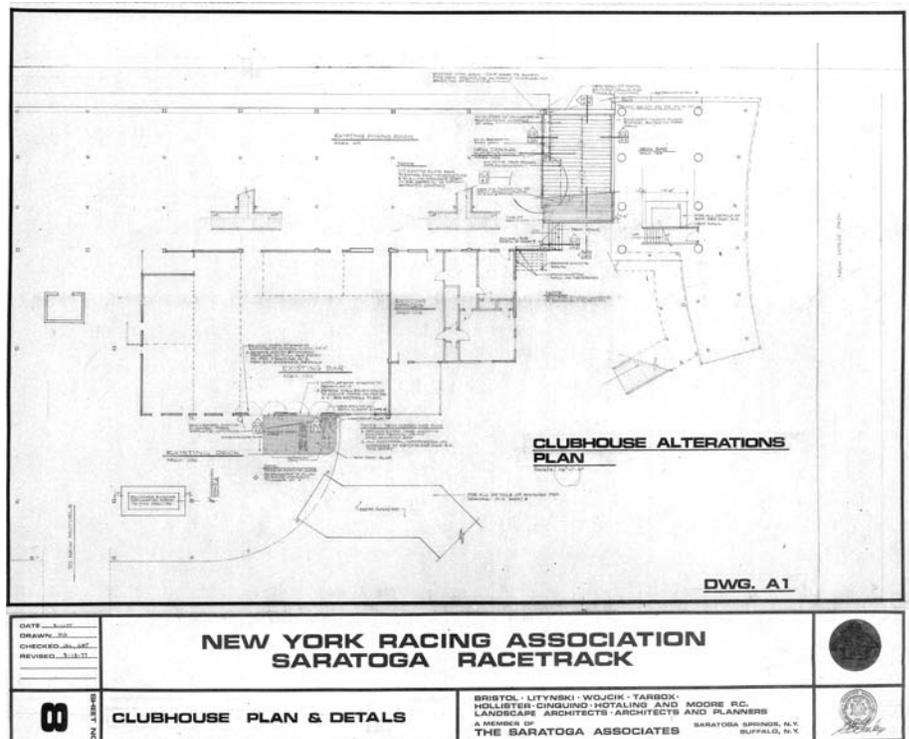
Structure and Infrastructure Improvement Period – c. 1968-1980 (The Saratoga Associates):

In an attempt to draw more patrons to the Race Course, the New York Racing Association introduced new “amenities” and in doing such changes were made to the buildings to accommodate these modern amenities. Drawings prepared by The Saratoga Associates in 1977 proposed vast improvements for the Paddock Area (the general area west of the Jockey House) including the demolition, grading, layout and planting plans for the Clubhouse’s west side entrance. This landscape work involved the permanent shift of the horse path to the track from between the Clubhouse and the west entry porch to the west side of the entry. With this change, the old horse path was infilled to create “new dining extension” adjacent to the ground floor dining room. The west entry porch was then converted into the new Travers Bar. The new dining extension was built on 2x10 wood joists with the existing masonry steps intact below. New Douglas Fir flooring and a new concrete wall on the south side were installed. The original decorative tile floor in the entry porch was replaced with new tile. The plans also called for the removal of the 1928 stair to roof and for it to be entirely rebuilt. Front face of bar intended to be red plastic laminate with oak top and with exterior grade plywood painted red on the back wall. Canopies made of galvanized aluminum frames with striped red & white canvas were installed throughout the improved paddock area to connect the various structures to the Grandstand & Clubhouse. The practice of painting most details white and/or red was prolific during this time period. Where once the Grandstand & Clubhouse and other early buildings were finished in the rich dark colors that reflected the Victorian era to which they date, today most surfaces are universally painted white. The 1977 work also involved the removal of the existing French doors and transoms on the north wall of the ground floor bar (Jim Dandy Bar) with new full height doors within widened openings. The freestanding concession stand in the middle of this rear covered area, was moved to this central area positioned between two steel columns.



View of horse path as it went through the Clubhouse just to the east of the Landing Stage. This was changed in 1977.

During the 1970s both Arthur Froelich (1970) and The Saratoga Associates (1979) studied in depth and proposed plans for the major expansion of the Clubhouse. However the designs were never implemented.



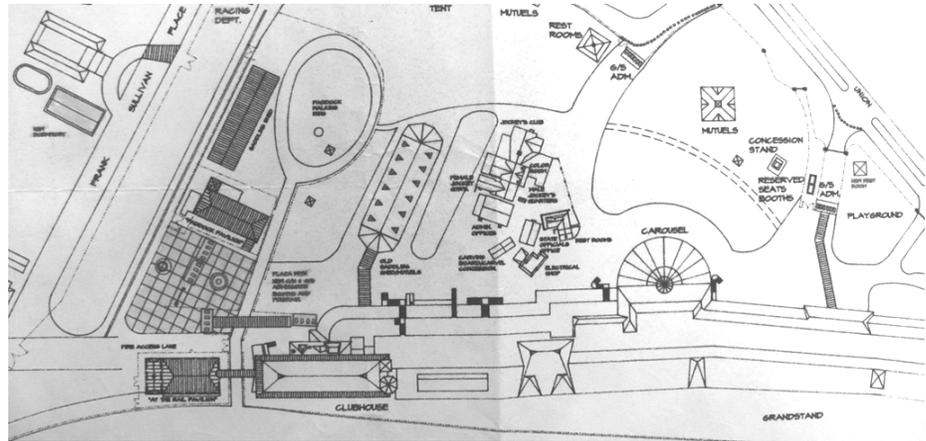
Drawing by The Saratoga Associates in 1977 showing the infill of the horse path for a dining terrace and the changes to the bar.

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Period of Modernization and Competition for Spectator Sports revenue – 1984-2000 (Ewing, Cole, & Cherry Parsky, Clough Harbor Associates, Frank Rapant, Wayne Peterson, Ryan-Biggs Associates)

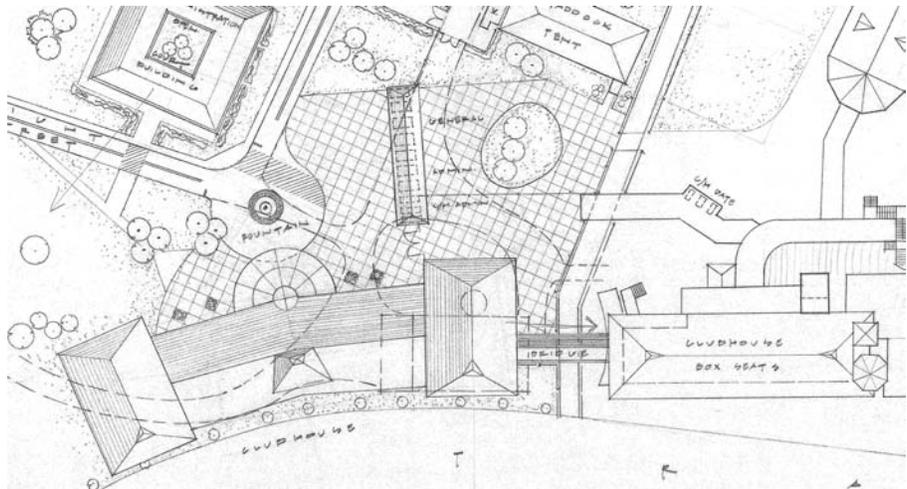
In the late 1980s, NYRA spent several million dollars introducing fire protection systems including sprinklers, emergency exits, lighting, and alarms, fire escapes and extinguishers. Initially a sprinkler system designed by Adirondack Sprinkler Company was added first to the spaces beneath the Grandstand, and then subsequently to the Clubhouse.

During the late 1980s and early 1990s, utility improvements were made and the “At the Rail” restaurant pavilion adjacent to the Clubhouse was introduced. Efforts to increase the options for dining within the track property were the focus of the first part of the 1980s. A news article in the Albany Times-Union on Aug. 7, 1984, stated that there were 600 food service workers, 43 concession stands, and full course meals in the trackside Clubhouse restaurant to ensure sufficient options to trackgoers. IN particular, within the Clubhouse, trackside dining accommodated 1315 diners with table furnished with white tablecloths, gilt-edged china and red cloth napkins. During that time period, the track serves 2,300 lunches a day and about 1,500 breakfasts. Breakfast at the track was considered an institution with Sunrise Breakfast served from 7-9:30am in the 2nd floor box section from which the diners could watch the horses workout and a continental breakfast served at the track level porch. The article also indicated that NYRA contracted with ARA Leisure Services Inc. to run the concessions with everything being moved to the Saratoga site for the one-month racing season.



Above, the 1994 Master Plan drawing by Frank Tipaldo shows the “At the Rail” Pavilion in its present location. Below, the proposed expansion with New Clubhouse Structure.

The Clubhouse also underwent alterations in 1997-98 with new canopy/awning work at the west entry. Ryan Biggs Associates, structural engineers oversaw repairs to the Clubhouse Terrace Dining deck and partial roof replacement at the Grandstand in 1998-99, followed by the replacement of the rear fire escape at the Clubhouse in 2000.



Throughout the 1990s, master planning efforts explored schemes for new admission gates and for expanding the Clubhouse in order to have a more permanent year-round structure where the “At the Rail” pavilion was located. Needless to say, this work was never accomplished. However in an effort to provide

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modern spectator amenities, NYRA began using portable and temporary “luxury suites” in 2003 positioned west of the “At the Rail” Tent in order to offer a luxury option “without altering the structural and architectural integrity of the track buildings. The suites put Saratoga on par with other world-class sporting venues that use modular skyboxes to redefine private and corporate hospitality.”⁵ Each of these portable “trailer” suites was climate-controlled, with plush theatre-style seating, a private restroom and a mutual window. There was also an open air observation deck for rooftop seating. Overall the suites accommodated from 21-48 people depending on the size and ranged in price from \$50,000 - \$150,000 for the season. These transportable suites allowed NYRA to tap into some new revenue opportunities and meet the demand for luxury seating without making an inappropriate alteration to the historic buildings and site.

In 2007, several improvements were made while NYRA awaited word on the status of the franchise. These repairs included new copper roofing and new decking for 9,000 square feet of the lower clubhouse roof; a new bright red & white snow-slide atop the Clubhouse roof and 7,800 square feet of gleaming new natural wood flooring and subflooring at the trackside breakfast area on the first floor of the Clubhouse. Also new betting terminals were installed in the Clubhouse’s fourth floor restaurant, something that had been lacking prior to this time. Less noticeable were renovations to hot water in all public restrooms due to a state Health Department mandate. Majority of work done in 2007 was completed with in-house crews.



Images showing the improvements in July of 2007. (Saratoga Room files)

⁵ “Saratoga Race Course to install temporary luxury suites” Post Star, 7/11/2003

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BUILDING'S SIGNIFICANCE/DESCRIPTION DURING PERIOD OF SIGNIFICANCE:

1st Period – 1928-1902, designed by Samuel Adams Clark of LaFarge, Warren & Clark; constructed by W. S. Robertson (Treatment: PRESERVATION)

- Large hipped-roof front seating structure with second floor box seating and third floor tiered dining levels.
- Steeply hipped slate roof on two-story rear kitchen block with dormered attic floor.
- Slate roofing with copper flashing and snow-slides, deep projecting eaves, wood (unpainted) tongue & groove board decking on steel rafters and steel trusses.
- Wood shingled exterior walls (dark color – brown) and narrow beaded tongue & groove boards on the interior at walls and ceilings.
- Octagonal Steward's Stand (3rd floor) and Judges' Tower (4th floor) with pyramidal roofs – originally with open walls.
- Interior stair banisters with rounded handrails and square balusters.
- Bevel-cut post and rail caps on interior.
- Five-panel or two-panel wood interior doors
- Tiers seating levels with original 24" high walls
- Multi-light double-hung or side-sliding wood windows.
- Individual canvas awnings at each window opening of kitchen block.
- Original west entry porch with heavy fluted Doric columns and grid-patterned flooring and ceiling.
- Half-round copper gutters and round downspouts.

2nd Period– 1937-1945, work designed by Marcus T. & Kenneth Reynolds (Treatment: RESTORATION)

- Standing seam copper roofing at west extension with scalloped cornice detail.
- Rear roof terrace and open ground floor porch
- Parapet wall at curved roof terrace area
- Corinthian colonettes at rear roof terrace.
- Cast iron pilasters with horse and spa scenes and horse-head shaped brackets.
- Cast iron railings at roof terrace, staircases and fencing with panels of horse and spa scenes.
- Double-sided switch-back staircase from grade to roof terrace.
- Wide tongue & groove board decking on steel rafters and steel beams
- Carved wood horse-head rafter tails and scalloped cornice at west entry with curved drop-off porch. (Landing Stage)
- Wood paneling with scalloped molding in Jim Dandy Bar
- Steel casement windows in bar
- Oval bar in Jim Dandy Bar
- Enlarged restrooms at east end of kitchen block
- Brick / quarry tile paving on second level floor
- Concrete floors at ground level
- Small electric elevator to photo finish room in Judges' Tower.
- Heightened wall rail at fourth floor of Turf Terrace.
- Original locations of pari-mutuel windows – initially pre-fabricated metal enclosed booths.

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3rd Period – 1958-1968, work designed by Arthur Froelich & Associates (Treatment: REHABILITATION)

- Elevator at east end of Clubhouse with 5-story high brick shaft and steel stairs to penthouse
- New “bridge” at third and fourth floor elevator lobbies
- New reservation counter at 3rd floor elevator lobby
- Pipe framing and roof terrace canopies.
- Chainlink fencing.
- Infill of open porches at rear extension.
- Novelty or drop siding on most concession stands and infill walls.
- Reconfiguration of Turf Terrace stairs
- Enlarged third floor kitchen with new dormer
- Fire escape on west and north facades with new exits at 2nd, 3rd and 4th levels.
- New concession stand at back wall of ground floor terrace
- New Saratoga Room/Offices back porch
- Walkway at roof level from Photo Finish room in Tower
- Escalator to roof terrace

4th Period – 1968-1980, work by The Saratoga Associates (Treatment: REHABILITATION)

- Clubhouse entry canopy from Wright Street Gates
- New Travers Bar with new ceramic tile flooring and retaining walls within old west entry porch
- Horse Path infill “dining platform” east of west entry porch.
- New Horse Path location
- New stairs from Travers Bar to Clubhouse First floor.
- New doors and wider openings at Jim Dandy Bar.

5th Period- 1984-2000, work primarily by Ewing, Cole, & Cherry Parsky, Clough Harbor Associates, Wayne Peterson, and Ryan-Biggs Associates (Treatment: REHABILITATION)

- Extensive use of rounded top picket fencing (?)
- Fire sprinkler system equipment (pipe runs, standpipes, sprinkler valve rooms, shut offs, extinguishers, alarms, exits signs and lighting).
- Television monitors, betting terminal and counters.
- Audio speakers
- ATM machines
- Lattice-work
- Ceiling fans

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CONDITION ASSESSMENT / PRESERVATION CONCERNS: (what remains, what has been added, what has been lost, physical deterioration, inappropriate use, obsolescence or need for rehabilitation.)

For the purpose of descriptions, the Clubhouse can continue to be viewed and organized as four separate floors.

- A. The Ground Floor extending west to include the old west entry porch and to the north to include the “west extension” as described under the second period of expansion. The ground floor also includes the original Directors Offices now referred to as the Saratoga Room, the original men’s bar, now known as the Jim Dandy Bar, restrooms, and continues to the east to its connection with the old Grandstand.
- B. The second floor consists primarily as the club seating deck and includes the rear kitchen and restroom block and the original roof terrace. Again it includes the elevator lobby and the ramped link to the Grandstands.
- C. The third floor consists of the terraced dining levels known as the Turf Terrace, and includes the kitchen spaces, restrooms, the elevator lobbies, and the Stewards’ Stand at the lower level of the tower.
- D. The fourth floor can be considered a “mezzanine” level with a continuous floor level and an elevator lobby. For the purpose of descriptions the upper level of the Judges’ Tower is included as part of the fourth floor.

Clubhouse First Floor:

The ground/first floor of the Clubhouse was designed as an open porch with long view from the backyard through to the track. Today much of this design intent remains intact. The only significant wall surfaces were the shingled exterior walls of the attached kitchen block centered on the north side of the Clubhouse structure. Within the open porch space only the rhythm of steel piers and cross bracing interrupts the clear views. The ceiling within this space steps downward towards the front (south) corresponding to the club seat decking on the second floor. The mid-level ceiling includes ceiling mounted schoolhouse pendant light fixtures. The columns that support the lowest ceiling level have been encased with wood up to the cross-brace levels, whereas those supporting the higher ceilings are uncased. Towards the rear of the floor space are two sets of double-sided staircases with closed stringers and faced with horizontal beaded tongue and groove boards. The stair banisters have simple square newel posts with beveled top caps, a rounded handrail and square balusters. Between the two sets of stairs the front wall of the kitchen block has been added to with a “bump out” which spans between three columns and contains two pairs of swinging kitchen doors. This bump out appears to date to sometime in the 1980s, possible done in conjunction with the Carousel Pavilion work.⁶ The east set of doors provides access into the kitchen while the west set of doors lead to the original electric elevator that is used only for kitchen purposes. The east corner is angled to provide easier access around the structure from the adjacent staircase. This bump out is clad with wood shingles matching the coursing of the older shingles on the south wall of the kitchen block. The bump out rises only about 9'-10' in height instead of reaching up to the first floor ceiling level. As a result, it is topped with a faux balustrade. To the west of the kitchen bump out is the south wall of the Director’s Offices, known as the Saratoga Room. There are three 12-over-12 double hung windows and two doors with transoms above. The doors, windows and frames are all painted red, while the shingled walls are painted white. Attached to the upper portion of this wall or hung from the ceiling at this area are several wires, conduits, and pipe runs. The steel columns of the front Clubhouse Structure are attached to this front wall as well, but are encased with shingles. To the east of the kitchen bump out, is the entrance to the Jim Dandy Bar. The entrance into the bar has a pair of double doors swinging inward and topped by a ganged divided light transom with a red and white striped canopy over the entry. To the east of this doorway on

⁶ It does not appear on the 1977 drawings by The Saratoga Associates when the dining platform and Travers Bar was constructed.

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this wall are two sets of high 9-by-9 side-sliding wood windows painted red. These windows provided indirect light into the men's and women's restrooms. Under these windows is a cabinet and counter furnished with betting terminals. Within the bar, the finishes change dramatically. The walls are covered with random width bead and reeded wood paneling topped at the ceiling with a scalloped frieze, ogee cornice and square fascia board. The ceiling is covered with a suspended ceiling grid with 2'x2' faux pressed tin ceiling tiles. The sprinkler runs are concealed with only the sprinkler heads exposed. There are round recessed lights, speakers, smoke/fire detectors, emergency lighting and ceiling mounted lights incorporated into the ceiling. There are "period" wrought-iron hanging pendant lights and "period" cast iron ceiling fan fixtures which are moderately successful in matching the character of the space. Centered in the room is an oval bar with the same wood paneling on the lower wall, a wood counter and reeded edging. The flooring is brown ceramic tile matching that found in the Carousel Pavilion. On the west and south walls are long closets housing kitchen shelving and refrigerator appliances enclosed by an accordion screen door. On the north wall there is the original steel casement window and the late-20th century steel rolled down doors. These openings are topped with a scalloped valance. On the exterior wall to the north, these door openings include the mechanical equipment for the roll-down doors with an electrical panel/switch located adjacent to them. There is a small, one-man booth centered between the two doors with windows and one door and a sign that reads "NYRA Cash Cards & Vouchers." The entrances into the restrooms that are part of the kitchen block are located on the east wall opposite the brick elevator shaft. This area is part of the 1930/40s "west extension" designed by the Reynolds firm. Where originally the restrooms were long rooms oriented north-south, they have recently been reconfigured as square spaces with the women's restroom located in the NE corner and the men's restroom located in the SE corner. There are ganged 9-by-9 side sliding windows providing indirect light into each space with "in" and "out" doors centered under these windows. There are shingled and paneled partition walls screening the doors. Positioned between the two spaces is a "bump-out" which houses an electrical room. There are more high sliding 9-by-9 windows on the north wall of this section of the kitchen block. Beneath these windows is a cabinet and counter used for betting terminals. This lower terrace area is a large open space which serves as a lobby. There are two sets of staircases; one leading up to the club seating level of the Clubhouse and the other leading up to the original section of the Grandstand. This latter staircase is believed to be the original 1892 west side staircase. Spanning between the two staircases is a counter for binocular rentals. The elevator which provides access to the second, third and fourth levels of the clubhouse is located here, as well as the rear entrance to the Jim Dandy Bar. Along the north side of the elevator shaft is an elevator room that is clad in wood shingles and painted white like all the other finishes in this area. The space outside the bar is encompassed under the terrace roof at the curved section. Along the north wall of the lower terrace there is a long concession bar with a back wall that encloses the space between two pilasters. There are highly visible exposed utilities such as electrical panels, conduit, outlets, plumbing, and sprinkler runs throughout this area. Where there aren't structures built against the outer walls of the lower terrace, the spans between the pilasters are infilled with 3' or 6' high round top picket fencing. The flooring in the lower terrace is poured concrete with a broad ramp at the rear of the Jim Dandy Bar leading to the floor level of bar room. The ceiling consists of exposed steel framing for the upper roof terrace. The inner face of the roof parapet wall is visible from within the lower terrace and it is noted that it is faced with vertical tongue & groove boards while the exposed decking of the curved shed roof is wider wood boards. All are painted white or light grey. Again there are countless utilities attached or hung from the ceiling in this area, in addition to banners and signage.

The Travers Bar is the area that now encompasses the old West Entry Porch or "landing stage" as it was referred to in the original 1928 drawings. It consists of the original eight heavy set fluted Doric columns with support a grid of ceiling beams with stucco fields in between. These columns sit directly on the floor without any plinth blocks or bases, as it characteristic of the Doric order. The west-most bay beyond these

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columns has lighter ceiling framing and is supported on the outermost wall with square steel columns faced with cast-iron pilasters having horse/spa scenes and horse head brackets. This extension was added by the Reynolds' firm in the late 1930/early 1940s. Since the 1980s, this space has been infilled with mutuel windows. At the north end of the Doric column rows is the original location of the staircase leading to the second floor level. This was entirely rebuilt in the late 1970s. To the south of this staircase is the location of the bar structure. The counter is finished with red plastic laminate, while the bar wall is clad with a wood paneling that matches the fluting of the columns. The flooring throughout is rectangular quarry tile (brown) set in a basket-weave pattern. Attached or hung from the ceiling are sprinkler pipe runs, residential grade ceiling fans with lights, speakers, video monitors, electrical conduit and boxes, and a few "schoolhouse" pendant light fixtures dating to the late 1930s. The staircase is oriented in a right angle with a landing positioned at half-flight. The cross-hex banister pattern, square newels with acorn tops, wide rounded handrail, and closed stringer all date to the original construction. It appears however that the treads and risers may have been rebuilt. At the east edge of the Doric columns is a 24" high poured concrete retaining wall with a short run stair incorporated which leads up four steps to the new dining platform that was constructed in the late 1970s to bridge the west entry porch and the original first floor of the Clubhouse. This platform is edged with a steel railing. There is another set of stairs along the north side aligned with the original wood staircase.

The flooring throughout the first floor of the Clubhouse structure which serves as trackside dining during the racing season is finished in vertical grain tongue & groove Douglas fir with a natural finish (likely coated with polyurethane). The lower 5' of each steel column is painted bright red and the upper portion is painted white along with the rest of the walls and ceilings. Along the front wall of the clubhouse, the façade is open facing the track and just minimally obstructed by the steel columns. Hung from the low ceiling along this front wall are boxes which support television monitors. There are round recessed lights and pyramidal shaped speakers in the ceiling and this is one of the few instances where the sprinkler runs are concealed within the ceiling with only the sprinkler heads exposed. Positioned at the area where the clubhouse and the grandstand are joined, essentially under the Judges'/Stewards' Tower, there is a recently constructed "luxury suite" referred to as the "Curlin Cafe" which is used for private parties. It is enclosed with light framing and plywood walls with fixed plate glass windows in the upper walls. There are commercial grade aluminum doors; one leading in from the Clubhouse and one leading out of the room to the outside deck. The interior finishes consist of more vertical grain Douglas Fir flooring, wood veneered plywood with a beaded board finish at the lower 8' of walls and painted plywood above. The ceilings consist of old painted beaded board finishes. There is a bar along the east wall and windows facing out toward the track on the south wall. There is a single column in the middle of the room. This space which is positioned right at the finish line includes wall-mounted air-conditioning units, ceiling-mounted TVs, recessed lighting, exposed sprinklers, and direct access to a 6' deep concrete platform outside that is covered by an awning.

Notable Conditions (First Floor):

- Some of the cast iron brackets are showing signs of surface rust.
- Thick layers of paint on wall and ceiling surfaces with some extent of paint failure such as alligating and cracking or peeling.
- Paint peeling and rust on underside of steel beams, rafters and columns at junction of parapet wall and shed roof.
- The stucco ceiling in the Travers Bar area has obviously been recently patched indicating past roof leaks. These patched have not been finished.
- Highly visible and obtrusive utility and equipment placement.

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Clubhouse Second Floor:

The second floor of the Clubhouse houses the bulk of the box seats. There are five tiers or levels on which boxes are constructed with front walls of vertical beaded board including a shallow desk top or shelf, with either a rear wall or rear rail and a central opening. Typically each box will accommodate four chairs and included a video monitor at the corner of the counter. There are single rails that divide one box from an adjacent one. There are three sets of staircases leading from the second floor down to the first floor and four sets of straight run staircases leading from the second floor to the third. The ceilings are finished with tongue and groove beaded board which is water stained in many locations and has very little finish left. The steel beams are also encased with beaded board. The flooring throughout the second floor is tongue & groove fir strips also with very little finish left. The risers and treads of the half-run stairs between each box tier appear to be new and are clear pine with a light colored finish and anti-skid strips. The box walls and rail posts are all painted dark brown while the rail caps are painted white. The staircase walls and balusters leading to the first floor are also painted white with newels and rails painted bright red. The stairs to the third floor are stained or painted brown with white rails.

The rear wall of the second floor consists of a “parapet” or closed rail wall with open views out to the back yard above and an upper wall of horizontal beaded board. The steel columns and cross bracing are exposed and painted black along this north wall. In the center is the kitchen block with its wood shingled wall painted white. Where the steel columns are attached to the Kitchen Block they are encased with shingles. There are two doors into the kitchen and an elevator door. The two doors and most of the kitchen block doors throughout the Clubhouse are five panel wood doors. In many locations, these kitchen doors or restroom doors include a screen door. At the east end of the Kitchen Block there is a jog in the wall where the restrooms were expanded in the 1940s. Along the south wall of this jog there is a shelf that supports betting terminals. At the corner there is a door leading into the women’s restroom. At this point the floor finish changes from wood to brick pavers indicating where the West Extension begins. Attached to the east wall of the Kitchen Block is a modern concession stand which faces the elevator shaft and the opening to the north to the roof terrace. When the elevator was added in the 1960s, the area above this concession stand was infilled to bridge the elevator with the third floor. This is evident by the steel beams, the ceiling over the elevator opening and the wood board screen wall above. At the elevator lobby, the link between the old Clubhouse and the old Grandstand has been infilled. The walls surface between the two sets of stairs has differing plans and there are doors and windows from spaces of past periods. There is a staircase that ascends from the elevator lobby towards the south which at the third floor winds up to the Judges’ Tower. To the east of this staircase is an old elevator dating to the 1930s. Further to the east is a short yet wide run of stairs that leads up to the top level of the old Grandstands. The stair rail appears to have been reused or relocated from an original staircase within the stands that was later removed. Adjacent to this is a long shallow ramp that transitions between the second floor of the Clubhouse and the second floor of the Grandstand rear extension.

Throughout this floor, just as is seen at other levels, there are exposed sprinkler runs and electrical conduit mounted on the wall and ceiling surfaces. There are speakers, TV monitors, residential grade ceiling fans (without lights), and emergency and fire protection equipment hung from ceilings and walls, along with a plethora of signage.

Along the front, the wall is open out toward the track with only the steel columns which are painted black obscuring the view south. There are two sets of bright red steel stairs leading out from the lowest box tier of second floor down to the track apron. At the rear wall from the top most tier, there is also an exit out to the steel fire escape stair that winds down the back façade.

Within the rear Kitchen Block there is the lower level of the main kitchen. Inside the east most door is a broad flight of stairs that lead up to the upper level kitchen. A metal pipe railing runs down the center of this stair and there is a landing at mid-run. There are large double-hung windows on the west and north walls at the NW corner, while the remainder of the north wall is occupied by large venting equipment. The floors are poured concrete with a worn painted finish. Fluorescent light fixtures hang from the ceiling. Stainless steel equipment and beverage coolers occupy the space.

At the West Extension, the space behind the elevator lobby opens out to the roof terrace to the rear. This space is encompassed within a curved parapet that rises about 36”. The inside face of this parapet wall is clad with wood

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shingles painted white and capped with copper. The roof over the opening is a shed roof clad with standing seam copper with a scalloped cornice design and supported by tall Corinthian colonettes. This shed roof abuts the NE hip of the original steep slate hipped roof of the Kitchen Block. Since the 1960s much of what used to be an open roof terrace has been covered with an extensive framework of aluminum pipe and vinyl awnings. This obscures much of the copper and slate roofs from view and has an impact on the condition of the copper as a result of corrosion caused by contact of dissimilar metals. The staircase that ascends to the Judges' Tower and Press Box dormer divides this section of the roof terrace from the section behind the Grandstand although a short run of stairs crosses over the longer stairs at a landing providing access between the two sections. There is a concession stand located just under the copper shed roof that has detailing that matches many of the Froelich-era (1964-70) concession stands with counter walls with novelty siding and panels with red laminate tops.

Notable Conditions (Second Floor):

- Thick layers of paint on box rail caps, shingled wall and staircase surfaces with some extent of paint failure such as alligatoring, “wrinkled”, cracking or peeling.
- The floor finish is highly worn.
- The finish on the beaded board ceilings is highly worn and there is extensive water staining.
- Highly visible and obtrusive utility and equipment placement.
- Dated kitchen facilities.

Clubhouse Third Floor:

The third floor is referred to as the Turf Terrace because it is configured with three tiers of table seating. There are four sets of short run stairs that connect the three tier levels. These stairs are positioned between short half walls made of plywood and wood batten edging. Along the rear of the top most tier are restrooms which flank kitchen spaces. Along the back wall there are additional staircases leading up to the fourth or mezzanine floor or down to the second floor. At this back wall there is also a corridor leading out to the rear fire stair and another corridor leading to the kitchen service elevator. This back wall and walls and ceilings of these corridors are finished with horizontal beaded tongue & groove boards painted white. At the upper reaches of this back wall, there are several bracketed shelves that support TVs. At the SE corner of this level is the octagonal Steward's Stand which is open at the front wall but is enclosed with glass walls on the sides. Behind this area, there is another low-ceiling corridor that leads to the main elevator. Within this elevator lobby there is a reception desk for Turf Terrace reservations. The ceiling and walls surfaces in this lobby are clad with beaded board. There is an open wood screen that provides a view down to the second floor elevator lobby. There are domes ceiling mounted light fixtures in this area.

The first spaces of the kitchen which are essentially located under the fourth floor mezzanine have low ceilings are generally include food storage and beverage services. Through this space the main kitchen is reached. This rear kitchen space has high ceilings, quarry-tile floors and an abundance of natural light due to the rear dormers. To the west are storage rooms. There is access to the staircase that links the kitchen levels and the service elevator form within this space. There are extensive stainless steel appliances and long lengths of counter surfaces. The windows in the rear dormer are relatively new vinyl replacement sash.

The walls that divide the tier levels are originally 24” high with horizontal beaded board finish and beveled cap. At some point, a rail extension was added to bring the height of the wall to 36”. This extension consists of rectangular vertical posts with beveled caps with pipe rails spanning between them. These have been further altered in the late 20th century with vertical boards for mounting betting terminals to so that they are convenient to each table.

The upper two tiers have commercial-grade wall-to-wall carpeting. At the west end of the top tier the carpet is covered with bird guano. The lowest tier has wood flooring that similar to the second floor has a highly worn finish. The half flight stairs are also covered with carpeting. The walls of the lowest tier (trackside) are constructed of plywood sheets joined with beveled batten strips. The walls throughout are painted white. There are closets and cabinetry built into the walls of the lowest tier as well as centered on the steel columns of the front wall. The front wall has a series of vertical mounting boards for table-side betting terminals.

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Notable Conditions (Third Floor):

- The thick layers of paint on all rail caps, beaded board wall and staircase surfaces exhibit with some extent of paint failure such as alligating, “wrinkled”, cracking or peeling.
- The wood floor finish is highly worn where exposed.
- The wall to wall carpeting is soiled with bird guano.
- The plywood tier walls are exhibiting paint failure with peeling paint.
- Highly visible and obtrusive utility and equipment placement.
- Dated kitchen facilities.

Clubhouse Fourth (Mezzanine) Floor:

The fourth floor of the Clubhouse provides the closest view of the steel roof framing with its modified King Post trusses and broad extending eaves. Overall the roof is supported by four rows of steel columns between the front and back walls. The fourth floor intersects with the back of steeply hipped roof of the rear kitchen block. The back wall in this area is clad with horizontal beaded board siding. There are a few small doors in this wall that presumably provide access into the attic space above the kitchen. There are also a pair of swinging kitchen doors that lead directly to the staircase down into the third floor kitchen. A counter-height shelf supported by curved brackets along the back wall supports betting terminals during the race season. To the west of the kitchen block back wall, there is a rear screened wall with a lower knee wall to about 36” clad with horizontal beaded board and topped with framed sections of wide-gauge screen. Above this 6’-7” wall it is open to the underside of the roof eave. There is a rear fire exit out this back wall where the steel fire stair is attached to one of the center steel columns. Along the west side, there is a short parapet wall rising only 24”, but later added to with rectangular posts spanned by pipe rails as was noted on the third floor. This brings the height to 36”. To the east of the kitchen block wall, there are alcoves built out under the roof eaves within the two column bays that span the space between the old kitchen block and the newer elevator shaft. There are pari-mutuel counters built into these spaces with a view beyond to the backyard. The front wall of this mezzanine section matches that found on the third floor being originally 24” high with horizontal beaded board finish painted brown and having a beveled cap painted white. At some point, a rail extension was added to bring the height of the wall to 36”. This extension consists of rectangular vertical posts with beveled caps with pipe rails spanning between them. These have been further altered in the late 20th century with vertical boards for mounting betting terminals to so that they are convenient to each table. There are four sets of stairs oriented parallel with the length of the floor that lead down to the Turf Terrace. The floor of the fourth floor is covered with wall-to-wall commercial grade carpet.

Along the east wall there is a winding set of stairs that lead up to the Judges’ Tower and Photo Finish room. Behind this to the north is the main elevator lobby. This tower which is located along the eastern slope of the grand hipped roof of the clubhouse includes an elevator shaft that is clad in brown stain or painted wood shingles.

The Judges’ Stand/Photo Finish Room

The octagonal tower that surmounts the Stewards’ Stand at the SE corner of the Clubhouse is connected to the relocated c.1909 Judges’ “Pagoda” at the NE corner of the Clubhouse. An enclosed bridge structure links the octagonal hipped roof of the front structure with the square hipped roof of the pagoda at the rear. Both structures are clad with brown wood shingles on the exterior and have upper walls glazed with either Plexiglas or aluminum window fixed or sliding units. The slate roofs include half-round copper gutters. The roof structure within the front Judges stand wood rafters with tongue & grooved or lapped decking boards. The ceiling is beaded board in an octagonal pattern. The lower and the wainscot on the interior walls consists of horizontal beaded board. The windows units are set on a continuous sill or cap suggesting that this space original had no glazing, but rather was open air. There is a small interior room, presumed to be the Photo Finish office. There is a small bank of cabinets with a laminate countertop with electrical power strips attached to the wall with data wires and Ethernet ports. This tower space included exposed sprinkler pipes, metal surface mounted electric conduit, and wall mounted A/C units and oscillating

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fans. The old Judges pagoda to the north now houses an elevator with an old metal hinged door and call buttons. The adjacent winding stairs case walls are finished with beaded board.

Notable Conditions (Fourth Floor/Judges' Stand):

- Highly visible and obtrusive utility and equipment placement.

Clubhouse Exterior:

On the exterior the Clubhouse is composed of five parts: the main clubhouse stands; the rear kitchen block; the west entry porch (now the Travers Bar); the Judges' Tower; and the West extension (roof and lower terraces). The first four part were part of the original 1928 construction, although the exterior and these original features have been greatly altered. The first part, the main Clubhouse stands is roofed with a broad hipped slate roof with deep extended eaves distinguished by the striped snow slides. This section rises four stories. The corner hips of the slate roof are topped with pointed copper or bronze finials. The roof includes a half-round copper gutter around the perimeter, however in many locations the copper downspouts gradually transition to aluminum or PVC downspouts. The walls of the Clubhouse stands are covered with wood shingles which originally were stained or painted a dark brown. Today three of the four walls are painted white with only the front façade retaining the original dark color. There are multipane double hung sash windows in the back wall providing daylight into restroom or office spaces. There is a steel fire stair that switches back and forth along the back wall and a portion of the west wall. On the west and south walls there are rows of wooden flower boxes painted green hung on metal angle brackets. Along the ground level of the front (south) wall there is an awning structure which projects out just 6' and has a shallow pitched shed roof. There are also two sets of bright red steel staircases leading from the apron in front of the Clubhouse up to the second floor level. Suspended under the deep overhanging roof eave there is a continuous sprinkler pipe that encircles the structure.

The second part is the rear kitchen block which was originally centered on the back of the Clubhouse stands. It has a steeply pitched hipped roof with attic level dormers and two floors below the roof eaves. The roof is covered with slates with copper ridges and finials, and half-round copper gutters. Again these copper gutters empty into aluminum downspouts. There are several double-hung wood windows having multi-pane configurations. The windows on the west side appear to have originally had individual retractable awnings and/or screen sash. As the kitchen facilities in this structure have been expanded and updated, more mechanical equipment such as vents stacks and fans units have been added through the roof and wall planes. From the back yard looking at the rear of the kitchen block, several vents are noted on or rising through the roof and penetrating through walls or windows. The most conspicuous alteration is the large attic level (third floor) dormer that is very much out of scale when compared to the two adjacent original dormers. While it appears that this structure is wood framed, it has corner buttresses that are presumably steel columns encased with wood shingles. The wood shingled walls of the kitchen block are painted white while the window sash and frames are painted green.

The third part is the West Entry Porch or "Landing Stage" that was originally designed by LaFarge, Warren and Clark in 1928 but extensively altered in the 1930s/40s by Marcus T. Reynolds. The original portion was incorporated into the underside of the Clubhouse Stands. The extension by Reynolds consists of the carved wooden horse head rafters, scalloped frieze and match board soffit which support the flat roof above. PVC downspouts penetrate through the soffit to drain the roof water. The extended curved section also includes the cast iron pilasters with the horse head brackets and racing scenes. Prior to this extension this porch was extended to the west simply by a retractable awning to provide shelter to those patrons arrived on the auto drive. The current extension has been further extended with a rounded canopy over a walkway to the At the Rail Tent and awning along the west side of the porch structure. There are silver flagpole on the roof of this porch. This entire structure is painted white. In fact there is a clumsy paint line on the front (south) wall where the white paint stops and the original brown stains shingles starts.

The fourth part is the old Judges' Tower at the east slope of the main hipped roof. This consists of two structures – the front octagonal stand and the rear square stand and the rectangular link between them. The exterior walls are clad in wood shingles still stained brown. There are exposed sculpted rafter tails that support the deep projecting eaves of the two structures. The roofs are slate with copper or bronze finials and half-round copper gutters and downspouts. Where the walls include windows, relatively new aluminum units have been installed. The Tower is reached on the interior by an elevator and a winding stairs, and on the exterior by a steel staircase and roof bridge. There is extensive

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mechanical equipment on the roof tops surrounding as well on the Tower roof itself. On the front façade, this tower structure includes the projecting octagonal bay of the Stewards' Stand at the third floor level and the steel framed media platform that is located below the Stewards' stand. The media platform is constructed of steel brackets, railings and includes an awning overhead. The Stewards' Stand is framed like an oriel window but is fully open with a pipe railing and flower boxes along the front wall.

Lastly, the fifth part of the Clubhouse is the West Extension which was added to the NE corner of the Clubhouse to connect it to the Grandstand. This section is distinguished by the prominent standing seam metal roofing and cast iron pilasters with the horse head brackets. Since its construction in the late 1930s and early 1940s however, much of the prominent detailing has been obscured with excessive pipe framing, awnings and walkway canopies, the infill between pilasters with picket fencing or window walls and staircases and up to the terrace or roof. The west extension includes the one-story hipped standing seam roofs of the Jim Dandy Bar and the Saratoga Room porch on the west side of the curved roof. Included in this section, although added 20+ years later is the elevator shaft that rises to the height of the Judges' Tower and is painted bright white with no other finish detailing aside of a painted oval sign reading "Saratoga 1864."

Notable Conditions (Exterior):

- Confusing read of the original structures, character-defining features and finishes.
- Wood shingles on the front façade are very weathered.
- Painted wood shingle surfaces exhibiting paint failure such as alligatoring, crazing, peeling.
- Highly visible and obtrusive utility and equipment placement.
- Several cases of metal corrosion due to galvanic reaction from contact of dissimilar metals.
- West porch match board soffit separating at mitered corners.
- Wood windows could use restoration (repainting, reglazing)

PRELIMINARY TREATMENT RECOMMENDATIONS:

1. It is urged that a concerted effort be made to remove features that have a negative impact on the most historic significant portions of the building and to simplify the manner in which functions are served, utilities are installed and surfaces are "decorated."
2. Consolidate utility equipment such as electrical, plumbing, data wiring, etc. and concealed them by running through chases, in partition walls, within ceilings, etc.
3. Uniform lighting scheme that focuses on period-appropriate fixture styles and more discreet placement in order to be minimally intrusive.
4. Replacement of residential grade ceiling fans (and wall fans) with more appropriate commercial grade fixtures that are sensitively placed.
5. Adopt a period-appropriate paint scheme that distinguishes the various phases of evolution of the structure and is appropriate to the style and character of each segment – rather than universal application of bright white and red paint.
6. Widespread consideration of the use and placement of types of metals in order to prevent extensive metal corrosion issues as a result of careless connection of dissimilar metals, i.e. copper, iron, steel, aluminum.

BUILDING IDENTIFICATION:

Building Name: GRANDSTAND Area: Main Track/Back Yard

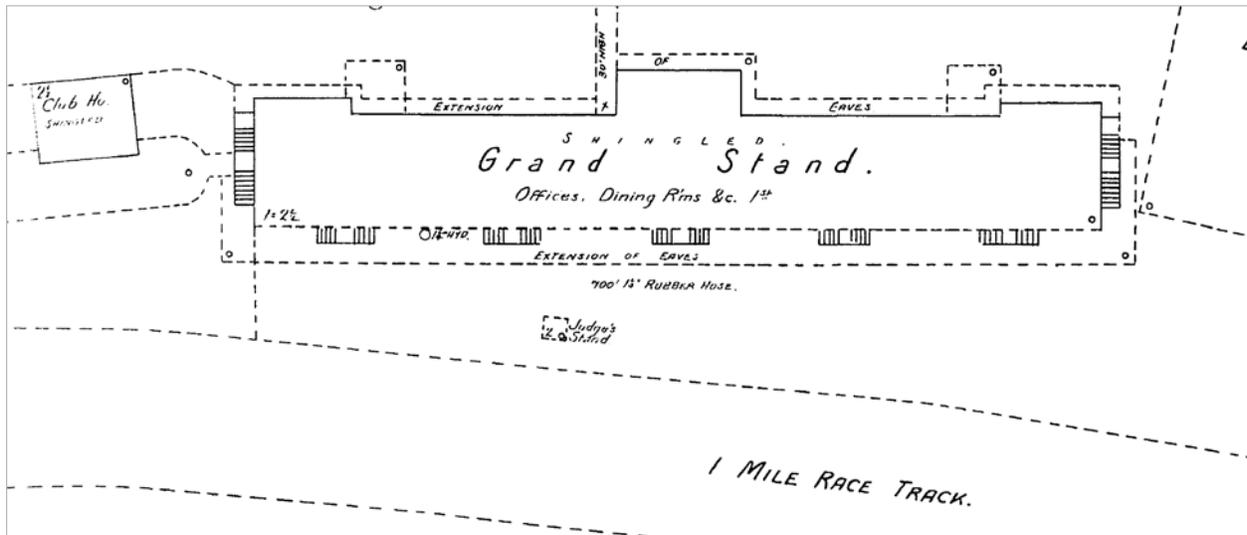
Function: Seating, Betting, Concessions Original use: Seating

Date built/renovated: 1892 (Herbert Langford Warren); 1901-02 (Charles Leavitt); 1937-1943 (Marcus T. & Kenneth Reynolds); 1964-68 (Arthur Froelich); 1986-1991 (Ewing, Cole Cherry, Parksey)

HISTORIC DEVELOPMENT:

Original Construction Period – c. 1892, Herbert Langford Warren:

The Grandstand is a two story structure with the original section built c. 1892 measuring approximately 30 feet deep and 200 feet long¹. The designer of record was Herbert Langford Warren with William S. Robertson, a local builder overseeing the construction. The increased interest in the sport of thoroughbred horse racing by those fashionable members of society was the impetus for constructing the symmetrical Grandstand having a steeply pitched hipped roof with multiple pinnacles and five sets of double-sided staircases leading into the stands. The structure of this original section included three interior rows of 8"x8" wood heavy timber posts and heavy trusswork with mortise and tenon joinery and iron bolts and strapping. Although structural in nature, these heavy timber elements included carved cross bracing, chamfered corners on the posts and decorative cast iron spandrel brackets. The top plate or beam that carried the sculpted roof rafters was doubled up with decorative and structural criss-crossing around the perimeter of the building. It appears from historic images that the rear wall (north side) of the grandstands did not extend fully to the roof, but instead terminated as a half wall allowing a view out towards the back yard from the second floor level. The deep, projecting eaves with the carved rafter tails, provided significant shelter from the summer sun and occasional rains.



May 1895 Sanborn Insurance Map, page 29.

The original grandstand structure was accessed from various sides with broad staircases. On both the west and east walls there were flights of stairs leading up to the stands, while five double-sided staircases oriented parallel with the front wall of the grandstand provided circulation from the apron up into the rows of stands. On the interior, from the topmost level of the grandstand there were additional runs of stairs

¹ Based on scale provided on 1895 Sanborn Insurance Map. Has been reported elsewhere that the grandstand was 200' long 30' wide and rose 2 floors. The lower floor held reception rooms, salons, and halls.

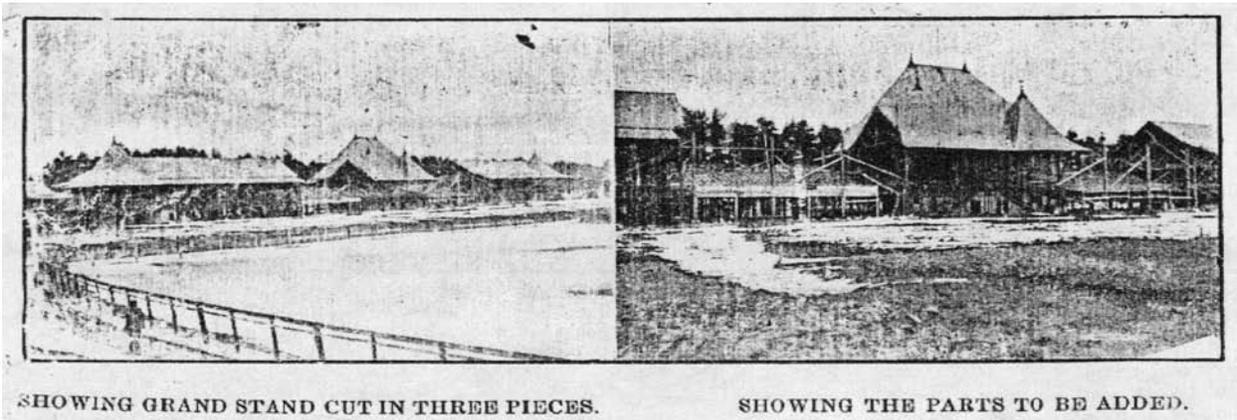
leading down to the ground level. Existing physical evidence and as documented in architectural drawings and photos, these staircase were had heavy square newel posts having an orb top and chamfered corners. The railing was also hefty with a carved upper and bottom rails and closely spaces square balusters. At the base of each staircase, the bottom tread was curved out around the newel. Originally the ground floor within the grandstand was finished with brick pavers with the exception of the Dining Room which had a wood floor. The flooring throughout the stands and second floor was wood. The roof, which originally was a gable with flared eaves and hipped ends with a central turreted section and pyramidal turrets at the end of each wing, has always been clad with slate and either terne-coat metal or copper flashings. With a kitchen located in the central section at the ground floor, a chimney rose up behind the tallest roof peak. Exterior walls were finished with stained cedar shingles while interior walls and ceilings were finished with narrow tongue and groove beaded boards.

First Expansion Period – c. 1902, Charles W. Leavitt, William S. Robertson:

While architectural drawings are not available for the first decade of the grandstand (1892-1902), it is understood from newspaper reports that during Whitney's improvements while working with Charles Leavitt in 1902, the Grandstand structure was both moved to allow for the reorientation of the new track, but was also divided so that the wings could be extended. The only image available of this work was included with Leavitt's drawing of the General Plan of the property showing new track and arrangement of the Grounds and buildings.



Bolster (Survey 8061-2)



After this work, the grandstand was approximately 535 feet long with each gap infilled with about 6 column bays and with a new double-sided staircase added in this infill along the front wall. In plan the building had a “dumbbell” shape with a central block or pavilion which projected outward at the front and rear and projecting blocks or pavilions at each end that were roofed with a pyramidal turret. Since the original

contractor that built this structure in 1892 was hired to do the expansion, it is believed that the new fabric matched the original, such as the shingled or tongue & groove wall finishes, the heavy timbering, and the slate and metal roofing. The new staircases appeared to have matched the old exactly.

On the interior, the ground floor was organized with offices; store rooms; “refreshment” stands, and ice boxes in the ends of the two wings, while a kitchen with an ice room, and pantry were located in the central block with a dining room and a large bar were situated in the eastern wing. On the west side of the center kitchen there was a large open space with a barber shop and office. The spaces under the double-sided staircases along the front wall were used for store rooms or extensions of the various spaces. A report on the Grandstand in 1905 described it as follows:

“The grandstand is the largest and most conspicuous building in the Racing Park. It is of immense proportions and is solidly constructed. It has seating capacity for some 10,000 spectators. In front are scores of private boxes, including quarters for a large corps of turf reporters. The front portion of the entire western end of the Grandstand is also divided into private boxes. From this end of the stand, a covered passage way leads to the Clubhouse. On the ground floor of the Grandstand are located the large restaurant and refreshment rooms, dressing rooms for Jockeys, storerooms, etc. in addition to a large open space from which many spectators prefer to view the racing. Here also are commodious telegraph offices, with a large corps of operators who flash the history of each race to every corner of the country.”²

On the rear of the grandstand, a continuous concrete walk with a stone curb ran along the wall and under five open wood entry porches with hipped roofs and supported by typical heavy timber posts and beams. All the wood on the building at this time was either painted or stained a dark color.



Bolster c. 1900-1915

² “The Most Classic Race Course in this Country” The Saratogian, 50th Anniversary souvenir 1855-1905.

Second Expansion Period– c.1937-1945, Marcus T. & Kenneth Reynolds:

Beginning in 1934, changes were being planned to meet the growing need for betting facilities by altering the Grandstand to add a large betting ring to the rear of the existing structure. Eventually this work which took nearly a decade to complete included the connection to the new c.1929 Clubhouse to the west and the expansion to the rear which more than doubled the depth of the grandstand and made the entire complex feel like one contiguous structure. News reports described the new rear extension completed in time for the 1937 meet, as being 360 feet long along the back of the grandstand and being 85 feet deep.³ The rear extension provided a continuous open ground floor shed while two rectangular 2-story ells oriented perpendicular with the main structure housed new services and were linked by a shed-roofed porch and roof terrace at the second floor which was intended to serve as a summer garden where refreshments are served allowing patrons to walk directly from the grandstand to this terrace, partially covered with a roof extending out 35 ft from grandstand.⁴



Image showing birdseye view of roof terrace at the central section showing brick paving, metal roofing and ornamental ironwork. (George S. Bolster Collection - _____)

The improvements made during this time were designed by notable Albany architect, Marcus T. Reynolds, and marked a departure in building character that stepped away from the 19th century Late Victorian style and asserted an early-20th century Beaux-Arts flair. The first phase of work was implemented in 1937, while designs for a second phase of work to further expand along the rear were developed in 1939-40. The execution of this second phase of work was put off until the mid 1940s during the war years when the track was closed. A review on the new work reported in 1938 stated that “the expenditure of \$181,000 last year on improving the plant was a wise move. Every detailed piece of construction was intended to accomplish two purposes – to eliminate crowded conditions and add convenience to patrons and employees.” It further described the new features such as the new betting ring which provided ample space for the many bookmakers and the terraced roof above the betting ring which overlooked the paddock and was beautifully fenced off with ornamental iron containing panel of great horses in and the grillwork depicts famous beauty spots at the Spa. Tables with colored umbrellas and chairs occupied the entire terrace which was newly equipped with a service bar, soda fountain, and light lunch counter. Ornamental stairways provided access to and from the grandstand and the paddock.⁵

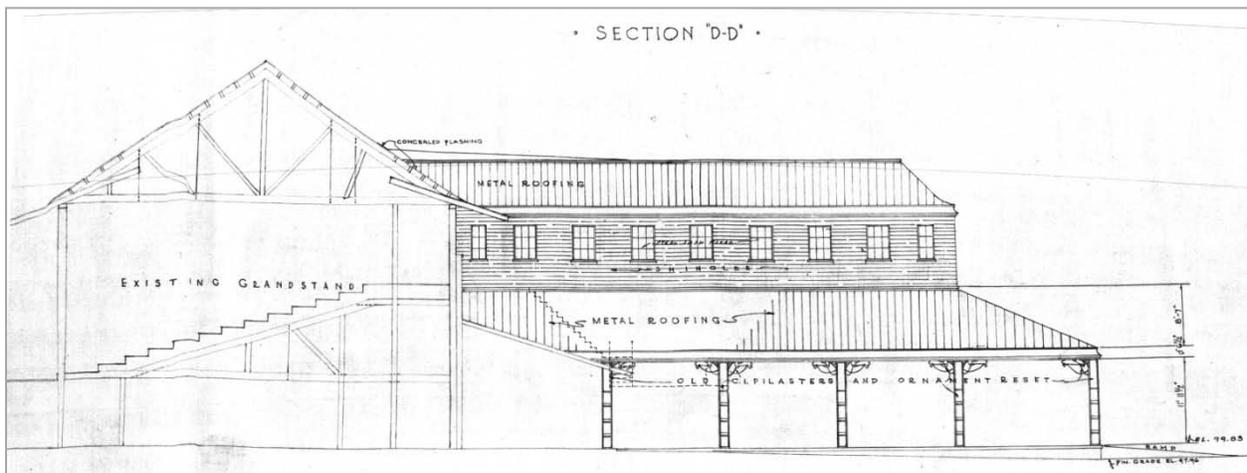
The roofed porch of the second floor terrace provided an open-air transition between the upper floor of the grandstand and rear terrace. As the Bolster Collection photo shows, the terrace provided close views up at the old turreted roof of the Grandstand, while also views down at the Paddock and wooded back yard, as well as southward through the porch to the track. The second floor, while nearly three-times its original depth retained some extent of the transparency that was part of the original design intent.

³ “Hennessey Get Construction Job at Race Track” *The Saratogian*, 2/12/1937: Contract for construction of the betting ring, dining terrace and field stand at the track was awarded to J.W. Hennessey & Sons, local contractors to do all carpentry and masonry work. The contract was signed with Barr, Irons and Lane, NYC structural engineers who have been placed in charge of all the work and did the structural steel work.

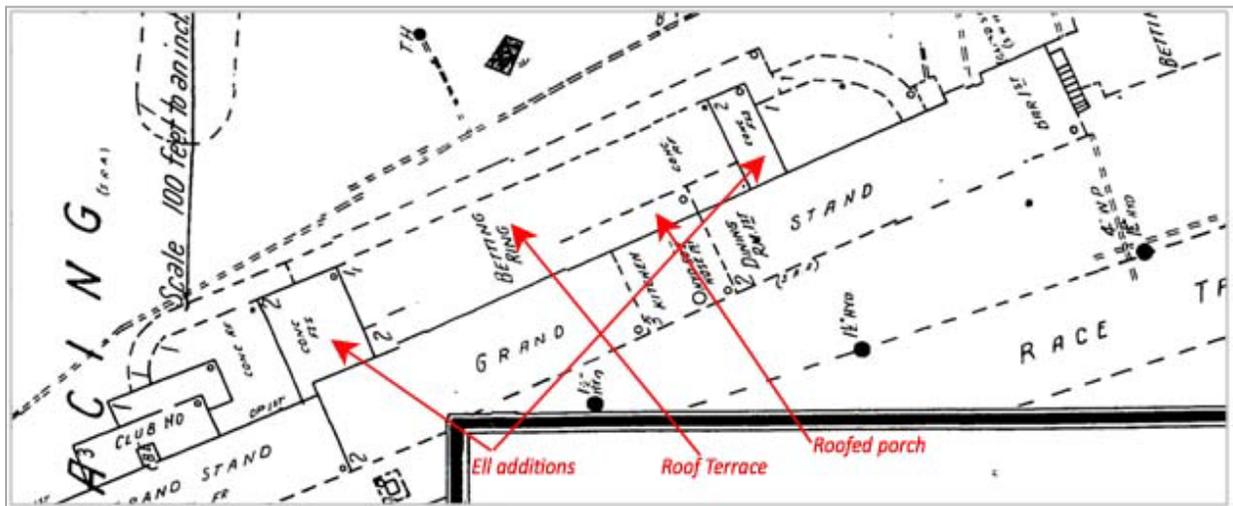
⁴ “60 Men Already At Work on \$125,000 Improvement at Saratoga Race Track” *The Saratogian*, 11/17/1936

⁵ “Field Stand and Betting Ring are among Many Improvements” *This Week in Saratoga Life*, 8/12/1938, vol 2 #2

The elevation drawing below shows one of the two ells that originally “book-ended” the rear extension. They were clad with wood shingles, had a series of wood casement windows (which later had individual retractable awnings) and had hipped standing seam metal roofs. The ground level addition and second floor porch that linked or connected the two ells were both open with standing seam copper shed or hipped roofs supported by decorative cast ironwork supports. The upper porch roof was supported by thin columns with Corinthian capitals while at the ground level the roof was supported by Beaux Arts-style iron piers with racing scenes and horse head motifs. Matching ironwork was used to form the terrace level railing which also integrated flower boxes. The hipped roofs of the ells were tied into the original grandstand roof with valleys and all the standing seam metal roofs included an ornamental scalloped edge – a design motif used throughout the Reynolds’ designs. It was also at this point, that the shingle wall surfaces were painted white or a light color in contrast to the dark wood stain or Victorian-era paint colors.



Section D-D from “Alterations & Additions” Drawing Set by the Office of Marcus T. Reynolds, Jan. 8, 1940



1939 Updated Sanborn Insurance Map, page 40.

It was also during this first phase of work that rooftop quarters were provided for many officials, specifically the modern press box which was constructed in a dormer atop the grandstand roof. This press box was lauded as providing fine accommodations for many reporters with facilities and view of the entire course as well as the finish. These marked improvements over the previous press box location.

The initial purpose of this rear extension was to incorporate the betting ring, new toilet facilities and refreshment stands within easy access of the stands and the additions occurred in several phases over a decade-long period. Where previously services such as toilets, storage or concessions has been located in the end pavilions of the two Grandstand wings and the rear of the central pavilion, the rear extension work introduced new “service blocks” that were stacked on the first and second floors and which were essentially freestanding within existing structural columns. The partition walls of these service blocks were either clad with wood shingles similar to the treatment on the exterior walls, or with tongue & groove beaded boards. The first phase of the rear extension included two “book end” perpendicular ells behind the old Grandstand with one aligned with the west wall at the northwest corner and the other located just east of the central block. By 1939, drawings were produced to further expand this rear extension to the west to behind the Clubhouse and to the east as far as the east end pavilion, and this work involved removal or alteration to these relatively new ells.

In 1939, the bookmakers were informed that the mutuels bill had been approved at the State level and that the pari-mutuel system had been adopted at the Saratoga Race Course. Parimutuel betting machines and the infield tote boards debuted at Saratoga on the first day of the 1940 racing meet on July 29, when 169 betting and 128 cashing windows opened that afternoon. The supertote machine handled wagers at the rate of \$2000/second and every 80 seconds new figures (odds) were flashed on the tote boards. With the introduction of this efficient yet impersonal pari-mutuel system of betting⁶ some say the track took a significant, irreversible

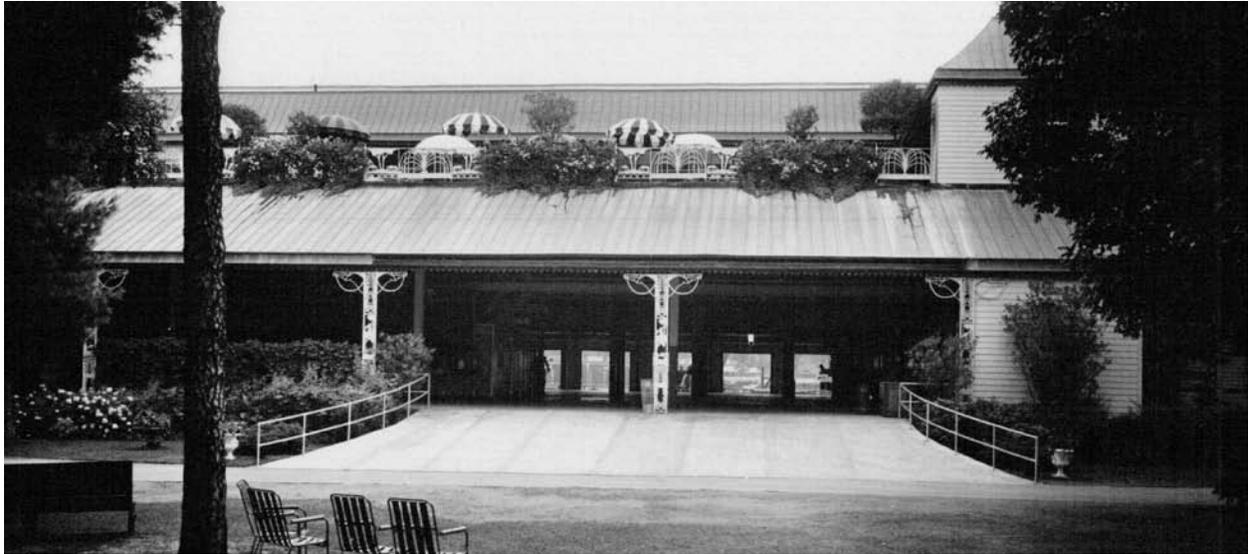


New pari-mutuel betting windows installed in July 1940, Morris Gerber's "Old Albany" photo collection.

and not altogether welcomed step toward the modern era and that it marked a turning point in Saratoga's history. With pari-mutuel wagering, the betters bet against each other instead of against the bookmaker. All the money bet on a race was part of a common pool and the odds on each horse were adjusted automatically. The odds at post time were used to determine payouts. The pari-mutuel system also made it easier for the track operator to withdraw the “takeout” (the percentage of the pool taken as profit and to pay taxes). What this meant for the property and the Saratoga Racing Association was that the SRA spent more than \$200K to put in the new equipment, such as odds boards, tote machines, a substantial number of betting windows and more than 800 miles of wire and 5000 25-watt light bulbs. Amidst the current renovations, there was the immediate need to accommodate space for the large number of seller and cashier booths as well as the associated operational spaces such as tote rooms, calculation rooms, vault, money room, supervisors' room, etc. These new betting windows appear to have been pre-fabricated booths with either factory-finished metal or wood walls with applied moldings, uniform window openings having a metal grill and metal pipe railings to separate one window area from another.

⁶ The Pari-mutuel system was developed by Pierre Oller in France in 1870. “Bookmakers, offering odds on slates, had heyday before pari-mutuel machines” The Sunday Gazette, 8/1/1993.

At the interior of the old grandstand, the six sets of staircases that had provided access to the top of the stands from the ground level were all removed with the exception of one (which remains today as an emergency egress stair). The brick paved floors at the ground level of the old grandstand, was at this point removed and replaced with a poured concrete slab. The new addition to the rear no longer used the heavy timber beams and posts that were space every 12 feet. Instead new steel I-columns were used and spaced 26 feet apart (twice the spread). The interior space was reconfigured with the existing barber shop moved and new lunch counters and bars added along the front (trackside) wall and using the space under the double-sided stairs as counter, dishwashing or storage space related to these concessions.



Bolster (Racetrack 3 #94364, 8/28/1940)

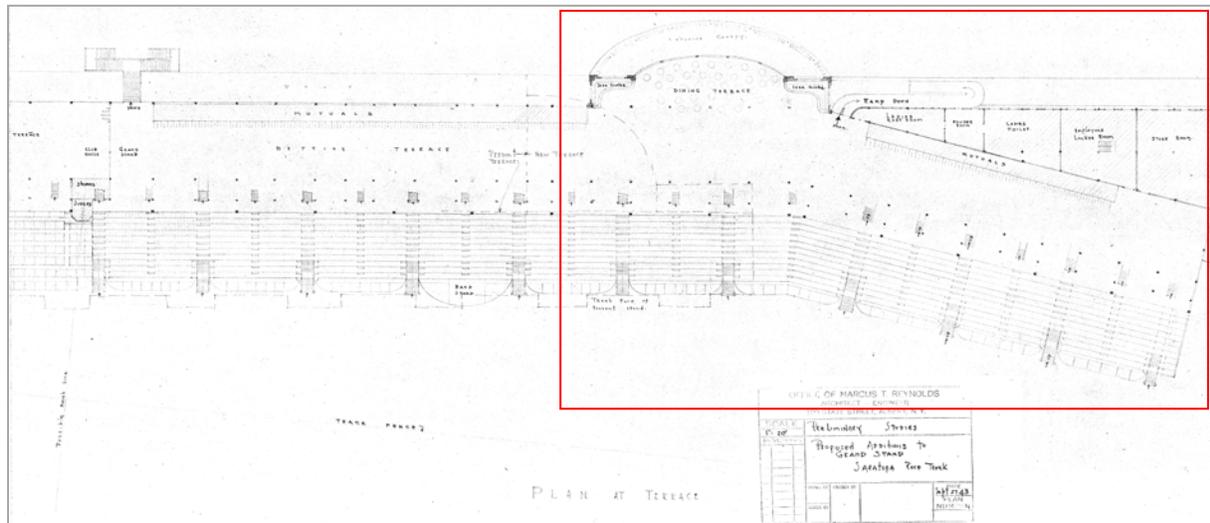


Bolster (1937?)

This work which expanded the depth of the original Grandstand and significantly altered its appearance and the way it functioned spanned from the late 1930s through the 1940s. This long-ranging phase of alterations was the first of many to occur in the 20th century which shifted the character of the Grandstand from one reflecting its construction period in the Late Victorian era of the 19th century where the intricate and decorative nature of the structural framing, wall textures and roof lines exuded a rustic elegance, to one that was more fanciful, and incorporating Beaux-Arts motifs with new and modern materials. Note the in photo above that the original rear walls of the Grandstand (left side) have been painted white to blend the new additions in with the old structure. Where the original building used traditional and minimally manufactured materials such as wood, brick, slate and sheet metal, the new additions and alterations used

mass-produced steel, concrete, and cast-iron. Despite these substantial changes, as seen in the images above, the original gabled roof remained quite prominent as did the original rear shingled wall of the old grandstand. The new ells were sensitively attached to the original main structure in a way that reinforced the prominence and importance of the main roof.

Reynolds' office continued to study ways in which to expand the Grandstand structure to the north and to the east. In 1943 the firm produced sketches which illustrated with a sense of foreshadowing, a rounded dining terrace behind the east pavilion of the original Grandstand and the addition of a large angled stand housing 10 bays of tiered seating and front row boxes. At the rear of this addition was a long row of mutual booths with restrooms and store rooms behind.

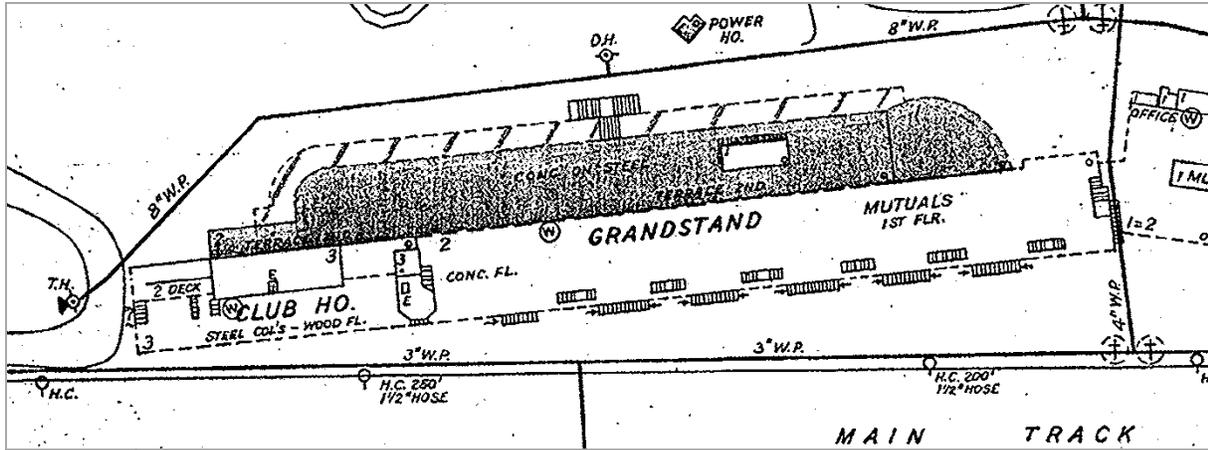


"Preliminary Studies – Proposed Additions to Grandstand,". Office of Marcus T. Reynolds, Sept. 27, 1943 (time dates after Marcus' death and was during a time that his nephew Kenneth was running the firm.)

Third Expansion Period – c. 1958-1968, Arthur Froelich Architects:

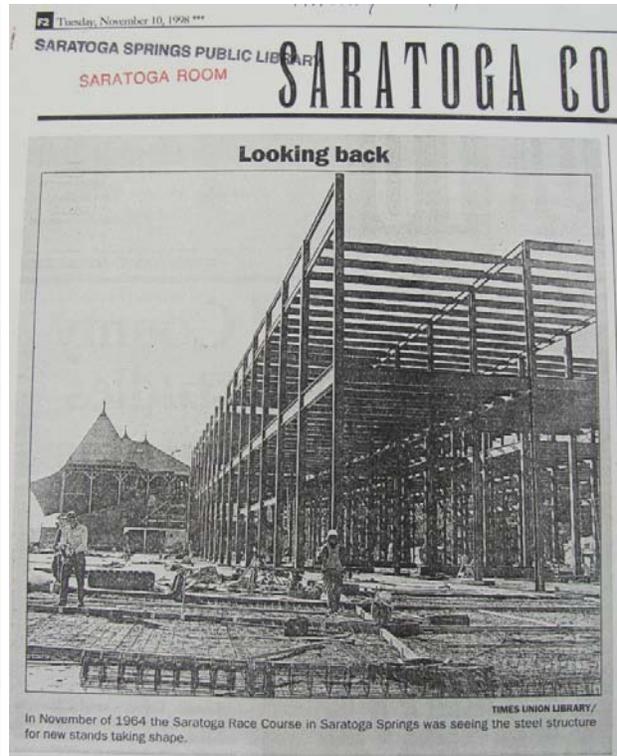
This focus of study continued with a new firm, Arthur Froelich Architects out of Philadelphia, Pennsylvania. In 1958, a series of studies proposed four stages of alterations. Stage I involved the demolition of the adjacent original Betting Ring Building, Pinkerton Office Buildings and the western portion of the Field Stand in order to make room for a new steel framed grandstand with concessions incorporated into four sets of "switch back" staircases on the ground floor and a seating stands, lounge, mutuels, toilets, and open betting ring on the second floor. Stage 2 called for the additional removal of the Field Stand building and rear mutuels addition and constructing an addition to the new grandstands with a field stand in front, trackside, and seating stands and more mutuels, toilets and concessions with an open betting ring at the top towards the rear. Stage 3 explored the full build-out over the curved entrance behind the eastern end of the old Grandstand with a new entrance lobby on the ground floor enclosed with 5' high chain link fencing and new escalators providing access to the second floor where a new lounge and bar were to be located. Stage 4 included the extension to the Clubhouse and all alterations within the existing building such as a new kitchen and Dining Room, "control point" ticket booths, and escalators behind (north) the Clubhouse/Grandstand connection. It appears that it was around this time that a portion of the old Grandstand seating started to be considered as an extension of the "Clubhouse" as has continued to present day. It is clear however that despite the study and full development of plans for this expansion, by 1960 no work had actually been performed. The 1960 Johnson & Higgins Insurance map shows the grandstand as the Reynolds firm had left it in the late 1940s. In the 1960s, NYRA (then relatively new owners) continued to study the way the grandstand functioned, this time with regard to ticket and entry

locations. A plan developed by JE. C. Lord and .H. King in 1960 illustrates the plan of the grandstand and clubhouse within the context of the back yard with notes on five different entry “control points” (A-E). Specifically the plan of the grandstand shows only the work done in the 1940s, similar to what is seen in the insurance map above.



Excerpt from the NYRA Saratoga Race Course Plan by Insurance Brokers, Johnson & Higgins, Sept. 9, 1960

The work designed by Arthur Froelich in 1958-59 was not implemented until the mid-1960s reportedly due to a lack of financing. By the fall of 1964, we know from newspaper and drawing records that Froelich was overseeing the first phase of additions and alterations to the Grandstand which resulted in the demolition of the old betting ring, field stand and the construction of the new steel frame two-story structure with new fixed seating stands facing the track.



Two separate newspaper reports showing east end of old Grandstand with betting ring removed. (left: The Saratogian, Aug. 2, 1965.) The installation of the new steel frame was documented in the Times-Union paper in the fall of 1964.

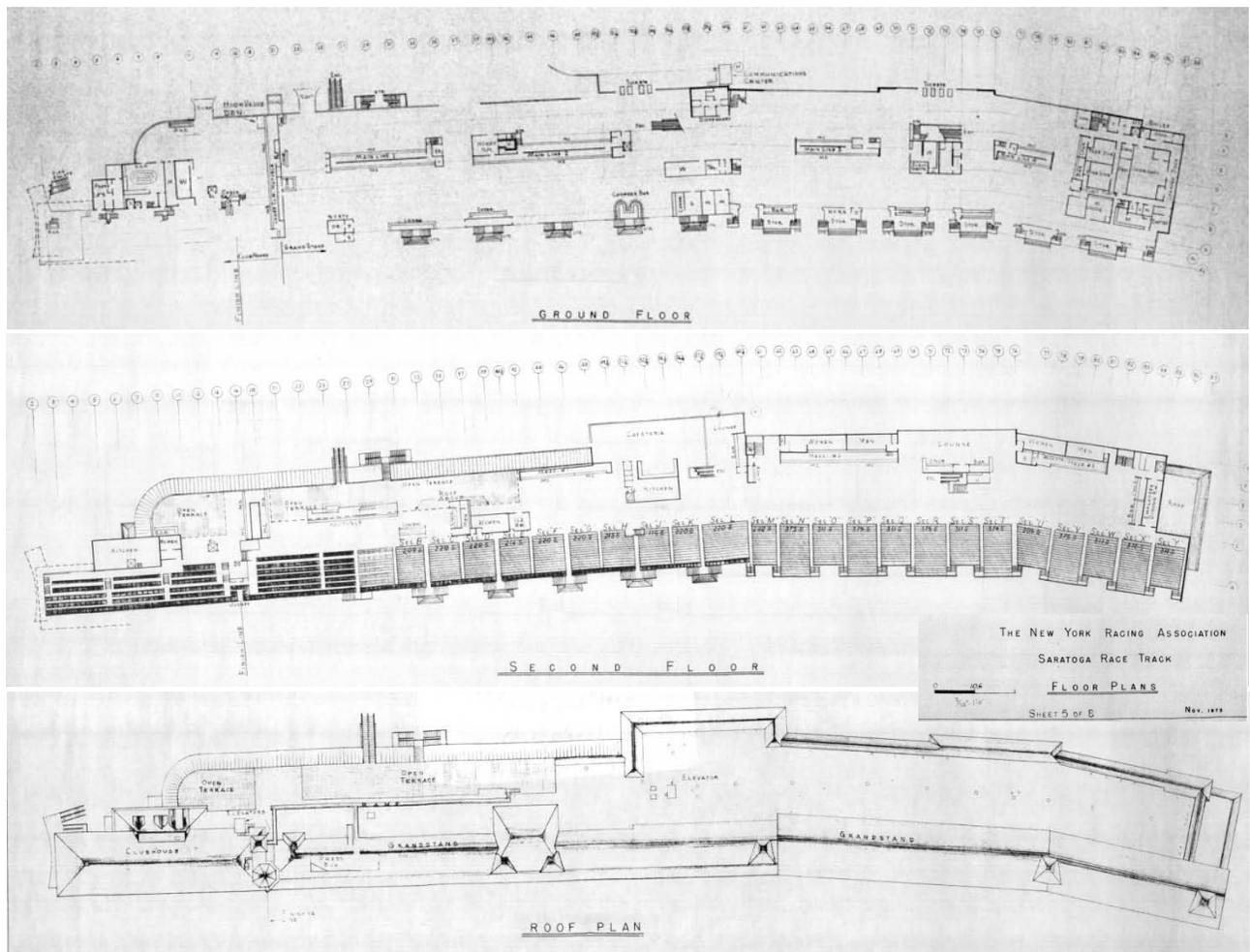
This work also included new electrical, plumbing and mechanical upgrades and the installation of three new elevators. One new elevator was installed at the northeast corner of the Clubhouse with a five story high brick shaft which measures 12'x9'2". Two other elevators were installed at the east end of the old grandstand and a freight elevator at the northeast corner of the new addition. Three sets of escalators were introduced at this time; one from outside the old Saddling shed up to the rear terrace, and two within the new grandstand structure. Other changes within the existing buildings included the removal of the relatively new kitchen at the center of the roof terrace on the second floor and the row of mutuels that were housed in the east most ell. The kitchen was replaced with a new row of mutuels and the old row of mutuels which were oriented north-south, were replaced with a new row oriented east-west along the north wall. The area to the east of 1940s rear extension, where the back wall of the old Grandstand was exposed was now fully enclosed with a new two-story cafeteria, lounge and kitchen. All new service blocks and exterior walls were clad with "drop" or novelty siding which was common at this time for new construction around the track property (i.e. dormitories, barns, etc.). Again these surfaces were painted white, and in many new window locations surface mounted, plastic shutters were added. The prevalent use of chainlink fencing dates to this period as noted in the 1958 study drawings. Froelich's drawings also called for the use of asbestos shingle roofing on the new grandstand at the front slope, at the rear gable slopes and for the less visible and flat sections of roof to be covered with built-up roofing.

Structure and Infrastructure Improvement Period – c. 1968-1980:

After the Froelich work, NYRA embarked on a period during which repairs and upgrades were being made to the structural, mechanical, electrical, or plumbing systems in the grandstand. In 1967-68, the roof overhang of the original wood Grandstand was altered to allow for new gutters. (10/26/1967) In 1970-71 alterations were made to Kitchen #23 at the Grandstand Cafeteria according to designs by and for the H.M. Stevens Company. In 1972, reinforcing of the grandstand _____ occurred according to designs by Weiskopf and Pickworth, Structural Engineers. Additions were also made to increase or improve viewing stands with the installation of a total of six assemblies having four rows of steps for standing purposes down in front of the new steel-framed grandstands. Newspaper photo shows them made with back walls clad in novelty siding, having a closed stringer panel and simple pipe rails with two bends.⁷

⁷ "Crews work to meet Aug. 3 deadline for Racecourse opening" by Dan Collins, The Saratogian. 7/22/1970

In 1973 existing condition drawings was produced for NYRA that provide substantial detail of how the building looked after the third expansion period and prior to the work that would occur in the 1980s.



In 1977, the local Architecture, Planning and Landscape firm, The Saratoga Associates, was commissioned to study the Paddock area, entrances, and approaches to the clubhouse and Grandstand from the back yard. The focus of this study was on how to enhance the planting schemes, grading, and walkways in conjunction with the shift from all paddock activities from the Old Saddling Shed to a new one to be build along the west property line. It is believe that during the period of renovation that followed this study, concept of installing the red & white striped canvas awning on a galvanized pipe frame over the full 2nd floor terrace measuring 44'dx85' long was introduced. In 1977, a canopied entry was constructed leading from the Wright Street gates to the Clubhouse. In 1980, Clough Associates oversaw structural modifications to the second floor terrace which involved new structural steel, a metal pan floor deck, new concrete which replaced the brick paving, and lastly framing for a new roof over the second floor terrace. As is visible today, the full rear roof deck is covered during the summer months with a fixed striped awning supported on a fixed and anchored steel pipe frame. In the winter months the awning is removed with the frame left in place. This change has had a significant impact in the character of the terrace in that it alters the transparent nature that was retained in the 1930s/40s when the Reynolds firm introduced the expanded outdoor space. It eliminates a view of the original Grandstand Roof and given the low height prevents long views out to the back yard or towards the track.

Period of Modernization and Competition for Spectator Sports revenue – 1984-2000 (Ewing, Cole, & Cherry Parsky, Clough Harbor Associates, Frank Rapant, Wayne Peterson, Ryan-Biggs Associates)

In 1984, NYRA planned for an expansion that included an addition of 5,000 seats to the grandstand⁸ but also turned its focus on developing the 4-acre grassy parking area near the grandstand into a recreation area, including a large concession Pavilion with areas for viewing simulcast televisions and mutuels. NYRA was clearly focused on accommodating a large increase in race patrons both within the stands and on the site. With this new focus on the back yard as a new center of attention and activity and having a carnival-atmosphere, the work on the Grandstand reorganized the rear façade to reflect the activities and atmosphere of the back yard, instead of the trackside activities and character. The new Carousel Pavilion designed by Ewing Cole Cherry Parsky replaced the earlier Track Cafeteria and lounge near the junction of the old Grandstand and the new steel stands which was designed by Froelich in the mid-1960s. This semi-circular pavilion was built in two phases of work spanning from 1985-1991 and was one of the most dramatic alterations on this side of the Grandstand. The Carousel Pavilion provided a new covered space on two levels that served a bit like a “food court” with nearby concessions and bars, tables & chairs looking out over the back yard, and with betting mutuels and TV monitors for watching the action on the track.

Coinciding with this from 1985-1987, NYRA spent several million dollars introducing fire protection systems in a progressive effort to comply with public safety and fire codes and meet their insurance requirements. Work started with the installation of sprinklers in the area beneath the Grandstand where concessions and mechanical functions existed and was followed with a later phase throughout the remainder of the Grandstand. This work involved the introduction miles of plumbing for overhead fire sprinkler heads and risers and pressurized standpipes, valve houses, as well as, visible and accessible fire extinguishers throughout, emergency alarms, lighting and exit signs, and related hardware. This work was designed and overseen by Clough Harbor Associates. New fire escapes were designed and installed in 1986 by Engineer, Frank Rapant.

In 1987, preliminary working drawings were produced for the first phase of the flat roof replacement at the grandstand, as designed by Wayne Peterson. This was followed up with a Combined phase 1 & 2 project on the repair to the roofs on both the Grandstand and the Clubhouse in 1988. In conjunction with this roof work, lightning protection drawings were produced by Phillips Associates, consulting engineers. In 1989 shop drawings and fabrication details were developed by Amtech Welding for a new starter/judges stand at the area where the old Grandstand and Clubhouse come together. The final phase of the roof improvements at the Grandstand designed by Wayne Peterson was put out to bid in the spring of 1991. This work called for the removal of either slate or built-up roofing just below the ridge on the north slope of the Grandstand from the “high” peak to the east wall and replacement with new “single-ply” roofing (fully adhered EPDM). New EPDM roofs were installed at this time on the press box and photo finish room. The EPDM roof replaced a standing seam metal roof on the press box.

The second phase of the Carousel Pavilion which included interior renovations such as the mini theater and second floor restaurant was designed in 1991. This work included all interior fit and coordinated signage.

In 1998 Troy-based structural engineers, Ryan Biggs Associates, were commissioned to continue with the roof repairs at the Grandstand and Clubhouse particularly with regard to the old slate roof and heavy timber framing of the original grandstand structure. The first phase of work involved _____
_____. The second phase of work involved structural repairs of the framing

⁸ The Saratogian, October 5, 1984.

with ¼"x2" flat iron straps, ¼" x3" U-strap braces or through bolts at the heavy timbered diagonal trusses. The south slope slate was fully replaced with new 24 oz. copper gutters, and extensive flashing work. A new 20-ounce copper ridge roll was installed matching the dimensions and profile of the existing original "high" roof ridge. This roof work required the recently installed lightning protection to be removed and then reinstalled. Ryan-Biggs also designed and oversaw installation of a new stair that connects to the walkway that crosses the EPDM roof along the north of the ridge and provides access to the platform over the Press Box and the Photo Finish Room in the Tower. This new stair which rises from the flat roof up and over the ridge and then down to the wood platform is anchored into the roof ridge beam and roof trusses and is supported 6 inches above the slate roofing.

When was picket fencing introduced?

When were double-sided stair altered?

When were steel staircases added at front?

Who/when began painting bottom 5 feet red?

Who added ceiling fans in stands? speakers? Fluor. Lighting?

BUILDING'S SIGNIFICANCE/DESCRIPTION DURING PERIOD OF SIGNIFICANCE:

Because this structure has been so continuously and substantially altered over the 120 years on the site, the building's significance has been divided into its various periods of change with the understanding that those features which date to the earliest period have the most individual significance. For example the intact portions of the building dating to the original Herbert Langford Warren design and built in 1892 have the most historic significance and warrant extreme sensitivity and protection during any future planning or construction work. If the later phases of work had heeded this philosophy, a great majority of the original structure and historic fabric would remain intact today. Also included in the lists below is the recommended Preservation Treatment Approach as defined by the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

1st Period – 1892-1902, designed by Herbert L. Warren; constructed by W. S. Robertson (Treatment: PRESERVATION)

- Steeply pitched slate roof with high peaked turrets over central pavilion and two end pavilions and deep projecting eaves.
- Carved exposed rafter tails
- Copper flashings, pinnacles and ridge roll.
- Five sets of double-side front stair cases leading from apron up into grandstands
- Straight-run staircases on both short ends.
- All staircases included stout newel posts (6"x6") with chamfer cuts on the corner edges, and topped with a round orb. Railings were heavy with carved top and bottom rails and closely spaced square balusters. Open stringers with bullnose on the treads and shingled side walls.
- Wood shingled walls – dark stain or painted finish
- Interior surfaces finished with tongue & groove beaded boards.
- Heavy timber framing with 8"x8" or 8"x10" posts with chamfered edges. Trusses have diagonal chords secured at notches, and diagonal cross bracing beneath the roof plates are both decorative and structural. Criss-crossing along eave line is unique.
- Ornamental "quatrefoil" cast-iron spandrel brackets.
- Original rear open porches with heavy timber posts with carved cross bracing and hipped slate roofs.
- Brick floors at ground level, wood floors throughout upper stand level.

- Half wall along rear at top of grandstand with view out to rear yard (Paddock)
- Flag poles at turreted roof peaks.
- Double-hung multi-pane wood windows at end pavilions.

2nd Period – 1902-1937, designed by Charles W. Leavitt; constructed by W. S. Robertson (Treatment: PRESERVATION)

- Seven sets of double-side front stair cases leading from apron up into grandstands
- Chimney which rose up behind the central high roof.
- Expanded sections between the central pavilion and the side pavilions
- “Fanlight” or elliptical windows added into the front walls of the double-sided stairs.
- Paneled solid wood doors

3rd Period – 1937-1954, designed by the office of Marcus T. Reynolds; constructed by J.W. Hennessey & Sons & Barr, Irons and Lane. (Treatment: RESTORATION)

- Steel framed 2-story rear addition off west and central sections of the old Grandstand – 85 feet deep x 360 feet long
- Exposed steel I-beams and steel girder at ceilings
- Standing seam copper roofs at first and second floors
- Ornamental scalloped edging at copper roof cornices.
- Ornamental cast iron colonettes with Corinthian capitals or cast iron structural framing depicting horse heads and racing/Spa scenes.
- Brick/Quarry tile paving on second level floors
- Concrete floors at ground level
- Built in flower boxes as terrace railing
- Ornamental grand stair up to Roof Terrace
- Hipped roof perpendicular eaves at second level.
- “service blocks” within interior housing restrooms, storage and concession facilities.
- Painted wall surfaces (new and old at rear) – white.
- “Press Box” dormer on grandstand roof and photo finish room above Judges Tower
- Initial rows of mutuel booths – originally pre-fab metal enclosed booths.
- Wide board tongue & groove exposed decking under metal roofs

4th Period – 1958-1970, designed by Arthur Froelich & Associates, constructed by ____ (Treatment: REHABILITATION)

- New steel structure grandstand addition to east of old building.
- Three new elevators – two in Grandstand
- Three sets of escalators
- Two new rows of Mutuel booths in old section of Grandstand
- New Kitchen and Cafeteria and Lounge behind east pavilion of old grandstand.
- Use of drop or novelty siding on interior and exterior wall surfaces.
- Use of vertical tongue & groove boards with “V” groove.
- Use of “horse head” motif rafter tails
- Use of Chain-link fencing
- Extensive introduction of electrical, plumbing and mechanical utilities (wires and conduit, PVC pipes, fluorescent light fixtures, roof top equipment)
- Pipe railings at stair cases, etc.
- Steel staircases

- Flush panel doors
- Laminate top concession counters with vertical board paneling
- Plywood mutuel booths
- Circular recessed lighting
- Stock wood windows with snap-in grids
- Plastic shutters
- Vinyl siding
- Restrooms with 2" ceramic tile floors and laminate wall paneling.

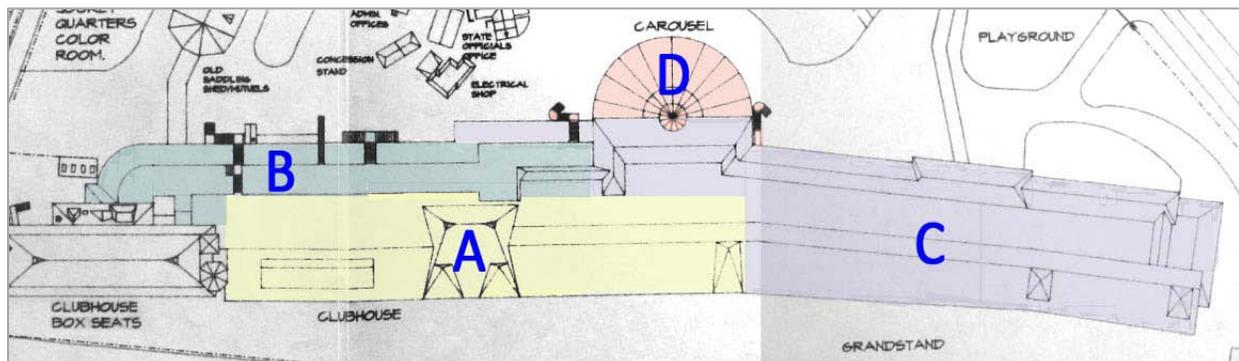
5th Period - 1980-2000, Work by Ewing, Cole, Cherry Parsky; Clough Harbor Associates; Frank Rapant; Wayne Peterson; Ryan-Biggs Associates (Treatment: REHABILITATION)

- Extensive use of rounded top picket fencing?
- Fire sprinkler system equipment (pipe runs, standpipes, sprinkler valve rooms, shut offs, extinguishers, alarms, exits signs and lighting.
- Television monitors, "theatre" seats, and "security eyes"
- Audio speakers
- ATM machines
- Lattice-work
- 12"x12" tile flooring
- Rounded steel columns/posts
- Ceiling fans?
- Iron/steel strapping and tie-rod bolts on wood trusses

CONDITION ASSESSMENT / PRESERVATION CONCERNS: (what remains, what has been added, what has been lost, physical deterioration, inappropriate use, obsolescence or need for rehabilitation.)

Today the Grandstand can be view and organized as four separate segments.

- The oldest, section consisting of heavy timber framing from the east end of the Clubhouse to the "Clubhouse Exchange" where the newer steel stands begin to further to the east. This section spans from track side northward to where the steel columns begin and the concrete flooring is noted on the second level.
- The rear extension that is defined from the JimDandy Bar on the ground floor and framed with the white cast iron ornament with horse head "capitals" and the standing seam metal roofing to the rear projection just east of the central pavilion.
- The steel grandstand section from the eastern pavilion to the east wall from track side to the north wall.
- The semi-circular "Carousel" pavilion.



Segment A:

The old grandstand is clearly distinguished from the later additions by the intact wood that was used for the framing and finishes. Regular rows of 8"x8" wood columns rise from the ground to the roof trusses. At both the ground level and the upper stands level, these columns have been ornamented with chamfer cuts on the corners and with carved cross braces. Cast iron support brackets having a quatrefoil motif on the inner spandrel are used to support the roof trusses where they rest upon the top of these wood columns. The substantial wide span of the roof structure is framed with king post trusses with additional diagonal struts joined with "birdmouth" joints. Most of the bearing joints have been supplemented with metal straps and tie rods with large bolts. The exposed roof deck consists of tongue and groove boards. Both the framing and roof deck have not been painted and retain their original unfinished appearance. The metal brackets and some of the straps have been painted however, in an effort to inhibit rust.

Hung from the rafters and attached to columns throughout the old grandstand are residential grade ceiling fans, fluorescent light fixtures, television monitors, speakers, signage, metal electrical conduit, as well as pipe runs for sprinklers.

The floors throughout the upper level of the grandstand are wood tongue & groove boards. The stair and seating aisles are also all wood. The seating in sections B-L consist of the same fixed metal chairs with wood seats and backs as are found in the newer steel framed stands. Seating section A has box seating which allow for approximately four moveable chairs in each box. There is a single staircase that dates from the original construction at seating section J. It is positioned parallel with the front wall of the grandstand and is enclosed with a wood railing on three sides. There are five traditional newel posts that are at least 6"x6" in dimension with chamfer cuts on the edges and topped with a round orb. The railings have a carved top and bottom railing and include closely spaced square balusters. The treads of this stair are narrow and the risers are steep. The first run leads to a landing platform at the mezzanine level and then a second run leads down to the ground floor. The stairwell walls are finished with tongue and groove beaded boards. This staircase which is significant in that it is the only one of six original stairs that remains intact is used solely for egress according to the signage. The rest of the railings throughout this area of the grandstand are metal pipe railings painted either white or red.

At seating sections C-F, the extensive truss framing for the central high roof is visible. There are old wooden ladders to provide access to the upper beams for service or maintenance needs. There is minor evidence of pigeon or other bird roosting. The depth of the old grandstand in this area was slightly greater. At the top of the seating tiers, there is an original service block built within the columns. Currently there is a women's and a men's restroom with concessions on the end walls. The walls of these rooms are finished with horizontal beaded board painted white. This service block is only as tall as the level of the truss tie beams. Above the ceiling of these service spaces, the central turret rises to its full height.

In seating section A, there are only half the number of seating tiers and instead of the fixed seating there are individual boxes framed with short walls of vertical beaded board (or where repaired, with vertical tongue & groove boards (no bead) or plywood) and having a shallow shelf/counter along the front wall serving as a little desktop. The half walls are capped with beveled rails and a small opening is provided in the back wall as an entry into the box. The boxes on the sides are divided simply with a single rail. Aisles of wooden stairs run from the front wall of the grandstand to the top landing without a center handrail. The box walls are painted dark brown while the caps are painted white. All the paint on the older surfaces is showing signs of alligatoring and cracking. In a location where the white paint on a cap has chipped off provides evidence that these surfaces originally had a varnished finish. The stair risers are painted grey and the tread nosing is painted yellow. There is TV mounting equipment fastened to the counter surface in each box.

Located within the roof truss space above seating section A, is the press box which actually dates to the late 1930s. The outside surfaces of this structure are clad with plywood sheets painted brown. There are a number of water stains on the bottom of the floor surface of this structure that are quite visible from the grandstand boxes.

On the exterior, the old Grandstand is clad with wood shingles painted brown on the walls. A broad beveled cap with many thick layers of white paint tops the front shingled wall. Suspended just 12” below the wall cap are wooden flower boxes hung on metal angles. There are several framed openings in this front wall where the original double side staircases provide access to and from the front lawn and the stands. Today the structure that supported these staircases is still in place however the double side runs of stairs have been replaced with steel stair assemblies which are painted bright red. At the framed openings there is evidence of where original newel posts were attached.

The roof eave on the front of the old grandstand projects out at least three feet with exposed rafter tails and with a decorative yet structural top plate/beam with criss-crossing struts. A copper gutter and a narrow fascia board are attached to the end of the rafter tails. A sprinkler pipe run across the length of the projecting eave. **More on the exterior appearance – need more overall photos.**

On the ground floor the square wood columns with their chamfered corners are regularly spaced. The bottom 4-5 feet are paint bright red. Many include cast iron brackets to brace against the second floor framing. The ceiling in the lower area is tongue & groove beaded board painted white and with recessed light fixtures. The walls are clad either with sheet paneling with battens or tongue & groove beaded boards. There are several concession counters located against the front wall. Many of these concession spaces have access to the space located under the original double-sided stairs. Generally the counters have laminate surfaces with molded wood edging. The counter walls are made of plywood with applied moldings to create panels. The original staircase that is used as a emergency exit from the upper stands terminates in the middle of the ground floor with rounded bottom treads. The stair walls are closed and clad with beaded board. At the east end of the old grandstand section is an original service block containing restrooms and other storage spaces. The doors in this area are horizontal five panel wood doors and the walls again are horizontal beaded board.

Notable Conditions (Segment A):

- Some of the cast iron brackets are showing signs of surface rust.
- Thick layers of paint on front wall cap, box seat caps, walls and on wood stair risers and are alligatored and cracked or peeling.
- Hung fluorescent ceiling lights are rusted on top surface.
- Wood flooring bare of any finish.
- Evidence of bird guano on some of the roof trusses.
- Some paint peeling on the beaded board ceilings at the ground level.

Segment B: Directly behind the corridor that runs along the top of the grandstand seats, there is a change in the framing, the ceiling and the flooring. This is where the 1930-40s addition begins. To the rear of the old timber framing was added a steel frame with I-beam columns aligned with and anchored to the old wood columns. Substantial steel girders span to the “new” north wall where they are joined to another beam and are supported by delicate cast iron colonettes with Corinthian capitals. The ceiling consists of more steel beams with a shallow pitch to the north with wood decking above. At the far wall the ceiling pitches more dramatically corresponding with the copper roof on the exterior. The floors in much of this section are finished with brick/quarry tiles. Hung from the ceilings and the girders in this area are light

fixtures, ceiling fans, sprinkler pipes, metal electrical conduit and other wiring. Along the north wall outside of seating sections B-C is a row of mutuel windows with novelty siding on the back and counter walls. The teller boxes are constructed of plywood and most of the finishes match those seen in Section Three (c. 1965 grandstand addition). This area was originally an open porch when built in the late 1930s with the decorative colonettes more visible. It appears that it was infilled to create more banks of mutuels in the 1960s. At this time, the outer wall was configured with small teller windows so that this mutuel area could serve both the indoor space and the roof terrace. Today these windows are filled with computer terminals. Also on the rear wall are shelves that support TV monitors – half of these shelves have monitors that face inside and the others are actually box shelves for TV monitors that are viewed from the terrace. Behind seating section F-H is another long row of mutuels with six sets of ganged double-hung windows set high in the wall. On the exterior these windows are flanked by green plastic shutters. Similar to the other row of mutuels along the north wall, this one has double-sided capabilities with small windows cut through the exterior wall for betting terminals. The interior finishes are similar to those of the other mutuel areas; novelty siding on walls, plastic laminate counters, plywood teller boxes, and TV shelves.

Seating section K-L is the area referred to as the “Clubhouse Exchange.” It is the “gateway” between the newer steel grandstand and the old grandstand and it is fenced off with square pipe railings and turnstiles with an additional entrance fee required. West of this gate is also the entrance to the Carousel Restaurant & Lounge (Segment D) which again is fenced off with full height square pipe railings and two pairs of emergency exit doors. In this Exchange lobby are a pair of escalators, and a wall counter with betting terminals. Above the entrance to the Carousel Pavilion, there are fake rafter tails carved in the shape of horse heads. The flooring in this area is concrete.

On the exterior of this segment which is visible from the back yard, the upper level is roofed with standing seam copper on a steeply pitched “pent roof”. The copper eave of this roof includes a scalloped detail. At the lower level, there is another shed porch roof clad in standing seam copper and having the scalloped-edge cornice. At the ground level this roof is supported by square columns faced with applied ornamental cast iron piers that include pastoral scenes and horse head brackets. These ornamental piers are matched with the cast iron railing that runs the length of the second level terrace and which includes spandrels with horse and mineral spring images. At the center of the roof terrace there is a grand double sided staircase which provides a graceful ascent from grade to the terrace. At the ground floor in several locations short picket fencing has been added to span between the columns.

Since the terrace porch was infilled in the 1960s, it no longer provided shelter from the sun or inclement weather. As a result the entire length of the roof terrace has been covered with a fixed awning supported on a permanent pipe frame. The height of this canopy at the roof edge is approximately eight feet limiting the view out towards the paddock and preventing any view up at the old Grandstand roof. Also added in the 1960s was the exterior escalator which leads from the back yard to the terrace level. It has plywood paneled side walls with a permanent canopy over it.

Also added during the period of Segment B was the press box dormer on the old grandstand roof. This structure has a shed roof and the side walls are clad in wood shingles currently painted white. The front wall of the dormer has a continuous ribbon window. In the 1960s, more structure was added to this with a roof deck and a metal staircase that leads from the terrace to the flat roof and then up and over the old ridge line to this roof deck. There is also a metal walkway that leads from this roof deck to the photo finish room in the Judges’ tower. The roof on the press box dormer is currently EPDM.

Notable Conditions (Segment B):

- The cast iron piers and horse head brackets are rusting or exhibiting paint failure in some locations.
- In several locations where the aluminum canopy framing is attached to or touching the old copper roofing, there is significant rusting occurring. This corrosion is the result of incompatible metals, or galvanic action.
- Some paint failure and rusting of steel framing at second floor.
- Water stained plywood walls and floor of press box (seen from grandstands)

Segment C: This area is framed with thin steel truss framing with I beam columns. The flooring is concrete on metal deck pans. The partition walls that enclose spaces such as concession stands, mutuel booths, storage or restrooms are clad with either “drop” or novelty siding and painted white or painted plywood/luan. The exposed underside of the roof is tongue and groove boards having a substantial number of knots with either a clear finish or light stain. The grandstands have fluorescent tube light fixtures, residential grade ceiling fans, audio speakers and a number of TV monitors attached to or suspended from the roof trusses. In addition to this equipment, a grid of surface mounted electrical conduit and runs of sprinkler head pipes stretch out over the stands attached to the framing.

The concession stand and bar located along the east most wall next to stand sections U-Y is ornamented with large fake rafters shaped like horse heads matching those existing on the West entry porch of the Clubhouse. The bar wall is clad with alternating wood boards with a plastic laminate counter. The ceiling is finished with painted ¼” finished plywood with round recessed lights. The rear wall of the concession stand has “V-groove” tongue & groove vertical boards. There are storerooms and a large freight elevator positioned in the northeast corner, while a broad open “switch back” staircase is position on the north wall. This staircase consists of steel stringers and risers with poured concrete treads, and pipe railings. Also along the north wall in the area is a long row of mutuel booths with men’s and women’s restrooms located behind. The mutuel booths, similar to the concession counters are finished with laminate counters, plywood teller boxes, and novelty siding and “V-groove” vertical boards on the walls. Oscillating fans are hung from the walls, along with surface mounted electrical conduit, and security equipment. Mounted to the ceiling above are ceiling fans, hanging fluorescent light fixtures, and runs of sprinkler pipes.

The restrooms are finished with 2” square ceramic tile on the floors and pebble-textured plastic laminate paneling on the walls. Positioned high on the walls are a continuous row of wood windows with snap-in muntin grids. The 10 foot high ceilings are finished with suspended 2’x4’ acoustical tiles and integrated fluorescent lights.

Near seating sections R-T, there is another concession area with food and bar counter set under a “wooden canopy” constructed with plywood and painted with red and white stripes. The white paint on the underside of this plywood ceiling is peeling and the seams of the plywood sheets are clearly visible. Set within this ceiling are round recessed light fixtures. The counters and wall have similar finishes seen elsewhere in this area. The floors throughout this area are concrete. This area is considered a lounge and the back wall is open to the backyard with a similar metal railing. There is a “simulcast TV” structure having the same fake red and white striped canopy roof and having novelty and V-groove siding on the walls. Generally red plastic theatre seats are set up around this structure. On the south side of the concession stand structure are two escalators and a set of stairs.

To the north of the seating sections M-Q there is another long row of mutuel windows with men’s and women’s restrooms located behind. The mutuel counter and the restrooms have the same finishes as were noted in the previous spaces. The west wall of seating section M is the juncture of this 1960s grandstand

structure with the old c.1892 wood grandstand structure. Within the entire steel grandstand, there are fixed metal grandstand seats with wood seats and backs. The seats are painted gray with stenciled numbers on the seat back. The stairs in these stands are concrete with intermediate steps at each seating tier and having a pipe railing running down the center of each stair aisle. There are seats right up to the front wall, unlike in the old stands where the first row contains boxes. Where the new stands meet the east wall of the old stands, the exposed gable end wall is covered with plywood, whereas the original wood shingles remain intact on the lower wall. The two stand areas are fenced off from each other with square pipe railings. At the ground level the steel framing of the stands is fully exposed with steel columns with cross bracing. On the east wall of the old grandstand where the two sections are joined, the side wall is clad with novelty siding.

On the exterior the steel grandstands are clad with wood novelty siding with corner boards on the front wall and vertical board and batten on the side walls. The open half walls have flat rail caps, and all exterior finishes are painted white. There are six sets of standing platforms placed up against the front wall of the grandstands that provide four levels for patrons to stand. At the northeast corner located directly behind the stands (Section Y) is a two story wing that houses the commissary and includes loading docks at the ground level. The east wall at the second floor consists of seven sets of paired double hung windows. There is a pent roof with the outer slope clad in slate. Behind the pent roof is a flat roof with an EPDM covering and roof top mechanical and HVAC equipment.

On the north walls, the ground floor has exposed brick foundation walls while the upper walls are clad with white novelty siding with a continuous row of ganged wood double-hung windows with green plastic shutters at the upper floor and at the mezzanine level. The deep roof eaves are closed with plywood soffits. The pent gable roofs are clad on the outer slope with slate, copper flashings and gutters. Midway between the northeast corner of this segment and the Carousel Pavilion is a seven bay pavilion with projects out to the north. At the ground level it is open between the columns. On the second floor, the outer wall is framed with a cast iron railing with integrated flower boxes and with segmental arches at the upper portion. There is a hipped pent roof above this again clad in slate. Six flag poles rise above this pavilion. Towards the back yard, a permanent aluminum pipe canopy frame leads from the Union Avenue gate to this structure.

Notable Conditions (Segment C):

- The wood double hung windows on the east and north facades are in fair condition with many of the “snap in” grids missing or broken.
- The plastic shutters that are screwed into the walls on either side of the windows are faded, and longer than the window frame.
- The lower 1-2 feet of exposed brick foundation walls are covered with bio-growth (moss, mildew, fungi) on the north sides.
- The east and north walls of the stands (board and batten) is exhibiting extensive paint failure
- The novelty siding on the walls of the mezzanine “catwalk” have knots bleeding through the paint.
- The metal seating frames are exhibiting surface rust and minor paint failure.
- Plywood ceiling of concession stand near seating sections R-T is exhibiting extensive paint failure.
- Yellow stripe painting on concrete grandstand stairs is peeling.

Segment D: The Carousel Restaurant and Lounge on the second floor is accessed off the “Clubhouse Exchange” lobby. A passageway with a low ceiling clad with narrow boards leads into an expansive semi-circular “porch” with open walls with cast iron piers supporting the standing seam copper roof. In the center of this semi-circular space is a round bar with faux carousel trim and an outer ring of counter seating

within an iron framework. The steel roof trusses are supported by round steel columns and there are louvered triangular vents at the ceiling around the perimeter.

On the exterior, it is clear that the semi-circular pavilion was added to the projecting block that had been constructed in the 1960s as the cafeteria and lounge. This eight-bay section with iron rails on the back wall facing the back yard and segmental arched lattice screens that span between the steel columns. The apron wall beneath is clad with vertical board and batten. The Carousel pavilion projects outward from the older cafeteria pavilion and spans between six of the eight column bays at the second floor with a semi-circular shed roof clad in standing seam copper circling the structure at the outer-most bays. This shed porch roof is supported by round steel columns with framed lattice spandrels at the upper third of the opening. There are also cast iron brackets in the horse head motif applied to the outer face of the columns just under the eaves. These are purely decorative and have no structural function. Iron railings span between the column around the perimeter. At the ground level there are three concentric rows of round columns which support the steel beams and metal pan decking. At the center of the ground level interior there are “wedge” shaped “mini-theatres” with fixed plastic seating and banks of television monitors. The wedged areas are divided by half-height partition walls with lattice tops. The flooring in this area is 12” square tile set in a circular pattern. At the periphery there are a number of concession stands clad in novelty siding and lattice and having canvas awning roofs. At the center line of the semi-circle plan is an entrance with poured concrete steps. At the second level, there is a rounded terrace with iron railings with integrated flower boxes and pipe framing for a continuous awning. On either side of the Carousel Pavilion area exterior staircases with iron railings, concrete treads and lattice screening at the ground level. The upper level roof is also covered with standing seam copper with a central monitor with louvered sidings and with triangular vents positioned on the roof with louvers.

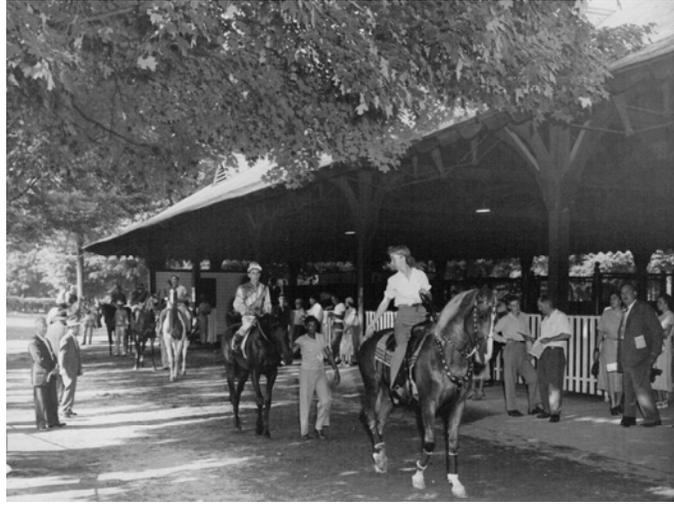
Notable Conditions (Segment D):

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PRELIMINARY TREATMENT RECOMMENDATIONS:

1. It is urged that a concerted effort be made to remove features that have a negative impact on the most historic significant portions of the building and to simplify the manner in which functions are served, utilities are installed and surfaces are “decorated.”
2. Consolidate utility equipment such as electrical, plumbing, data wiring, etc. and concealed them by running through chases, in partition walls, within ceilings, etc.
3. Uniform lighting scheme that focuses on period-appropriate fixture styles and more discreet placement in order to be minimally intrusive.
4. Replacement of residential grade ceiling fans (and wall fans) with more appropriate commercial grade fixtures that are sensitively placed.
5. Adopt a period-appropriate paint scheme that distinguishes the various phases of evolution of the structure and is appropriate to the style and character of each segment.

The following is an assessment of the landscape conditions of the public areas of the Saratoga Race Course, including the back yard (also referred to as the “front yard” or “front side”) and “apron” of the main track. It expands upon the introductory assessment found in Section III a, pages 81-87 of the Cultural Resource Inventory, Phase One by identifying (1) extant historic features dating to the period of significance (1864-1940); (2) contemporary features added after the period of significance, and (3) missing historic features. Its purpose is to assist the Saratoga Springs Preservation Foundation (SSPF) and New York Racing Association (NYRA) in preserving the back yard’s and apron’s historic character, as future renovations plans are developed.



An image of the old saddling shed and paddock from ca. 1940. The area remained largely unfenced, and covered with tall, deciduous shade trees (Saratoga Springs History Museum, George Bolster Collection)

To simplify the assessment, the roughly 40-acre area has been divided into seven sub-areas according to their distinct functions, as follows:

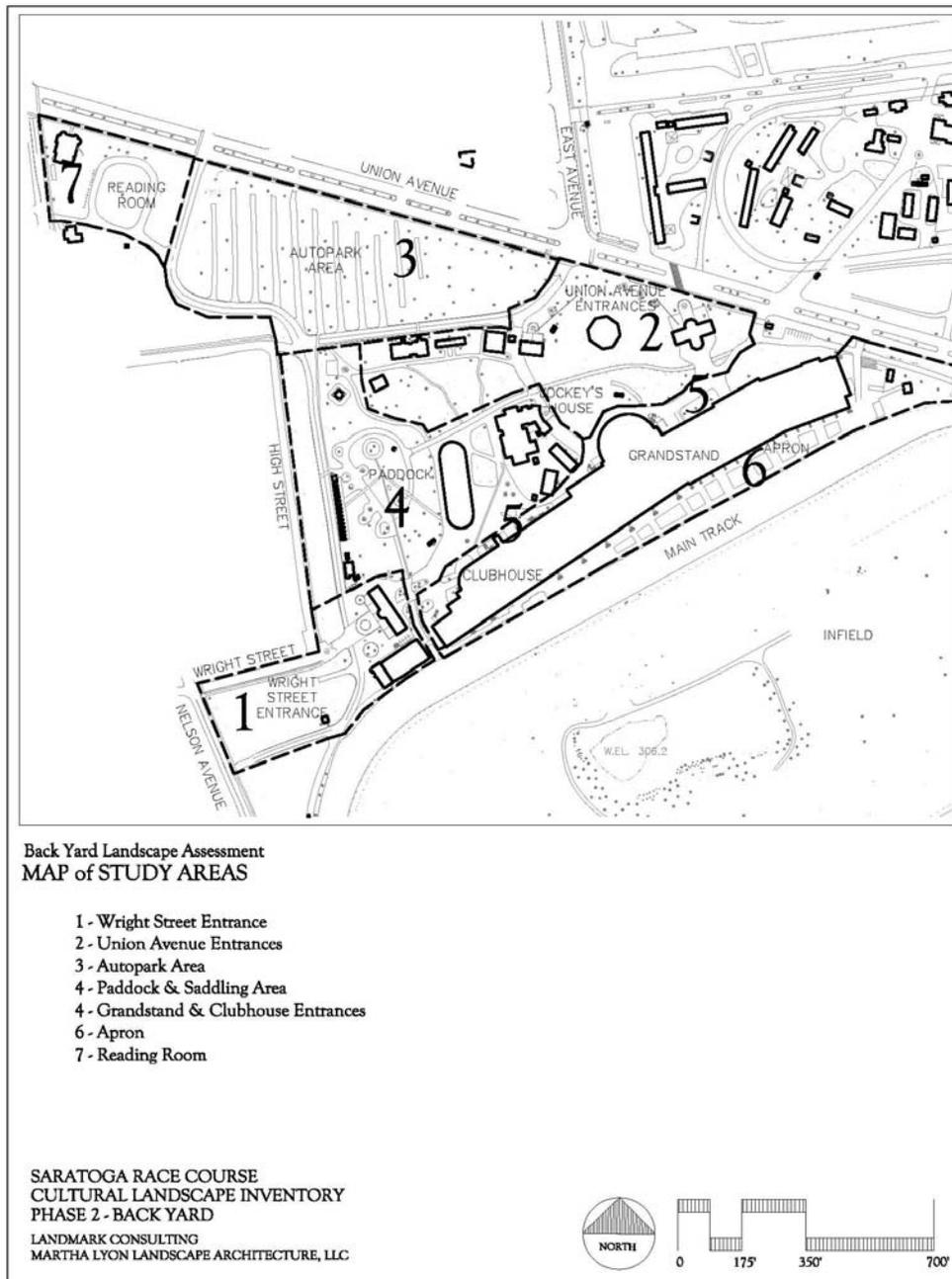
- *Wright Street Entrance*, including the approach road from Nelson Avenue, entry circle with fountain, admissions building area, and transition between the entrance, apron and paddock, as well as the “luxury suites” area, located to the west of the clubhouse.
- *Union Avenue Entrances and Back Yard East Section*, including the Union Avenue edge, east and west admissions building areas, and landscape between the entrances and Jockey House.
- *Autopark Area*, including the Union Avenue edge, entry drive from Union Avenue, and tree-covered parking area.
- *Paddock and Saddling Area*, including the environs of the old saddling shed, paddock area, and the approach leading to the main track.
- *Clubhouse and Grandstand Entrances*, including the strip of land along the back yard (northwest) sides of the buildings that visitors pass through as they enter.
- *Main Track Apron*, including the linear strip reserved largely for spectators, between the grandstand/clubhouse structures and the main track.
- *Reading Room*, including the approach road, parking area, and landscape surrounding the Reading Room building.

Each assessment contains a summary of the area’s historical development; a description of the area’s character during the period of significance (1864-1940); documentation of the existing landscape features (natural and built); an analysis of the features relevance to the period of significance; and preliminary recommendations for preservation treatment. The recommendations adhere to the US Secretary of the interior’s *Guidelines for the Treatment of Cultural Landscapes*, identifying:

- Areas for *preservation*, where existing form, integrity and materials of landscape features should be sustained;

- Areas for *rehabilitation*, where features in the landscape should be repaired or altered to make their use compatible with the property’s historical value;
- Areas for *restoration*, where landscape features should be returned to their original form; and
- Areas for *reconstruction*, where landscape features no longer extant should be recreated.

More detailed recommendations for preservation of the back yard landscape will appear in the *Recommendations* section of this report, following the *Assessment* section.



To simplify the assessment process, the back yard and main track have been divided into seven sub-areas, each providing a distinct function. Each area has its own history, and the assessment studies existing conditions as they relate to the history and period of significance.

WRIGHT STREET ENTRANCE

Location & Description

The Wright Street entrance area, located at the westernmost point of the Saratoga Race Course property, extends west to east from Nelson Avenue to the existing horse path (or “shoot”) leading into the main track, and from north to south from the admissions booth to and including the luxury suites area. It covers approximately 3.8 acres, and serves as a drop off and entrance into the race course property. Features include the entrance road (eastward extension of Wright Street), circular drop-off, admissions structure, four parking spaces, and a permanent surface installed to house the “At the Rail” pavilion tent (removed from the site in the winter).



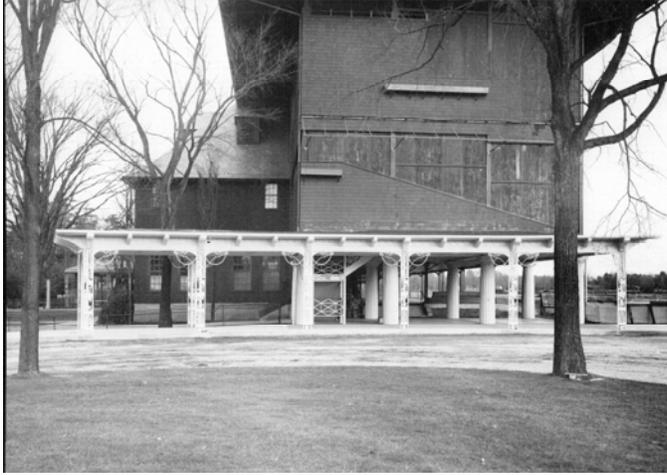
Visitors entering the race course via the Wright Street entrance enjoy views of the clubhouse (center of photograph, but longer views across the main track and infield are obstructed by the At the Rail complex (right of photograph).

Historical Development

Prior to the acquisition of the race course by W. C. Whitney and the Saratoga Association, the Wright Street area remained undeveloped. The 1879 map of Saratoga Springs shows the delineation of Wright Street and its right-angle intersection with High Street, at the far western end of the race course property. The main track stood on a different angle, placing it further from the end of Wright Street. A late 1860s photograph of the course, taken prior to the construction of the first clubhouse, shows an open field, dotted with plantings of whips, and filled with carriages. A covered spectator stand, built by Walbaum in the 1890s, replaced an earlier open stand. Both stands filled part of the area that would later become the Wright Street entrance. Photographs dating from 1904 to 1910, taken of the clubhouse’s west end (also built by Walbaum), show parked vehicles (both carriages and automobiles) occupying the area. The landscape contained no trees, and turf covered the ground.

After Whitney’s takeover of the course, activity at the Wright Street area remained quiet for several decades. On his 1902 plan for the property, Leavitt did not include a formal entrance to the course via Wright Street, keeping the defined entrances – three in total – along Union Avenue only. Patrons frequenting the clubhouse would access the course from the “club entrance” off Union, proceed through the Back Yard past the Jockey House, and exit their vehicles via a paved loop, located to on the clubhouse’s north side. His plan did show a small connection into the course property at the end of Wright Street linking up with his autoroad (leading into the course from Union Avenue at the west end of the property), but Leavitt did not mark it as an official entrance. Leavitt showed masses of tree plantings on both sides of the connection. Hodgman’s 1921 map of the Race Course property showed a “gate” at the end of Wright Street, opening up into the site, but provided no other detail of the

entrance.¹ Mott's 1922 plan for the main track displayed a gate at the end of Wright Street, with a narrow drive connecting to the main autoroad. Plans from the 1920s do not indicate that vehicles traversed this area, however, photographs from this time show tire tracks outside the west end of the clubhouse, suggesting that cars at the very least made drop offs. The grand stand and clubhouse (much smaller structures at the time), stood several hundred feet away from the entrance and would not have interfered with long views across the main track from Wright Street.



The loop road leading to the “landing stage” was designed by Marcus Reynolds to provide exclusive access to the clubhouse. Photograph courtesy of the George Bolster Collection, Saratoga Springs History Museum, RT3 #9436/1.



By ca. 1940, the elongated oval contained tall shade trees and its turf-covered center provided a graceful, ample setting for the Marvin Square fountain (re-located here in 1928). Photograph courtesy of the George Bolster Collection, Saratoga Springs History Museum, RT2 #9304-8.

In 1928, the Saratoga Association demolished the clubhouse and had a completely new structure, designed by LaFarge, Warren and Clark built in its place. Included in the new, larger structure was a curved entry porch (“landing stage”), appended to the west side. At the same time, the Marvin Square fountain, previously sited to the northeast of the grandstand, was relocated to a lawn area to the west of the new clubhouse entrance. The first known loop road, built to provide a drop off at the “landing stage,” appeared in Marcus Reynolds’ 1939 plans for embellishment of the clubhouse (completed in the 1940s). The feature furnished clubhouse patrons with an exclusive entrance, complete with a curving concrete sidewalk or apron, and race course workers ornamented both the fountain and drop area. Photographs dating to the 1940s show the fountain surrounded by leafy annual plantings, and depict tall urns along the loop road filled with annuals spilling over their sides. Topiary trees dotted the loop edges, and turf filled the loop’s elongated ovate-shaped island. It is likely that even with the new clubhouse structure, and porch addition, the Wright Street entrance area remained largely open, giving some breathing room to the buildings and their users.

¹ Note: the Hudson Valley Electric Railroad ran from the city up Lincoln Avenue, and made a northward turn along the western edge of the property. It then turned eastward on Union, and made a northward turn on East Avenue. The line did not stop at the Wright Street entrance, although patrons would have been able to dismount the train at the intersections of Lincoln and Nelson Avenue, and walk southward on Nelson to Wright Street, eventually accessing the property. Ticket booths, however, stood on Union Avenue only – one at the intersection of East and Union, and another to the east of the first, servicing the field stand patrons only.

The 1943 LaMote plan was the first known drawing to show the beginnings of detail at the Wright Street entrance. The terminus of Wright Street had been widened to accommodate a heavier volume of traffic, and Reynolds's loop roadway led from the entrance to the clubhouse. The island stood inside the circular roadway. Arthur Froehlich's 1958 plans for the clubhouse showed the same loop roadway, with the suggestion that the loop was slightly elongated. The 1960 Johnson & Higgins plan depicted the loop road, and showed that the entrance to the loop stood to the south of Wright Street, with its own gate, located near the first turn of the track.

Beginning in the 1960s, the breadth of the Wright Street entrance was tightened. The 1966 Ewing, Cole and Krause site plan, prepared by as part of the restroom pavilion design, showed a smaller loop – the larger loop squared off near the clubhouse to accommodate the horse path (shoot) leading to the main track. While the plan did not include Wright Street, it did suggest that vehicles were entering from Wright Street, circling around the loop to drop off patrons, and exiting back onto Wright Street. Because the loop now nearly touched the horse path, a fence (likely chain link) was added to separate the loop from the path. An admission gate of some type stood off to one side of the loop. A site plan prepared by/for NYRA (author unknown) in 1973 showed a similar configuration to the 1966 plan, with the entrance into the property located to the south of Wright Street along Nelson Avenue and leading into a loop at the west end of the clubhouse. Car parking was reserved for the area between the entrance and Wright Street. The admission booth stood offset (to the north) from the loop road, and a “canopy” led from the admission booth to the clubhouse entrance.

In 1977, The Saratoga Associates prepared a new design for the Wright Street entrance. (This design included modifications to the clubhouse entrance and revisions to circulation with the paddock, both discussed later in this section.) The design called for removal of the northern end of the entry loop, as well as relocation of the two ticket booths. The new layout proposed a squatter loop (to accommodate a relocated horse path, or “shoot,” re-located the ticket booths side-by-side, and placed the booths on concrete pads. A canopied walkway led from the clubhouse admission gate to the clubhouse entrance. The “At the Rail” pavilion, a seasonal tent and one-story kitchen building, were constructed to the east of the loop road, between the loop and the main track, altering the shape of the loop and skewing the circulation through this area. Plantings were proposed for walkway edges and to define the horse path, and consisted mostly of shrubs, herbaceous perennials, and annuals, arranged in a layered pattern. An alley of red maple trees was proposed for the west side of the horse path. Other site amenities included wood horse rails (two-rail), wood single-rail spectator rails, and wooden (douglas fir) slat-style benches (without backs).

Several designs were proposed for the Wright Street entrance area during the 1980s and 1990, none of which appears to have been constructed. Some of the schemes included creating more of a plaza type of environment, with the area between the Wright/High Street intersection and horse path surfaced completely with pavement. Finally, in 2000 The Saratoga Associates prepared the design for the Wright Street entrance that remains today. They removed the existing ticket booths, and replaced them with one admissions gate structure. The Marvin Square fountain was placed in a circular island in front of the structure. The loop road, first created in the 1930s, was retained, but shifted towards the main track and reshaped into the form of a perfect circle. A double-leafed iron gate, flanked by brick piers, was placed at the Wright/High Street intersection to secure the facility. In 2003, NYRA introduced five temporary modular luxury boxes, to the west of the “At the Rail Pavilion.” Intended to attract wealthier patrons willing to pay sizeable rental fees (up to \$150,000 for the five-week racing season), they included air conditioning and private toilet facilities. Their appeal, however, proved limited, and a result, NYRA was forced to open them to the general public at a significantly reduced fee (\$30.00 per seat).

Character During the Period of Significance

While the look of the Wright Street entry area changed during the race course's period of significance (1864-1940), it retained a consistent feel. Begun as an open, grassy parking field dotted with sapling deciduous trees, it evolved into an elegant entrance for users of the clubhouse. Throughout this period it remained simple and uncluttered, and allowed long views to the east across the main track and infield. At its busiest, it contained a simple loop road, elongated in shape, with a tree-ed island. Deciduous trees grew tall with high canopies, and the ground remained free of shrubs and annual/perennial flowers. The area stood unfenced, and contained no signs. Paving materials consisted of turf, bituminous asphalt, and concrete (flatwork). Trees were sited so that they provided shade and created a comfortable human scale in the vicinity of the tall clubhouse building. The overall character was one of simplicity, emitting a sense of welcome to respecting patrons.

Analysis of Existing Features

Existing Conditions

Visitors to the race course using the Wright Street entrance approach from Nelson Avenue. A bituminous sidewalk lines the south side of Wright Street, and patrons may either use this, or simply (and more typically) walk in the street. Black vinyl-coated chain link fencing stands along the outside of the sidewalk, separating pedestrians from the main track area (to the south), and this chain link becomes steel picket as the sidewalk passes Frank Sullivan Place (known historically as High Street). A double-leafed steel picket-style gate, flanked by brick piers, is located at the intersection of Wright and High Streets, and secures the entrance when the track is not in use. Views of the west end of the clubhouse are possible from the entry drive, and shade trees, planted on either side of the drive help to frame these views. The “At the Rail” kitchen structure, however, obstructs long views from the entrance across the main track and infield.

Once inside the gate, patrons proceed along the road and sidewalk to a large entry plaza, surfaced with stamped and colored concrete, located outside the admission building. The Marvin Square fountain stands within this plaza in a semi-circular-shaped bump-out. A circular planted island stands to the south of the fountain, providing a turn-around area for vehicles making drop-offs at the entrance. Service vehicles may proceed into the back yard area through a secondary double-leafed steel picket style gate, located at the south end of the admissions building. Once patrons have paid admission, they proceed through the admissions building and enter the back yard. In front of them lie two islands filled with trees and shrubs, and beyond the islands is the horse path (“shoot”) leading from the paddock to the main track. A new pressure treated wood fence separates the horse path from spectators.



Site details at the new admissions building include a mix of paving and fencing styles, and employ an array of materials.

Site details at the Wright Street entrance display a wide variety of materials, colors and styles. Paving materials include bituminous asphalt (roadway and sidewalks), stamped concrete (“foyer” of the admissions building), poured concrete (floor of the admissions building), and curbing is made of granite. Fencing includes black vinyl-coated chain link (along the south side of Wright Street); steel picket with gold fleur-de-lis style finials

(gates); galvanized chain link padded with Astroturf (enclosure for telecommunication equipment); rounded-top wood picket painted white (detail on and adjacent to admission building, and fencing surrounding the “At the Rail kitchen”); and the new pressure-treated wood horse path fence. Plantings consist of both deciduous and evergreen trees, many of which appear to be struggling from lack of adequate moisture, as well as deciduous shrubs (many *Euonymus alatus*), clipped in to box shapes.

Extant Historic Features (dating to the period of significance)

As implied in the discussion of the Wright Street entrance’s history, little from the period of significance remains, the bulk of it removed after 1970 to accommodate the re-located horse path (“shoot”) and “At the Rail” tent platform and kitchen. NYRA has retained all of the original land holdings in this area, dating to the earliest days of the course, and the layout of Wright Street remains in tact. The loop road concept is still in place, although it lacks the simplicity and elegance envisioned by Reynolds in the late 1920s.

Missing Historic Features

Missing from the Wright Street entrance are the basic historic features that gave it tremendous appeal during the period of significance. These include the following:

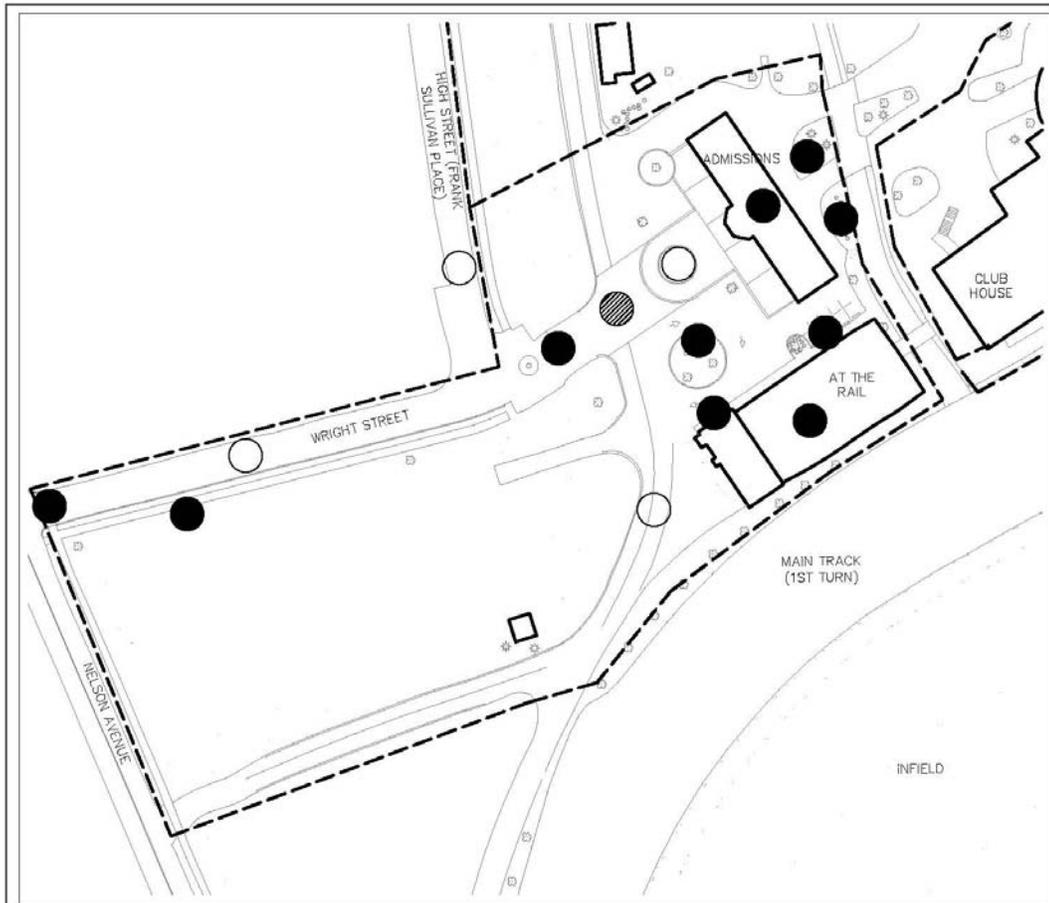
- *Vehicular circulation pattern.* During much of the period of significance, vehicles entered and/or exited at Nelson Avenue (gate to the south of Wright Street) and continued through to Union Avenue (or vice versa – the precise direction of traffic is not known). The loop was part of an overall vehicular circulation system that led gracefully from one end of the race course property to another. The loop functioned as a drop off for users of the clubhouse, and once they delivered their passengers, drivers continued on to parking areas located away from the back yard. Vehicles did not cross paths with pedestrians.
- *Pedestrian circulation pattern.* Before the loop road was created, pedestrians were likely shuttled by carriage or car directly into the back yard area. With the loop drop off, patrons could enter the property at the door of the clubhouse. It is possible some visitors came on foot from Wright Street, accessing the property near the clubhouse, however site plans prepared prior to the 1970s (Leavitt, Mott, LaMote, Johnson & Higgins) all showed pedestrian routes separated from vehicular routes.
- *Horse circulation pattern.* Perhaps the largest impact to the Wright Street entrance area was the re-routing of the horse path (“shoot”) leading from the paddock to the main track. Up until the 1970s, it took horses on a route leading much closer to the clubhouse (smaller at the time), and for some years directly through the clubhouse. Horses remained separated from patrons AND vehicles, and because separate spaces were set aside for all, fences, barriers, and other structures were not required. Moving the horse path closer to the loop created potential for many more conflicts, and as a result, many objects were erected to help control the separation.
- *Open space, trees and plantings.* With the pinching of the loop road, addition of the “At the Rail” tent and kitchen (and more recently, luxury suites), and construction of the large admissions gate and adjacent parking spaces, came a loss of valuable open space and mature trees. What was once a grassy, expansive and tree-shaded foyer to the clubhouse is now a hot, dry, and cluttered plaza. The few shade trees that were planted as part of the 2000 entry design have struggled from lack of water. The design also brought many new shrub plantings to the

area, which conflict with the simple planting schemes associated with the period of significance.

Contemporary Features (added after the period of significance)

As discussed in the historical development of the Wright Street entrance, many modern features have been added primarily over the last 40 years. Nearly all of these features conflict with the period of significance, and as a group mar the area's historic character. They include:

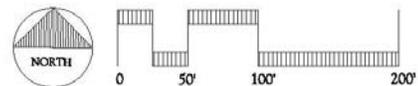
- *Entry road from Wright Street.* During the period of significance, the entrance to the clubhouse and loop road stood along Nelson Avenue, to the south of Wright Street. Wright became a secondary entrance, reserved for drop offs at the clubhouse. Today, Wright Street is a major thoroughfare, widened to accommodate two-way traffic, and lined with chain link and other styles of fencing. The historic auto route has been abandoned.
- *Loop Drop Off.* The historic loop has been modified to resemble a paved plaza with circular island, containing a struggling shade tree. The historic Marvin Square fountain stands in a second circular area, centered on the outside of the admissions building. The sensual elongated island from the late 1920s is gone, replaced by two tight perfect circles.
- *Loading zone/parking.* As noted in the historical development section, patrons brought vehicles to this area up into the early 1900s, and possibly later. When Marcus Reynolds introduced the formal “landing stage” to the clubhouse in the late 1920s, he removed parking, and created a drop off area. Today, a long loading zone, also serving as space for up to four parked vehicles, stands between the admissions building and the “At the Rail” area, placing vehicles within all visitors’ first views of the main track.
- *Admissions building.* Admissions structures did not appear in the Wright Street area until the 1960s, when they first showed up on the Johnson & Higgins plan. Prior to this, patrons entered through one of the gates along Union Avenue, and proceeded into the course from there. The one 2000 admissions building consolidated the two 1960s era admissions gates, but at the same time placed an over-sized, and out of scale mass within the small Wright Street area. The addition of the building further crowded and cluttered the area.
- *“At the Rail” tent pavilion and kitchen.* While precedence exists for a structure in this area (open and covered stands during the 19th century), this complex of temporary and permanent structures conflicts with the area's historic character. Materials for the tent platform, concrete and outdoor carpeting, introduce a modern element, and the platform's location within the sight line of visitors entering the race course further mars the area.
- *Paving materials.* Several paving and curbing materials were introduced as part of the new admissions building project. Bituminous asphalt, set against granite vertical curbing, covers the roadways, and bituminous covers the walkways leading along the south side of Wright Street. Stamped concrete has been used to “decorate” the entry plaza. Concrete flatwork supports the admissions building itself. The simple palette of materials employed in the 1920s has been replaced by a grab-bag of un-coordinated ones.
- *Fencing and other site details.* Similar to the paving materials are the selections of fences and other site details. Materials and styles for fences range from chain link, to historic steel picket, to



Wright Street Landscape Assessment
CHARACTER-DEFINING HISTORIC FEATURES

- | | | |
|---|---|--|
| <p>○ Extant Historic Features</p> <ul style="list-style-type: none"> - Alignment of Wright Street - Alignment of High Street - Original Loop Road Entrance - Marvin Square Fountain | <p>◐ Missing Historic Features</p> <ul style="list-style-type: none"> - Elongated Loop - "Landing Stage" - Plantings of Tall, View-framing Deciduous Trees | <p>● Contemporary Features</p> <ul style="list-style-type: none"> - Major Vehicular Entrance at Wright Street - Admissions Loop & Plaza - Admissions Building - Loading/Parking Zone - At the Rail Complex - Shrub Plantings - Array of Details |
|---|---|--|

SARATOGA RACE COURSE
 CULTURAL LANDSCAPE INVENTORY
 PHASE 2 - BACK YARD
 LANDMARK CONSULTING
 MARTHA LYON LANDSCAPE ARCHITECTURE, LLC



rounded-top wood picket, painted white. Aluminum, painted black, has been used for the bollards. Again, the simple palette has been lost.

- *Planting.* While planting was included in the 2000 entrance re-design, many trees appear to be suffering from lack of moisture (too much paving), and ongoing care (removal of dead limbs). The overall wooded appearance of the race course perimeter, depicted as early as 1902 by Leavitt, has been replaced by a pallid selection of deciduous trees, and masses of deciduous shrubs.

Preliminary Recommendations for Preservation Treatment

The Wright Street entrance's historic character has been severely compromised by (1) the relocation of the horse path westward, (2) the building of the "At the Rail" complex and admission building, and (3) the removal of tall deciduous trees. To resurrect the character found during the period of significance, NYRA should consider the following:

- *Restoring the historic vehicular circulation pattern.* This would help to keep traffic flowing past the clubhouse, rather than clustering in front of it. It would involve moving the entrance on Nelson to its former location (to the south of Wright Street along Nelson Avenue) and restoring the historic auto route, designed originally by Leavitt.
- *Removing the admission gate from this location.* The volume of elements required to support such a function, including the gate structure, roadway, loop, walkways, plantings and other site amenities (including fencing and seating) clutter the area, detracting from the elegance of the clubhouse and track. These features also crowd the horse path, compromising the safety of thoroughbreds, jockeys and spectators.
- *Restoring the access for clubhouse patrons only.* This would allow for the re-creation of some type of elongated loop extending from the auto road to the clubhouse.
- *Developing a palette of site details to be employed throughout the back yard area.* Instead of a patchwork of paving, fencing, and planting materials, develop a coordinated palette that includes a hierarchy of styles.
- *Restoring the historic planting scheme.* As noted in the above assessment, the once tall deciduous shade trees that framed views and provided the entrance with a comfortable human scale have been replaced with pallid plantings, consisting mainly of shrubs. New plantings should include hardy, tall deciduous trees, masses of evergreen trees for screening, and NO shrubs.

UNION AVENUE ENTRANCES & BACK YARD EAST SECTION

Location & Description

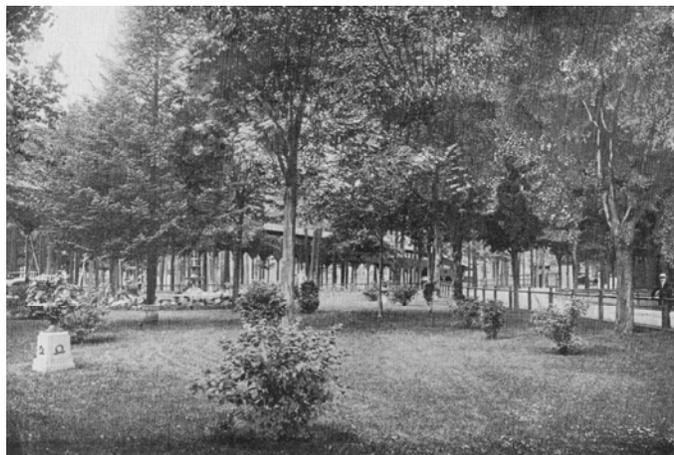
As their titles suggest, the Union Avenue entrances and back yard east section consist of the two admissions gates – East Gate and West Gate – located along Union Avenue, as well as the roughly 6.4 acres inside the gates, extending to, but not including the Jockey House and Saddling Shed. In addition to the admissions buildings, the area includes a children’s play area, restroom pavilion, pari-mutuel building, several concession stands, and multiple simulcast monitors, mounted under umbrella-like canopies. The area also houses numerous picnic tables, and it is within this landscape that a large number of patrons gather to spend the day eating, drinking, placing bets, and watching the races on the monitors. Part of what attracts visitors to this part of the race course is it many mature pine and deciduous trees, sprinkled across turf-covered lawns, providing the comfort of shade during the often hot weeks of racing in August.



The Union Avenue entrances and back yard east section greet most patrons accessing the race course from the Union Avenue side. Large admissions buildings located at both the east and west entrances block visitors’ views of the back yard and grandstand beyond.

Historical Development

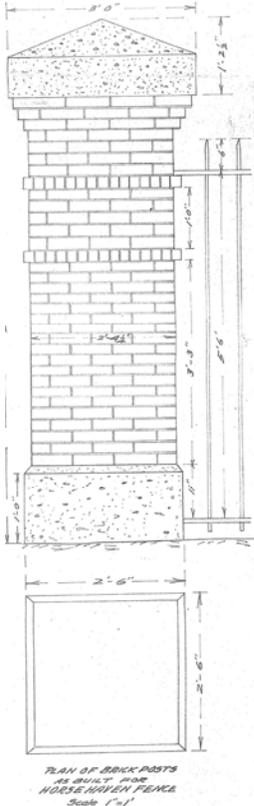
Entrances to the main track of the race course have existed along Union Avenue since the earliest days of operation. The 1880 sketch included in *Krick’s Guide to the Turf* showed a single entrance, located opposite the Horse Haven track entrance, leading directly in to the back yard. A photograph from this time displayed a columned archway, made of stucco, marking the gate, and through the archway, visitors had a clear view to the colonnaded back yard side of the grandstand. The 1895 Sanborn map indicated that this same entrance location endured, and by the 1890s, the electric railway, routed east from downtown Saratoga Springs, terminated at a ticket booth located at the entrance. A police station stood on the opposite side of the gate, and a 30” high covered walkway (referred to on the 1900 Sanborn map as an “elevated passage”) led train-users directly from the ticket booth to the grandstand. Additional walkways fanned out from the entrance, taking patrons to the betting ring, east, and west entrances to the grandstand. By 1900, a large “betting room” stood to the west of the entrance, at the intersection of Lincoln and Union Avenues, and the ticket booth and police station were replaced by “offices,” as shown on the 1900 Sanborn map. Visitors during the 1890s entered a lush, planted back



The entrance the race course in the 1890s. Patrons enter a lush, wooded environment. “Official Souvenir of the Saratoga Association, 1900 Season,” National Museum of Racing.



Leavitt's 1902 plan for the race course showed three entrances along Union Avenue, and a back yard free of buildings, pathways, and other obstructions (NYRA Archives).



Mott's 1919 design for the brick fence posts was a style replicated around the property throughout the 20th century (NYRA Archives).

yard before reaching the grandstand. Photographs from that time show lawns shaded with tall trees, and ornamented with plant beds and tall flower-filled urns.

In his 1902 re-design of the main track, Leavitt re-vamped the entry system, retaining the original Union Avenue entrance at its location across from the entrance to Horse Haven, but adding two more entrances to the west. Proceeding westward along Lincoln Avenue from the original Union Avenue entrance,² he first placed a "club entrance" that led visitors more directly through the back yard to the grandstand and clubhouse. Further west, near what was then the corner of Lincoln

Avenue and High Street, he added an "automobile entrance." Along the length of Lincoln just inside the race course property, he showed significant plantings of trees, in the form of a hedgerow. The original entrance, located at the eastern end, was the widest, and from it patrons could easily access both the betting ring and grandstand. Once inside the gate, they would proceed along tree-shaded walkways, separated by islands filled with turf and colorful flower plantings. A new steel picket-style fence was added to the perimeter of the property, giving further definition to the Union Avenue edge. At the time, generous plantings of evenly-spaced deciduous trees shaded the length of Union Avenue, making the stroll to the race course from downtown a very pleasant one.

In 1919 the Saratoga Association acquired the Sheehan property, located at the western end of the existing race course property, and in so doing, expanded land holdings along Union Avenue and extended the Union Avenue edge. In 1919, Samuel Mott designed a new fence for the Sheehan property, continuing the 6' high steel picket style, and anchoring the corners with brick posts. Mott included two new Union Avenue entrances in his design. The first stood across from Ludlow Street, and was marked by a 35' wide double-leaved gate and brick posts. A roadway led into the property from the gate and Mott specified allees of poplar trees, spaced 30' apart, along both sides of the roadway. The second gate was at a "location to be determined," closer to the eastern end of the parcel. The 1921 Hodgman map of the race course property showed five gates spaced evenly along Union Avenue, with the main gate and ticket booth standing across from East Avenue, and a "gate to field stand" and ticket booth appearing to the east of the main gate. The

² As noted in the general history section of this report, Lincoln Avenue, in 1902, extended through to Union Avenue, and the land that would become the automobile parking area and Reading Room was privately owned and not associated with the race course property.

Hodgman map also depicted the street railway running eastward along Union Avenue to East Avenue, and turning northward onto East.

Mott's 1922 plan for the race course showed the main entrance into the property through one large gate, located on Union Avenue across from the entrance to Horse Haven. From this entrance, patrons proceeded along a defined route, surfaced in what appeared to be gravel, crushed stone, or stone dust. Tall shade trees growing over lush, green lawns, made the entrance area an inviting one, and the area between the entrance and Jockey House remained open and free of structures. A single pathway led through the center of this space, connecting the auto parking area directly to the grandstand entrance. Mott's 1939 plan of property showed a similarly sparse entrance area.

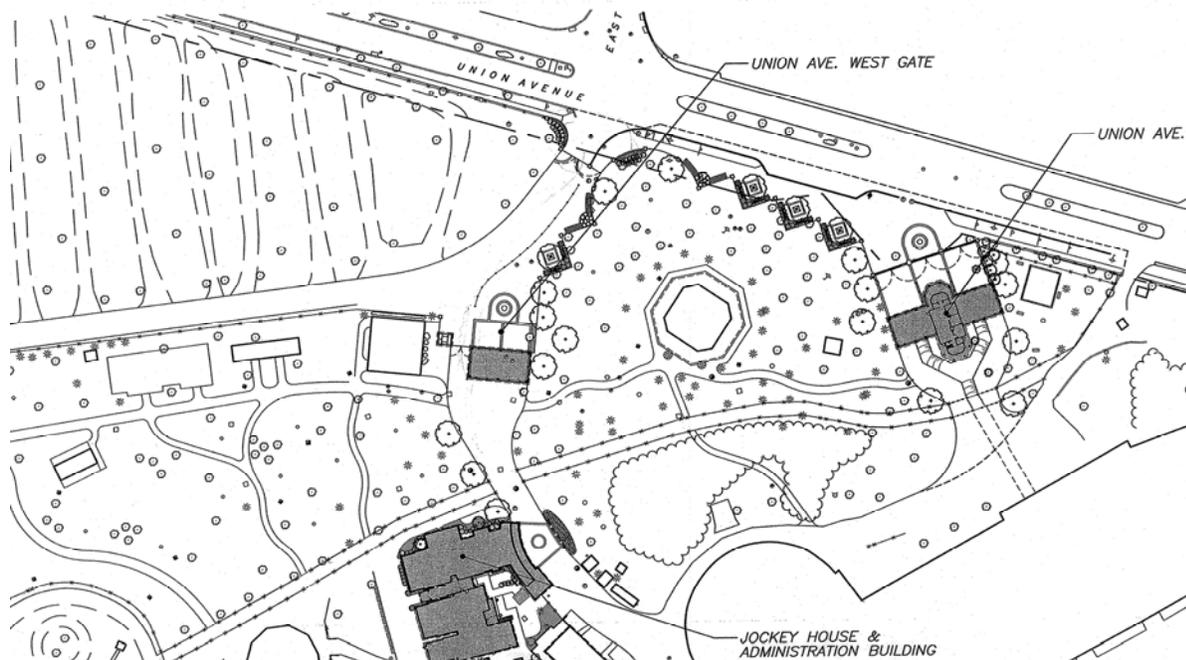
By 1943, new entrances had been added along Union Avenue to provide more gates into the auto parking area, and new walkways/roadways traversed the area between the main entrance and Jockey House. The LaMote plan (1943) showed a broad "entrance" along Union Avenue across from the entrance to Horse Haven, as well as several secondary entrances, including two to the east and five to the west. From each of these gates, paths/roadways led into the property and connected to one another, creating a series of loops and islands inside the loops. It also showed the "horse path" leading from Horse Haven through the back yard to the paddock. The contrast between the simple landscape shown by Mott (1939), and the much busier one illustrated by LaMote, suggests that a maze of pathways began to appear in the early 1940s.

Arthur Froehlich's 1958 plan showing "Proposed Alterations to the Saratoga Race Track" confirmed this addition of walkways inside the entrance area, as did the Johnson & Higgins plan (1960). However, despite the addition of walkways, the landscape remained free of other structures.

By 1966, NYRA had begun placing assorted structures in the entrance area. The Ewing Cole Krause site plan prepared in association with the new restroom pavilion, showed two defined admissions gate areas, located across from the entrance to Horse Haven (east entrance), and across from East Avenue (west entrance). Each contained admission structures, with the west entrance recessed from the street edge. Between the two entrances stood the octagonal-roofed pari-mutuel building, and to the west of the west entrance, the new restroom pavilion. Wide defined pathways led from the two entrances into the back yard, and they joined in front of the grandstand. The horse path traversed the entrance area. The plan suggested that the area still contained a significant tree canopy, retaining the look and feel of the early 20th century back yard. However the addition of buildings and walkways began to crowd the small area, changing its scale. The 1973 plan of the race course prepared for NYRA showed a similar layout in this area of the back yard, and in the same year artist Mark Costello designed and built a gazebo (also referred to as a bandstand) inside the main entrance (it was later re-located to the infield, where it remains at the fourth turn of the race course). A 1984 plan prepared by Rist Frost displayed more walkways threading throughout the back yard's many large existing deciduous and evergreen trees.



Mott's 1922 plan for the race course showed a simple circulation pattern leading from the Union Avenue gate to the grandstand. As with Leavitt's plan, the back yard remained uncluttered (NYRA Archives).



A 2002 site plan prepared by The Saratoga Associates depicted the Union Street entrances and back yard east section as it is today. Small buildings, a maze of pathways, and many miscellaneous objects clutter the landscape, transforming it into an amusement park type of environment (NYRA Archives).

Over the last two decades, this area of the back yard has become increasingly cluttered, with the addition of concession stands, more walkways, fencing, picnic tables, and simulcast “umbrellas” spaced throughout. In 1994, plans for the back yard prepared by Frank Tipaldo showed the two admissions gates, along with a children’s playground, pari-mutuel building, restroom pavilion, and several concession tents. A 2000 existing conditions plan prepared by The Saratoga Associates (TSA), confirmed the locations and quantity of these features. TSA created a new design for both Union Avenue entrances that included two new admissions structures set on concrete unit pavers. They designed seating areas, set into a zig-zag of paving, along Union Avenue outside the entrances, and ornamented them with shrub-filled planting beds. The bulky size of these buildings, along with a new large entry sign, obstructed views of the back yard and grandstand from Union Avenue. By 2002, when TSA prepared an existing site plan of the back yard, new curving pedestrian paths had been added throughout, connecting older routes more directly to newer buildings. As recently as 2009, impermeable (stamped asphalt) paving had been applied to the surface of the walkways.

Character During the Period of Significance

The Union Avenue entrances into the race course displayed a simple, yet elegant character before the 1940s. Visitors walking to the race course could stroll out Union Avenue under groves of densely planted shade trees. At the western edge of the race course property stood a brick post connecting to a steel picket fence and this post and fence system surrounded the entire course. The main entrance, with ticket booth, always stood opposite the entrance to Horse Haven, with secondary entrances located in various spots along Union Avenue (to the east and to the west of the main entrance). The understated entrance gate featured brick posts, and after passing through the posts, patrons followed a path through towering shade trees to the grandstand or clubhouse entrances. The remainder of this

area of the back yard stood unadorned, with turf lawns supporting tall shade and evergreen trees. As with the Wright Street entrance, the Union Avenue entrances invited patrons into a peaceful grove, a setting that stood in contrast to the active and somewhat more frenetic character at the main track, on the other side of the grandstand and clubhouse.



The Union Avenue entrance to the race course in the early 1900s. Patrons passed through a simple gate structure into a wooded grove (Saratoga Room, Saratoga Springs Public Library).

Analysis of Existing Features

Existing Conditions

A majority of visitors to the race course enter via the Union Street entrances. Most come by car, and park their vehicle in one of many lots in and around the race course property. The largest of these parking areas lie to the east of Oklahoma and between Horse Haven and the superintendent's residence, across the street from the Union Avenue entrances. From the parking areas, patrons walk to the east and west admissions gates. Both gates reflect the contemporary design created by The Saratoga Associates in 2000, and include admissions buildings set on concrete pavers. The "foyers" of these buildings feature the zig-zag-shaped plazas, furnished with benches and shrub-filled planters. The large "Historic Saratoga Race Course" sign is integrated into the west gate complex.

After passing through the admissions gate, patrons may file under make-shift canopy structures to the grandstand and/or clubhouse, or meander through the activity-filled back yard area. Beginning at the eastern end and moving westward are the following:

- a set red and white plastic children's play equipment set on a bed of woodchips retained in a square frame made of pressure-treated wood;
- an octagonal roofed pari-mutuel pavilion;
- a restroom building; and
- several concession stands.



Paved walkways, simulcast umbrellas, picnic tables and fencing fill the back landscape today, smothering the historic trees, and creating a crowded, cluttered environment.

In amongst these small buildings are scattered many, many movable wooden picnic tables and multiple simulcast monitors, mounted under permanently-placed umbrella-like canopies. The large quantity, random arrangement and red and white striped color of the umbrellas, evoke the scene at a beach on a hot summer afternoon. The collection of objects within this area of the back yard has obstructed what

were appealing long views across to the paddock area, and of the grandstand and clubhouse buildings. Modern additions to these buildings (see architecture discussion elsewhere in this assessment) had further compromised the quality of these views. As noted in the historical development section, NYRA added stamped asphalt to the walkways that weave throughout this area of the back yard, allowing patrons to walk on a permanent surface, rather than turf. However because of the heavy use by picnickers (rather than passersby), the turf has severely eroded, making much of the ground surface simply compacted dirt.

The most appealing features of this entrance area are the historic trees, which continue to grow throughout at tall heights. Many white pines, likely dating to the early 1900s, remain, providing shade and making the otherwise cluttered and overused landscape more comfortable for use by visitors. Unfortunately, most, if not all of these trees have suffered from lack of proper maintenance, under-watering, and compaction around the root systems. The lack of re-planting program has resulted in a tree population in decline, without newer trees emerging to take the older trees' place.

Extant Historic Features (dating to the period of significance)

While much of the historic landscape of Union Avenue entrance area has been compromised by the addition of modern features, several remnants remain extant. The land size is unchanged since the course's establishment in 1864, and the east entrance has stood in the same location since that time. The west entrance dates to 1902 (labeled by Leavitt as the "club entrance") and has remained in the same place, with modifications, since then. Much of the steel picket fencing lining Union Avenue, a contribution of W. C. Whitney dates to the first decade of the 1900s, and some of the original brick fence posts, designed in 1919 by Mott, remain. Inside the fence and gates stand many mature white pines and deciduous trees, growing in groves, and the size of these trees suggests many were planted during the first decades of the 20th century. Remnants of the pedestrian circulation system defined by Leavitt and affirmed by Mott stand underneath widened asphalt roadways. Lastly, some of the horse path, suggested on both the Leavitt plan and Mott plan appears in roughly the same location. Originally, horses were led from Horse Haven across Union Avenue and through the main race course entrance, and continued along the side of the pedestrian path to the saddling shed and paddock.

Contemporary Features (added after the period of significance)

As noted in the historical development, contemporary elements in the form of small buildings, roads and pathways and site details, began to creep into the Union Avenue entrance area after 1940. The quantity, design, and scale of these elements produced a crowded, cluttered appearance, and harmed the natural features, including lawns and trees, as follows:

- *Buildings and building settings.* Since 1940, as many as seven small permanent buildings have been added to a 6-acre landscape that once held none. NYRA allows additional temporary structures (concession tents, etc.) to operate during racing season. The oldest building, the restroom pavilion, dates to 1966 and features



Overhead striped canopies, leading patrons from the admissions booths to the grandstand, produce visual clutter in the air.

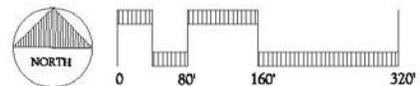
- some materials complementary to the historic grandstand and clubhouse structure. The remaining buildings, including the two entrance gates, pari-mutuel pavilion, and several concession buildings do not share the same style or materials, and most appear to be very cheaply constructed. The scattered arrangement of these buildings along the outer edges of the back yard exaggerates the cluttered appearance. The strong geometric design of the entry plazas surrounding the admissions buildings conflicts with the more relaxed curving forms employed during the period of significance.
- *Vehicular routes.* Vehicles have permeated the back yard grounds from its earliest day, as seen in photographs of the older course from the 1870s. Both Leavitt (1902) and Mott (1922) attempted to route vehicles to the back yard’s perimeter; the former creating a separate “automobile entrance;” the latter developing a designated auto parking area. The 1943 LaMotte plan showed a series of “drives” leading from the Union Avenue gates and looping through the back yard, suggesting the introduction of paved surfaces. Today, a defined vehicular route, surfaced with bituminous asphalt, extends from an automobile gate (located to the east of the original Union Avenue “east” gate) into the back yard, proceeds westward along the grandstand building, turns right along side the Jockey House complex, and exits alongside the west Union Avenue gate. The alignment of this road causes it to cross the horse path (two times), and pedestrian paths (several times), creating potential conflicts. The expansiveness of the pavement has harmed the mature evergreen and shade trees.
 - *Pedestrian pathways.* Originally a landscape functioning entirely as a “foyer” to the grandstand and clubhouse, the Union Avenue entrance area held a single shaded pedestrian route, leading from the gate to the buildings. It threaded through groves of mature trees and was defined by grassy lawns. Today walkways weave throughout, leading to concession stands and restroom facilities, and covering up much of the old turf lawns. Because these walkways have been surfaced with impermeable materials (stamped asphalt), they conspire with the roadways to starve the historic trees.
 - *Canopies.* Within the past 20 years, red and white striped canopies, supported by flimsy aluminum frames, have been erected in the back yard area to shade the walkways leading from the admissions booth (east gate) to the grandstand. As noted in the historical development, canopies originally marked the entrances to the grandstand and clubhouse, but did not extend into the landscape. The size, color, quantity, and quality of these overhead features only further the cluttered appearance formed by the maze of roads and paths, and the numerous temporary and permanent buildings.
 - *Fencing.* As noted in the historical development, fencing at the Union Avenue entrances and east section of the back yard consisted of steel picket section lining Union Avenue, supported by brick posts. Beginning in the 1940s, NYRA introduced new heights, styles and materials of fencing, starting with chain link, and ending, in 2010, with pressure-treated rail fencing, lining the horse path. The lack of an overall fencing hierarchy, consisting of coordinated styles, colors and materials, has left the back yard looking messy and disorganized, and has furthered the crowded, cluttered appearance.
 - *Miscellaneous site furnishings.* Many odds and ends have been added to the landscape since 1940. These include picnic tables, benches, bollards, and signs, and within the last 20 years, umbrella-shaped canopies housing simulcast monitors. The quantity of these items appears to have



Union Avenue Entrances & Back Yard East Section Landscape Assessment
CHARACTER-DEFINING HISTORIC FEATURES

- | | | |
|---|--|---|
| <p>○ Extant Historic Features</p> <ul style="list-style-type: none"> - Locations of East and West Entrances - Historic Entry Paths (under new pavement) - Mature Evergreen and Deciduous Trees - Picket Fence - Horse Path | <p>◐ Missing Historic Features</p> <ul style="list-style-type: none"> - Views to Grandstand and Clubhouse - Historic "Foyer" | <p>● Contemporary Features</p> <ul style="list-style-type: none"> - Admissions Buildings and Other Permanent and Temporary Buildings - Wide Bituminous Vehicular Roads - Maze of Pedestrian Paths - Children's Playground - Simlucast Umbrellas - Picnic Tables - Overhead Canopies - Miscellaneous Objects |
|---|--|---|

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grown, rather than shrunk, creating a chaotic feeling throughout. The 1990s children's playground, stands just inside the east entrance, and its fire engine red color makes it highly visible from Union Avenue – far more visible than the grandstand building. Each of these site furnishings conflicts with the period of significance.

Missing Historic Features

Missing from the back yard landscape is its simple, elegant, wooded appearance, created by groves of evergreen and deciduous trees, grassy lawn areas, and softly-surfaced pedestrian ways, kept to a minimum quantity. The views across the back yard landscape from the entry gates to the grandstand and clubhouse have been obliterated by new buildings, overhead canopies, picnic tables, simulcast umbrellas, and most recently, the pressure-treated horse rail, lining both sides of the historic path.

Preliminary Recommendations for Preservation Treatment

The historic character of the Union Avenue entrances and east section of the back yard has been marred by the addition of many buildings, pathways, roads, fences and other miscellaneous objects. The area that once served as an elegant foyer to the grandstand and clubhouse now resembles an amusement park. Plans to preserve the race course should include the following efforts in this important entrance area:

- *Reducing the number of buildings and miscellaneous site details.* As noted above, newer buildings both permanent and temporary, simulcast umbrellas, the playground, and other miscellaneous objects fill the east section of the back yard. While these structures provide important race course functions (betting, toilet facilities, food vending, children's entertainment), they could be consolidated and moved to a different location away from the back yard.
- *Removing paved pathways.* A maze of pathways has been developed to make the multiple buildings accessible to patrons. By removing the maze of pathways and restoring the lawn areas, the grandstand and clubhouse foyer can be recreated.
- *Reducing the extent of vehicular routes.* Define a clear route to be used by vehicles, and remove any existing pavement not associated with this route. Introduce permeable paving surfaces where possible.
- *Developing a palette of site details to be employed throughout the back yard area.* Instead of a patchwork of paving, fencing, seating and sign styles, materials, and colors, develop a coordinated palette that includes a hierarchy of styles – a palette that complements the period of significance.
- *Institute a tree re-planting program.* While the east section of the back yard retains many mature evergreen and deciduous trees, most are aging and in decline, and suffering from poor maintenance and unhealthy soil conditions. Diseased and dying trees should be removed, and replaced with new trees, representing a variety of species.

AUTO PARKING AREA

Location & Description

The 6.7-acre auto parking area lies along Union Avenue towards the western end of the race course property, sandwiched between the back yard (on the east) and Reading Room (on the west). The historic steel picket fence lines the north side, separating the parking area from Union Avenue, and a



The auto parking area, viewed from the southern side looking north. This flat 6.7-acre landscape contains some the race course's oldest shade trees.

two-lane drive, leading from the west race course entrance to the Reading Room, rims the parking area's south side. A dense stand of deciduous and evergreen trees screens the parking area from the Reading Room. Use of the area is limited to parking for patrons during racing season.

Historical Development

The origins of the auto parking area date to 1919, and the acquisition of the "Sheehan -Wells Property" (also referred to as the "Sheehan purchase") by the Saratoga Association. Maps of the race course created prior to 1919 show this land as privately owned and separated from the race course by Lincoln Avenue, which at the time extended through Nelson Avenue

to Union Avenue. The 1895 and 1900 Sanborn maps indicated this land was vacant, but showed a 2-story structure standing at its apex, formed by the intersection of Union and Lincoln Avenues. The 1900 map labeled this structure as a "betting room," suggesting the property was likely associated with the race course operations, although not necessarily managed by the Saratoga Association. Leavitt did not include the area on his 1902 plan.

The Saratoga Association purchased the Sheehan property on September 5, 1919 from Thomas C. and Alice M. T. Sheehan (recorded on September 13, 1919, Book 306, Page 208). By November of that year, the association had hired civil engineer Samuel J. Mott to design a fence for the property. At the time, Lincoln Avenue cut the Sheehan property off from the remainder of the race course, and Mott's plan maintained this separation, completely enclosing the parcel. The plan included brick piers, standing over 8' high, marking the entrances (one on Union and two on Lincoln) and the corners of the property. The fence consisted of steel pickets measuring 6'-0" high (spaced 6" o.c.) and the piers measured 2'-6" square (with caps overhanging by 3"). In addition to the fencing, Mott delineated the section of Ludlow Street that ran between Lincoln and Union Avenues as 32' wide and 59' from the western property line. He included planting specifications for a line of Poplar trees spaced approximately 30' apart on either side of Ludlow Street. Ludlow Street did not extend, however, through the Sheehan Purchase. Morton Street (no longer extant) extended along the eastern edge of the property, connecting Union and Lincoln Avenues.

In the 1920s, S. J. Mott would prepare two additional plans for the "Sheehan Purchase" area of the property and an overall plan for the entire race course property that laid out the "auto parking space." In 1921, he produced "*Plan of Street to be Built at the Saratoga Racing Association Between Union & Lincoln*"

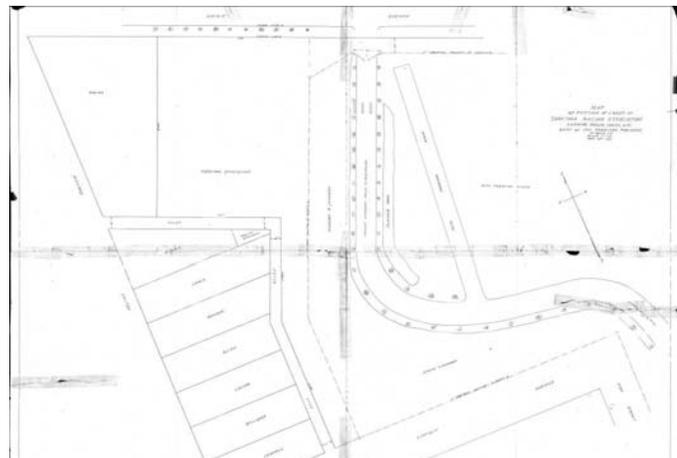
Ave,” a plan for the auto entrance at the Sheehan Purchase. The entrance intersected Union Avenue at a right angle, proceeded southward, and then took a 45 degree turn eastward, presumably connecting with the existing auto road (laid out by Leavitt in 1902). This street measured 20’ in width and was crowned, and the streetcar track ran down the center. Flanking the street were: a 2’-6” concrete gutter, a 6” concrete curb, a 5’-6” planted strip, a 5’-0” concrete sidewalk, and a 2’-0” setback from property line. In 1922, Mott drew a “General Plan of Grounds of Main Track” which included a layout for the “auto parking area.” This plan was the first to show the Sheehan parcel integrated into the remaining race course property.³ On it, he showed three entrances and entry drives leading into the auto parking area, spaced evenly along Union Avenue. Five linear gravel “auto parking roads” stood to the west, and three stood to the east of the center entry drive, and the drives and roads connected along a roadway, rimming the south side of the parking area. Drivers appeared to park their vehicles on the turf between the parking roads. Mott’s 1927 drawing, “Map of Portion of Lands of Saratoga Racing Association showing roads, trees, etc. east of 1927 Sheehan Purchase” showed a plan for the “present” drive to the clubhouse, entering from Union Avenue (across from Ludlow Street) through 35’-wide double gates. The drive was lined on both sides by evenly-spaced trees (species not indicated; planted approximately 30’ apart), and beyond the trees were generous plantings of shrubs and flowers in beds.

Mott also noted evenly-spaced shade trees along Union Avenue at the curb line, and showed the Race Course property fence set back from the street right-of-way by 20’.

It is likely that the layout of the trees shown on Mott’s 1927 plan was replicated in the auto parking area itself. The next known site plan developed for the race course property that included the auto parking area was created in 1966 by Ewing Cole Krause in conjunction with their design for the restroom pavilion for the east section of the back yard. This schematic plan showed tree symbols



Mott’s 1922 general plan for the main track showed a layout for the new auto parking area. Linear gravel roads provided access to parking stalls, arranged in a perpendicular layout to the roadways. Patrons could access the area via one of three entrances, spaced evenly along Union Avenue (NYRA Archives).



In 1927, Mott detailed the entry road leading to the race course along the western side of the former Sheehan purchase. The winding drive extended his 1921 design, connecting it to the automobile entrance designed by Leavitt in 1902 (NYRA Archives).

³ A “Map of the Property of The Saratoga Racing Association,” prepared in August of 1921 by John E. Hodgman, C.E., showed a continuous boundary around the property and incorporating the Sheehan purchase, however it did not show detail for the parcel or any other part of the race course.

throughout the parking area, many of which appear approximately 30' apart. It also suggests that several of the trees from this original planting scheme may have died and/or been removed. A site plan prepared by Andrews and Clark in 1975 showed the eastern section of the parking area, with even fewer trees. By the 1980s-1990s, the two admissions gates had been established along Union Avenue, and the three automobile entrances consolidated into one (integrated into the western gate). The historic gates were locked and roads leading through them discontinued. The 2002 site plan prepared by The Saratoga Associates indicated that many more parking roads had been created, likely to accommodate increasing number (and sizes) of vehicles.

Character During the Period of Significance

The auto parking area did not emerge until the 1920s, when the Saratoga Association acquired the Sheehan property, located to the east of their existing land holdings. Upon purchasing the parcel, they arranged for the removal of Lincoln Avenue, and engaged Samuel Mott to create a vision. Mott's 1927 layout of the auto entrance suggested he planned for the generous planting of shade trees, arranged in long rows and spaced roughly 60' apart, providing canopy to the large parking lot. The density of trees would have resulted in a forested look, and would have melded with the look and feel of the neighboring back yard. The steel picket fence rimmed the entire northern edge and was offset by allees of shade trees, growing on either side of the fence. Hedgerows, containing large shrubs and trees, lined the western and southern sides, separating the parking area from the private residence (Reading Room) to the west, and single-family homes to the south.

Analysis of Existing Features

Existing Conditions

Visitors to the race course arrive from the east and west along Union Avenue. Once lined on both sides by towering shade trees that “kissed” above pedestrians' heads, Union Avenue today contains far fewer trees. In addition, overhead utility lines now string along the south (race course) side and in the median connecting to properties on the north side, compromising the ability to grow tall shade trees. As a result, the scale of the old boulevard is much less visually appealing for patrons traveling to the race course from downtown. Despite this, both drivers and pedestrians approaching the race course can glimpse across the auto parking area toward the back yard, with the lack of trees in the parking area, combined with the open quality of the steel picket perimeter fence, allowing for this view. When the parking area is empty or holding just a few cars, this view welcomes visitors to the course. When full, the masses of vehicles overwhelm the few remaining trees, turning the grassy parking field into a packed large car lot.



Several decades-old trees remain in the auto parking area, several of which may date to the 1920s, when Mott laid out the area. His original entry drive stands at the end of the roadway in the middle left of the image.

As noted in the historical development section, the multiple entrances to the auto parking area, including Mott's original gate and poplar-lined road at the far western end, have been closed. Patrons of

the race course using the parking area must enter via the western gate (opposite East Avenue) and proceed westward along a paved road. Turf has grown up in the gravel covering the linear parking area roads, and NYRA crews appear to add new gravel/stone dust at the close of each racing season. Because individual parking spaces have not been delineated, NYRA staff must direct patrons to spaces, in order to accommodate as many vehicles as possible.

The auto parking still contains over 50 shade trees, roughly half of what likely stood during the period of significance. Nearly all of these trees – particularly the oldest ones – appear diseased, in decline, and suffering from lack of ongoing care (pruning, cabling, feeding). NYRA has planted newer shade trees along the northern edge, inside the steel picket fence, and the health of these trees is better than that of the older ones. The hedgerows growing along the south and west sides of the parking area have not been regularly managed (cleared of invasive species, pruned) and have become overgrown. Some shrub plantings dating to Mott’s time remain in the south hedgerow, but they have grown leggy and out of scale.

Extant Historic Features (dating to the period of significance)

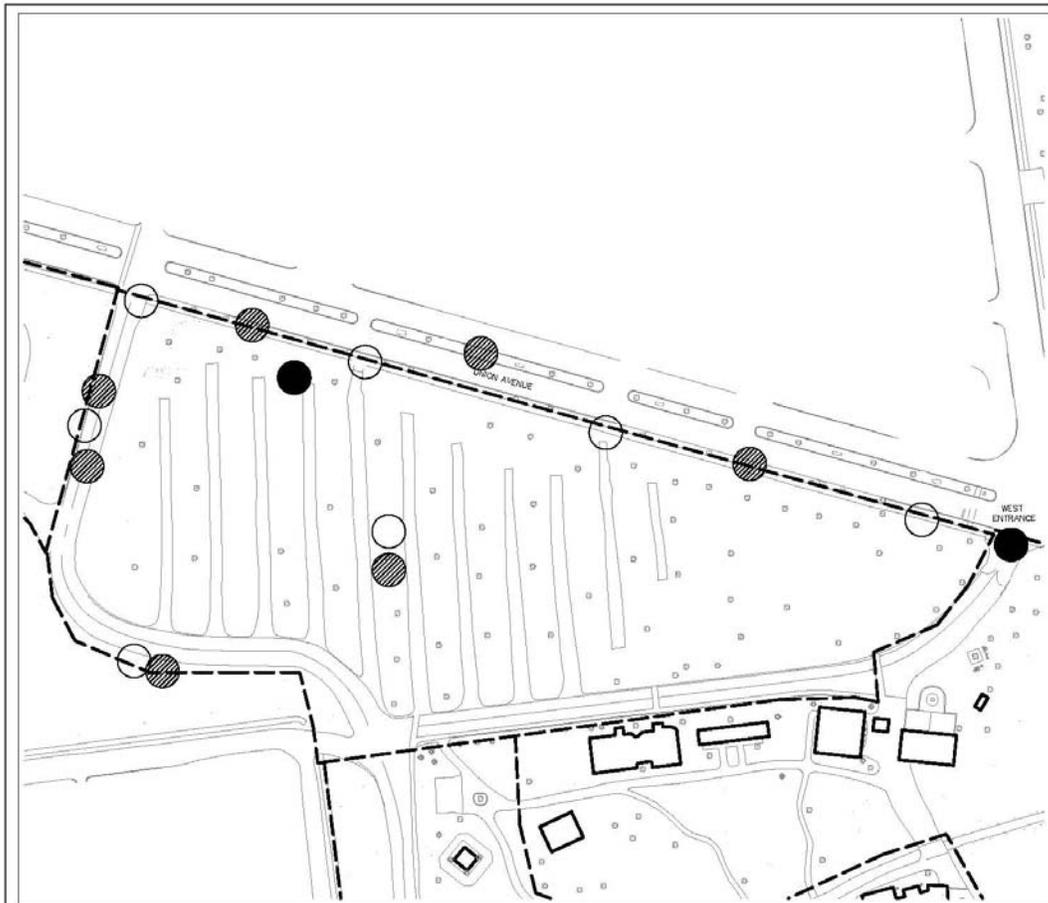
Despite the loss of many historic trees and overgrowth of the perimeter hedgerows, the auto parking area stands out as one of the most historically intact portions of the back yard landscape. The steel picket fence, proposed by W. C. Whitney in 1902, spans the length of Union Avenue, and the brick posts, designed in 1919 by Mott for the “Sheehan purchase” remain in place in their original, evenly-spaced locations marking the old automobile gates. The original layout of the parking roads, arranged in even rows running perpendicular to Union Avenue, remains, and crews appear to refresh the gravel surfaces on a regular, season-to-season basis. Approximately 50% of the historic shade trees still stand, albeit in poor condition. And remnants of Mott’s hedgerow plantings grow along the west and south parking area edges, and while out of scale, provide documentation of the civil engineer’s attention to site details.

Contemporary Features (added after the period of significance)

Contemporary features in the auto parking area are limited to new tree plantings, located along the northern edge, and the revised circulation system. Originally, vehicles entered through three gates, spaced evenly along Union Avenue. Today, all drivers enter at the west gate, and proceed to the auto parking area along a paved perimeter roadway, skimming the parking area’s southern boundary.

Missing Historic Features

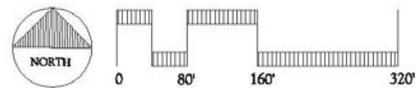
As noted above, the circulation pattern intended for the parking area by Mott has been revised, making the three gates along Union Avenue inoperable, and routing all traffic through the newer west gate. Mott’s poplar lined auto road, designed in 1927, has lost its tree plantings. And while remnants of the large shrub plantings, planned by Mott with the hedgerows along the south and west sides still stand, the character of these has changed, due to lack of maintenance and the process of aging.



Auto Parking Area Landscape Assessment
CHARACTER-DEFINING HISTORIC FEATURES

- | | | |
|--|--|--|
|  Extant Historic Features |  Missing Historic Features |  Contemporary Features |
| <ul style="list-style-type: none">- Steel Picket Perimeter Fence and Brick Posts and Gates- Perimeter Hedgerows and Remnants of Understory Plantings- Mature Shade Trees- Parking Area Layout | <ul style="list-style-type: none">- Original Circulation Pattern- Shade Trees Growing Along Union Avenue- Dense Understory of Hedgerows- Many Large Shade Trees | <ul style="list-style-type: none">- New Tree Plantings- New Circulation Pattern |

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Preliminary Recommendations for Preservation Treatment

Of the seven geographic areas found in the back yard, the 1922 auto parking area has retained the most amount historical integrity. NYRA has maintained the original size and layout, and has kept new building and other objects out. To fully restore the parking area's historic character, should consider undertaking the following efforts:

- *Stabilizing the extant steel picket perimeter fence, and restoring the brick posts.* This effort will involve on-going inspections of the steel, regular straightening, patching and painting, and removing the white paint from the brick posts, restoring the original red brick piers and concrete bases and caps.
- *Restoring the edge plantings, including hedgerow trees and shrub understory.* Mott called for heavy plantings along the west and south edges, as a way of enclosing the property and screening it from adjacent residential uses. This effort will involve removing invasive plants, trimming healthy trees, and replanting the understory with larger sized shrubs.
- *Developing a tree re-planting program for the auto parking area.* Mott's plan included a moderately dense planting of shade trees throughout the parking area, spaced approximately 60' apart and helping to define the parking lanes. This effort will involve removing any dead or diseased trees, caring for healthy ones, and planting new shade trees of a variety of genii and species.
- *Re-surfacing the perimeter road.* The existing perimeter road's bituminous asphalt surface conflicts with the historic character of the property. To maintain the route and, at the same time make it more historically compatible, NYRA should apply an oil and stone (chip seal) surface to the existing asphalt. Such an application will provide a gravelly appearance, while at the same time maintaining a permanent surface.

Paddock & Saddling Area

Location & Description

The 7.8-acre paddock and saddling area lies between the auto parking area to the north, back yard to the east, grandstand and clubhouse to the south, and High Street (Frank Sullivan Place) on the west.



The paddock and saddling area lie at the western end of the back yard and serve as a race course “hub,” providing a place for horses and jockeys to gather, and be viewed, before the races begin.

The area serves as a central hub of the back yard, as it houses the paddock, saddling structure, old saddling shed, Red Spring pavilion and jockey house complex, along with a new concession building known as the Shake Shack. The eastern half, containing the old saddling shed and Jockey House complex, features many mature deciduous and evergreen trees that shade the buildings. The western half contains fewer trees and is dominated by the paddock, where Jockeys gather atop their horses prior to the start of races. From the paddock, they ride southward down a horse path known as the “shoot” and onto the main track.

Historical Development

The paddock and saddling area are among some of the oldest extant features of the Saratoga Race Course. As early as 1864, when Morrissey developed the main track on the south side of Union Avenue, a paddock of some type was included. The 1880 course map depicted in *Krick’s Guide to the*



A photograph of the race course entrance, taken in 1900, shows, in the background, some type of open air structure, located between the entrance and grandstand, suggesting that some type of saddling shed existing prior to 1902. “Official Souvenir of the Saratoga Association, 1900 Season,” National Museum of Racing.

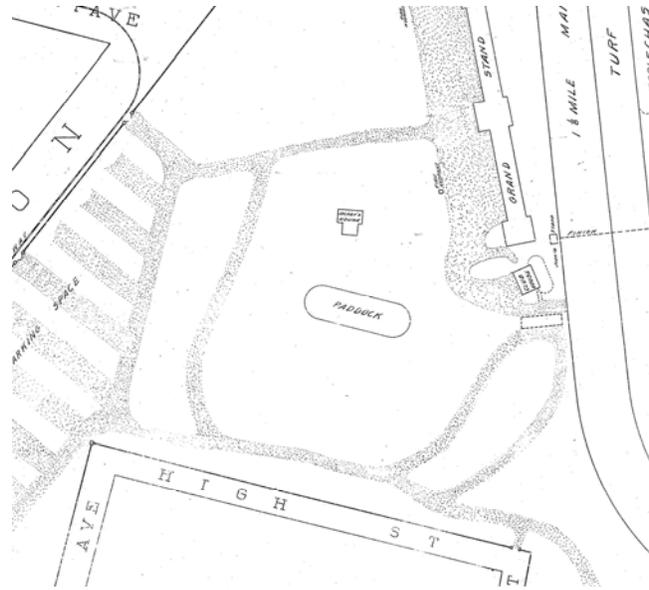
Turf showed the area on the back side of the grandstand dotted with trees, through which horses passed on their way from the Horse Haven area (across Union Avenue) to the starting line of the main track. Leavitt’s 1902 plan depicted an open area containing the “new paddock” (also known as the saddling shed). While earlier detailed plans of the course are not known to exist, Leavitt’s labeling of the paddock as “new,” and including a dashed in structure (to be removed) adjacent to it, suggests that the paddock may have replaced another structure of its type. A 1900 photograph of the race course entrance affirms this possibility as it shows, in the background, an open-air structure resembling a shed-type building. Leavitt’s plan was also the first to show the jockey house, which was a

single building, standing to the east of the paddock in the center of the back yard. Leavitt kept established circulation paths, including roads and walks, out of the paddock and saddling area, placing them at the perimeter of the back yard. He created a gently meandering road leading from the

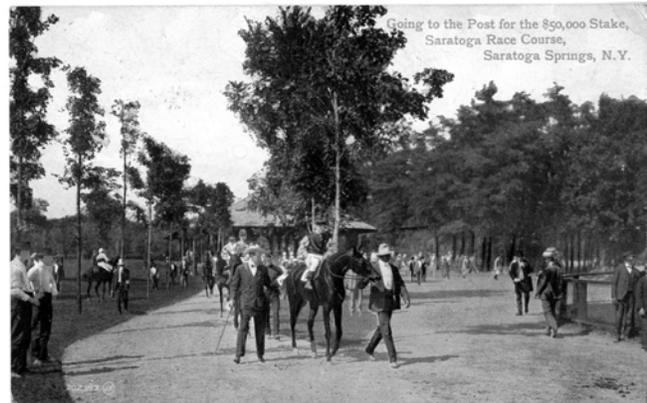
“club entrance” (on Lincoln Avenue) westward and the southward along the outside edge of the back yard, and between the roadway and outside property edge, included generous plantings of perimeter trees. When Mott created his 1922 plan for the grounds of the main track, the Sheehan parcel (discussed in detail under the *auto parking area* section) had been appended to the property. He maintained Leavitt’s perimeter roadway, incorporating a portion of it into the new auto parking area. He also created two loop roads on the north and south sides of the paddock and jockey house. While Mott’s plan indicated that he had kept the remainder of the paddock and saddling area open and free of established circulation routes, early images from this time show unpaved paths leading from the saddling shed and paddock towards the main track. It is likely, therefore, that a series of informal pathways existed in the paddock in the early 1900s.

Defined pathways within the paddock and saddling area first appeared on Samuel LaMote’s plan of the race course in 1943. LaMote retained the perimeter roadway designed by Leavitt, and the additional roadways laid out by Mott, but included a horse path, leading from Union Avenue (across from Horse Haven), across the back yard, past the jockey house, circling around the saddling shed, and leading out to the main track, underneath the clubhouse building. Photographs dating to the 1940s confirm the layout of this pathway, and postcards from the same period indicate that the paddock lawns held decorative planting beds. For the most part, the area remained unfenced, with temporary roping used to separate horses from patrons during the races. LaMote also showed new, smaller structures in the vicinity of the jockey house, suggesting the beginning of a building “complex” in this area. The 1954 Sanborn map provided more detail about these structures. Two small “office” structures had been added to the east side, and two even smaller buildings, one of which was labeled “hospital.” The jockey house was also expanded to the south and east. The 1960 Johnson and Higgins plan showed the same layout of buildings (jockey house complex and paddock) and roadways as was seen on the 1942 and 1954 plans.

Beginning in the mid 1960s, drawings prepared for the race course showed an increasingly cluttered paddock area, saddling shed environs and jockey complex. Ewing Cole Krause’s 1966 plan for the back



Mott’s 1922 plan for the grounds of the main track showed a paddock and saddling area free of walkways. While Mott did add roadways, he kept them clear of the saddling area (NYRA Archives).



A hand-colored postcard dating to the early 1900s suggests that a series of informal pathways existed in the paddock area, providing an unpaved route for horses and jockeys to follow when approaching the main track (Saratoga Springs Public Library, Saratoga Room Collection).



The old saddling shed, prior to the 1970s, was open and airy, giving a feeling of transparency to the paddock area of the back yard (Saratoga Springs History Museum, George Bolster Collection).



The former Excelsior Spring pavilion was moved to the paddock area in 1975, adding a point of interest to the landscape, but also crowding the historic gathering spot.



In the 1990s, NYRA introduced white vinyl fencing to the edges of the horse paths and paddock. The material stood for approximately 20 years (National Museum of Racing Archives).

yard restroom pavilion included a maze of pathways surrounding the shed and complex, and a defined ring-shaped path in the paddock. Fencing also appeared along the eastern side of the paddock, separating patrons from horses and jockeys. Architect Ralph Dell'Abate doubled the size of the jockey house by removing the existing buildings – including the hospital – on the north side and replacing them with several new rooms. Along with these additions of circulation routes and building additions came the substantial reduction of unpaved, un-built land within the paddock area. These changes were confirmed in a 1973 site plan prepared for NYRA.

In the 1970s, NYRA introduced more modifications to the paddock area. The Excelsior Spring pavilion, previously covering a spring on Excelsior Avenue, was placed at the north end of the paddock area in 1975, and promptly re-named “Big Red Spring,” dedicated to the famous thoroughbred, Man ‘o War. Soon afterward, pavement was extended to surround the pavilion, making it more accessible to patrons. In 1977, The Saratoga Associates (TSA) drew up plans for changes to the old saddling shed that resulted in full enclosure of the building, and the moving of saddling operations to a new steel-framed tent-like structure with red and white canopy, located along the west property line. To accommodate this new saddling structure, TSA straightened the meandering perimeter roadway designed by Leavitt along this edge. TSA also shifted the horse path leading from the paddock to the main track (also known as the “shoot”) westward, so that it abutted the west end of the clubhouse, rather than tunneling underneath the building. TSA’s plans called for shrub plantings along the horse path, backed by a 42” high two-rail wood fence, lining both sides of the horse path. In the 1990s, NYRA introduced white vinyl fencing to the edges of the paddock.

Further changes to paddock area, including the environs of the jockey house complex, took place in 2000, when TSA developed a new addition to the complex's east side and in conjunction, designed a node in the adjacent walkway, and sited shrubs around the buildings' foundations. Each of these modifications represented an attempt to weave together the various disparate parts of the jockey house buildings. The 2000 plans showed that numerous mature trees continued to grow in and around the paddock and saddling area, but many of these, particularly those growing between the old saddling shed/jockey complex and clubhouse/grandstand, were now surrounded by impervious paving.

Over the last ten years, more objects have infiltrated the paddock and saddling area, further diminishing the amount of turf, compromising the health of the mature trees, and producing an over-programmed, clutter appearance. The 2002 TSA plan of the back yard showed more pathways laid out in a hub and spoke pattern, running through the paddock. In 2008(?) a new permanent concession building, the "Shake Shack" was added to the west side, adjacent to the new saddling facility. And in 2010, masses of pressure-treated wood rail fencing, placed in double rows, was erected around the paddock, replacing 20-year old white vinyl fencing.



The double rows of pressure-treated rail fencing surrounding the Paddock and other horse-only areas, has introduced a bold, intrusive element into the back yard.

Character During the Period of Significance

As noted earlier, the paddock and saddling area represent some of the oldest extant features at the Saratoga Race Course. During the period spanning 1864-1940, the landscape remained open and grassy and studded with shade trees. Nancy Stout, in *Great American Thoroughbred Racetracks*, described it s a "vast lawn" serving as an "outdoor stall and exercise area," and "extending from the clubhouse across the drive into what is now used as a parking lot." Between its earliest days (1864-1900) and the first decades of the 1900s, the area shifted in size, but its simple, unadorned appearance endured. Leavitt's perimeter road, designed in 1902, meandered along the western side.

Analysis of Existing Features

Existing Conditions

The location of paddock and saddling shed area, tucked into the western end of the back yard, makes it visually and physically accessible to race course patrons only after they have entered the grounds and (presumably) paid admission. Visitors entering through the Wright Street gate reach it first, as the horse path ("shoot") leading from the paddock to the main track stands just inside the gate. Visitors entering through either Union Avenue gate must first pass through the east section of the back yard before first reaching the jockey house complex, next the old saddling shed, and finally the paddock. Because the entire back yard originally contained far fewer objects, including temporary and permanent buildings, fences, and signs, patrons could enjoy long views from the entrances across the back yard to the paddock. Today, an overabundance of these objects has obstructed these long views, making the route to the paddock unclear and confusing.

The newest structures in the paddock, including the new saddling structure (1970s) and Shake Shack (2000s), stand along the western edge. As noted in the historical development, the original meandering alignment of Leavitt's perimeter roadway was straightened to accommodate the new saddling structure, further robbing the paddock of historic fabric. Both of these structures conflict in style, materials, and scale with the period of significance, detracting from rather than meshing with the paddock's historic character. In addition, numerous little structures, including viewing podiums, a wishing well, the Big Red Spring pavilion, and more simulcast umbrellas clutter the paddock and saddling area, and the red and white striped roofs on many of the structures, further emphasize this Lilliputian appearance.

Circulation within the paddock and saddling area is equally messy. Walkways and roadways circle around the jockey house complex and old saddling shed, with only a small amount of foundation planting, dating to the 1970s, around the jockey house buildings. A turf lawn, rimmed with benches, stands between the jockey house complex and old saddling shed provide space for a few trees to grow, but paved paths criss-cross this space, diminishing the size of the unpaved area. The paddock itself contains the most turf of any area of the back yard, but multiple pathways threading throughout it reduce its scale to that of a miniature golf course. Various surfaces, including stone dust, stamped asphalt and bituminous asphalt, cover the pathways, creating uncoordinated look. The new pressure-treated wood fences, placed in double rows around the paddock and on either side of the horse paths, exacerbate the cluttered look. Given that until the 1980s, the paddock remained largely unfenced, this new fencing scheme is neither historically appropriate, nor aesthetically pleasing.



Recent paving around the bases of historic trees (including asphalt berms that route water AWAY from the trees) will prevent absorption of water, and eventually lead to the death of the trees.

The paddock and saddling area retain several historic trees, and these help provide shade and keep the area more in scale with the tall grandstand and clubhouse buildings, hovering over the area's south side. Notable among these is a mature hemlock, standing between the jockey house complex and old saddling shed, a cluster of mature white pines standing along the west side of the old saddling shed, and a grove of deciduous and evergreen trees growing around the Big Red Spring pavilion. Many of the older trees, however, show signs of decay, are in decline, and appear to be suffering from lack of routine care (pruning, cabling, feeding, watering). Several mature pines

along the south side of the jockey house complex have bituminous pavement surrounding their bases, a treatment that will lead to the trees' eventual demise.

Extant Historic Features (dating to the period of significance)

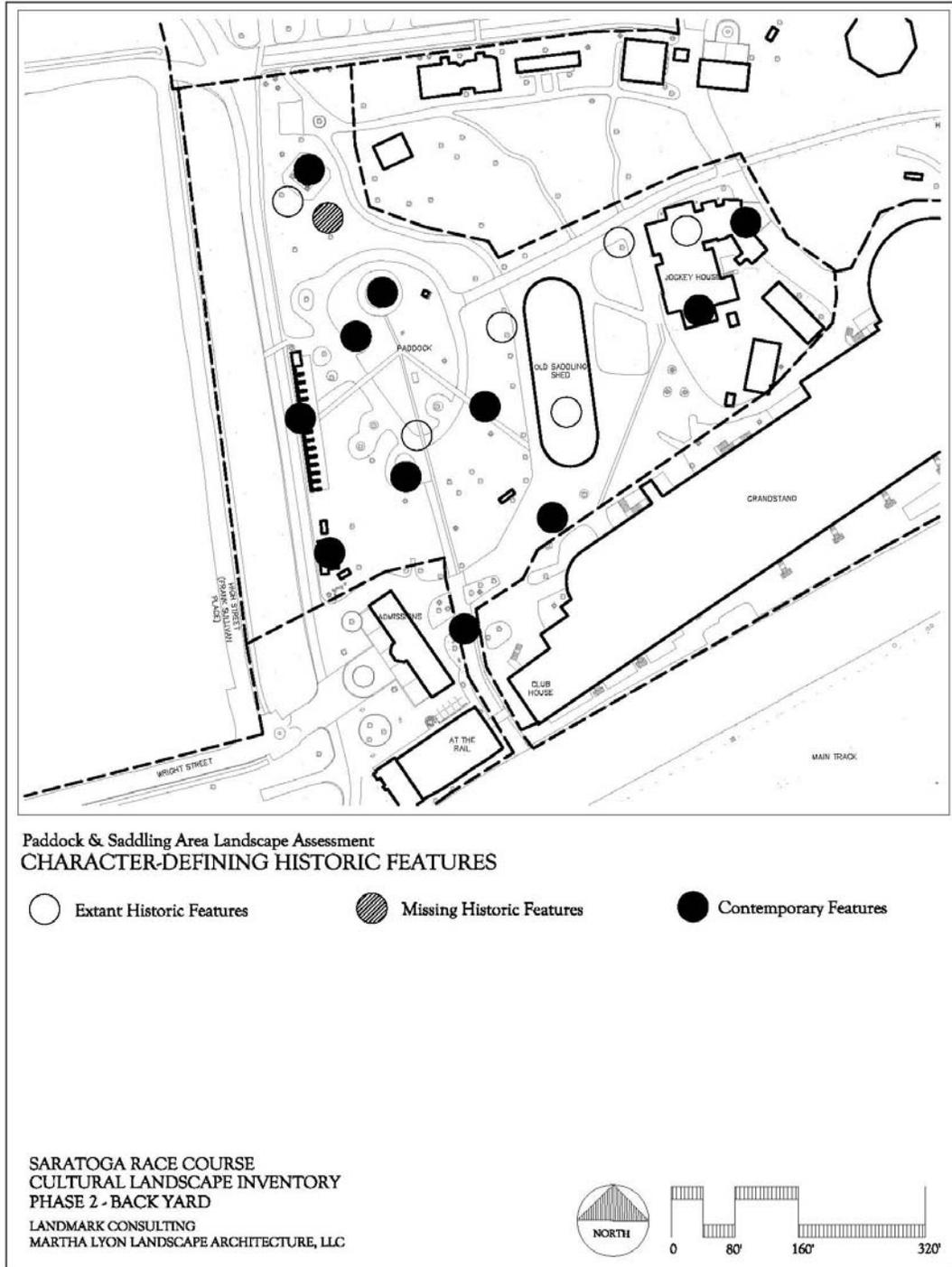
While the historic character of much of the paddock and saddling shed area has been compromised by the addition of many paths, little buildings, fences, and other landscape objects, it does retain several historic features. Although its size has diminished, its location over nearly 150 years has remained unchanged, and the old saddling shed structure, while enclosed to accommodate pari-mutuel windows and offices, still stands. The original jockey house, first seen on Leavitt's 1902 plan for the race course, remains tucked under several modern additions. The original horse path, leading from horse haven through the back yard and into the paddock, still follows some of its original route. And as noted

above, the area has held onto several individual historic trees as well as tree stands, all of which contribute significantly to the historical integrity.

Contemporary Features (added after the period of significance)

Contemporary features abound throughout the paddock and saddling area and the addition of these has given the once elegant and grand landscape, the feeling of an amusement park with a Lilliputian scale. They include:

- *Expanded jockey house.* Begun as a smallish wood frame residence, this building has been expanded several times to incorporate many different functions. Most of the additions have been appended without an over concept in mind (refer to the architectural assessment for more discussion of this topic). From a landscape point of view, the house is now too large for the space it occupies, making the building out of scale with the surrounding environs.
- *Enclosed old saddling shed.* This c. 1902 structure has been altered to house offices and pari-mutuel windows, and as a result, the building's original transparent feature has been lost.
- *New saddling structure.* This long, linear structure, built out of aluminum with a red and white striped roof has been slammed along the western edge of the paddock area. Its design and size and materials used to construct it have no relationship to the race course's other buildings and building details dating to the period of significance.
- *Shake Shack.* This contemporary structure, built within the last few years, stands to the south of the new saddling structure, and like its neighbor, neither complements nor reflects the race course's extant historic buildings. It also should be noted that the siting of this building, OPPOSITE the main horse path from the grandstand and clubhouse, results in patrons crossing the horse path to purchase food and beverages, creating a potential conflict.
- *Straightened perimeter roadway.* As noted in the historical development, a meandering roadway, designed in 1902 by Leavitt, rimmed the west side of the paddock until the 1970s. TSA, in their plans to accommodate the new saddling structure, straightened the roadway, making it resemble a speedway, rather than a curving drive.
- *Vehicular, pedestrian and horse ways.* Originally the paddock and saddling area contained few walkways, and those that did exist were covered with one or two surfaces (likely gravel and/or stone dust). Today defined horse and pedestrian pathways, along with vehicular ways, thread throughout in a confusing maze of pavements ranging from bituminous asphalt to stamped asphalt, to stone dust.
- *Pressure-treated wood fencing.* This heavy-style two-rail fencing with cross-bracing was added to the paddock and saddling area in 2010 in a tremendous quantity. It lines all horse routes and the paddock, and most of it stands in double lines. The use of modern material, combined with its placement and quantity, conflicts with the period of significance, when fencing was minimally used, and the paddock remained completely unfenced.
- *Miscellaneous objects.* Similar to the east side of the back yard, many objects have been added to the paddock and saddling shed landscape since 1940. In addition to the picnic tables, benches, signs, and within the last 20 years, umbrella-shaped canopies housing simulcast monitors, the



paddock features several cheaply-constructed judges' stands, and the Big Red Spring pavilion. As in the east section of the back yard, the quantity of these objects has increased, resulting a chaotic feeling throughout, and obstructing the long views across the paddock – one the period of significance's most striking features.

- *Lilliputian sense of scale.* As discussed in the historical development, the addition of the buildings and objects, and the loss of mature tall trees have led to a scale resembling that of a miniature golf course.

Missing Historic Features

Missing from the paddock and saddling area are basic historic features that gave it an elegant but simple look, and a comfortable human scale. They include:

- *Expanse of the paddock.* As noted by Stout in Great American Thoroughbred Racetracks, the Saratoga paddock resembled a great expansive lawn, studded with trees, and extending to (and possibly past) the auto parking area. Today, with the addition of concession stands, the Big Red Spring pavilion, and other miscellaneous objects, the paddock is pinched in size.
- *Historic trees.* 50' tall white pines, hemlocks, oaks and maples, standing as specimens and in groves, grew throughout the paddock area, providing shade, offsetting the tall adjacent grandstand and clubhouse buildings, and shaping the unrivaled quality of the Saratoga paddock.
- *Turf lawns.* As historic photographs illustrate, turf lawns dominated the paddock and saddling area, with walkways and paths secondary. Today, pavement consisting of several materials, dominates the area, and is confusingly routed throughout.

Preliminary Recommendations for Preservation Treatment

As with the east section of the back yard, preserving the paddock and saddling area will require removal of many landscape features that have detracted from the historic character, and restoring the simple, elegant, and grand scale. Recommendations for treatment are as follows:

- *Removing/relocating all buildings constructed since 1940.* This would include removing the new saddling structure, Shake Shack, and Big Red Spring pavilion, and relocating the Shake Shack and pavilion to a location apart from the paddock.
- *Restoring the old saddling shed to its original use.* This would include removing the enclosures holding the pari-mutuel windows and offices and re-locating them to a centralized location outside the paddock and saddling area. For restoration of the building to its original use, see details found in the architectural recommendations, elsewhere in this report.
- *Reducing the size of the jockey house complex.* This would involve removing the contemporary additions and restoring the house to a size more appropriate with the scale of the paddock and saddling area.
- *Reducing the number of walkways and roadways/increasing the amount of lawn surface.* Establish a circulation hierarchy, including vehicular roads, pedestrian paths, and horse trails, separating

each where possible to minimize conflicts. Establish a palette of paving and paving edge materials, employing sustainable practices where possible, to be used on the walks and roads. Where roads and paths have been removed, resurface the areas with lawns.

- *Reconstructing the meandering portion of Leavitt’s perimeter roadway.* As part of the effort to upgrade the circulation system, restore the historic layout of the roadway running along the west side of the paddock. To accomplish this, the new saddling structure and Shake Shack must be removed (see recommendation above).
- *Reducing the number of miscellaneous site details.* As noted above, simulcast umbrellas, picnic tables and other miscellaneous objects fill the paddock and saddling area, creating a cluttered, messy appearance. These should be removed, and where possible, relocated to a more remote spot on the race course property.
- *Developing a palette of site details – including fencing – to be employed throughout the paddock and saddling area.* Instead of a patchwork of paving, fencing, seating and sign styles, materials, and colors, develop a coordinated palette that includes a hierarchy of styles – a palette that complements the period of significance. *Note: detailed recommendations for fencing appear in the “Recommendations” section of this report.*
- *Institute a tree re-planting program.* While the paddock and saddling area retains many mature evergreen and deciduous trees, most are aging and in decline, and suffering from poor maintenance and unhealthy soil conditions. Diseased and dying trees should be removed, and replaced with new trees, representing a variety of species. Under no circumstances should trees, either old or new, be surrounded by impervious surfaces.

NOTE:

Assessments of the Grandstand/Clubhouse Entrances,
Main Track Apron, and Reading Room are forthcoming.

Attachment H
Phase IA Archaeological Documentary Study



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

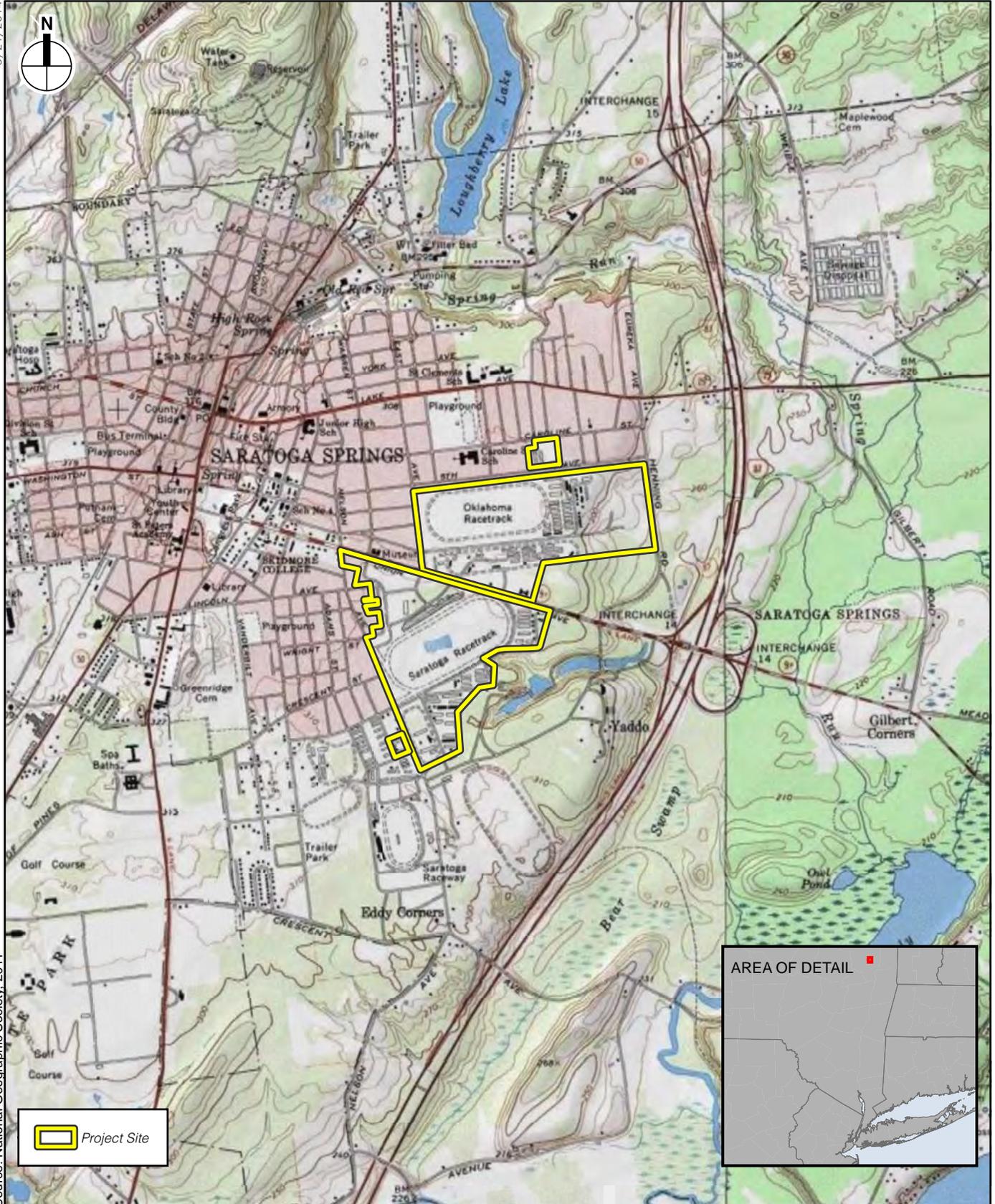
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Figures

5/21/2014

Source: National Geographic Society, 2011

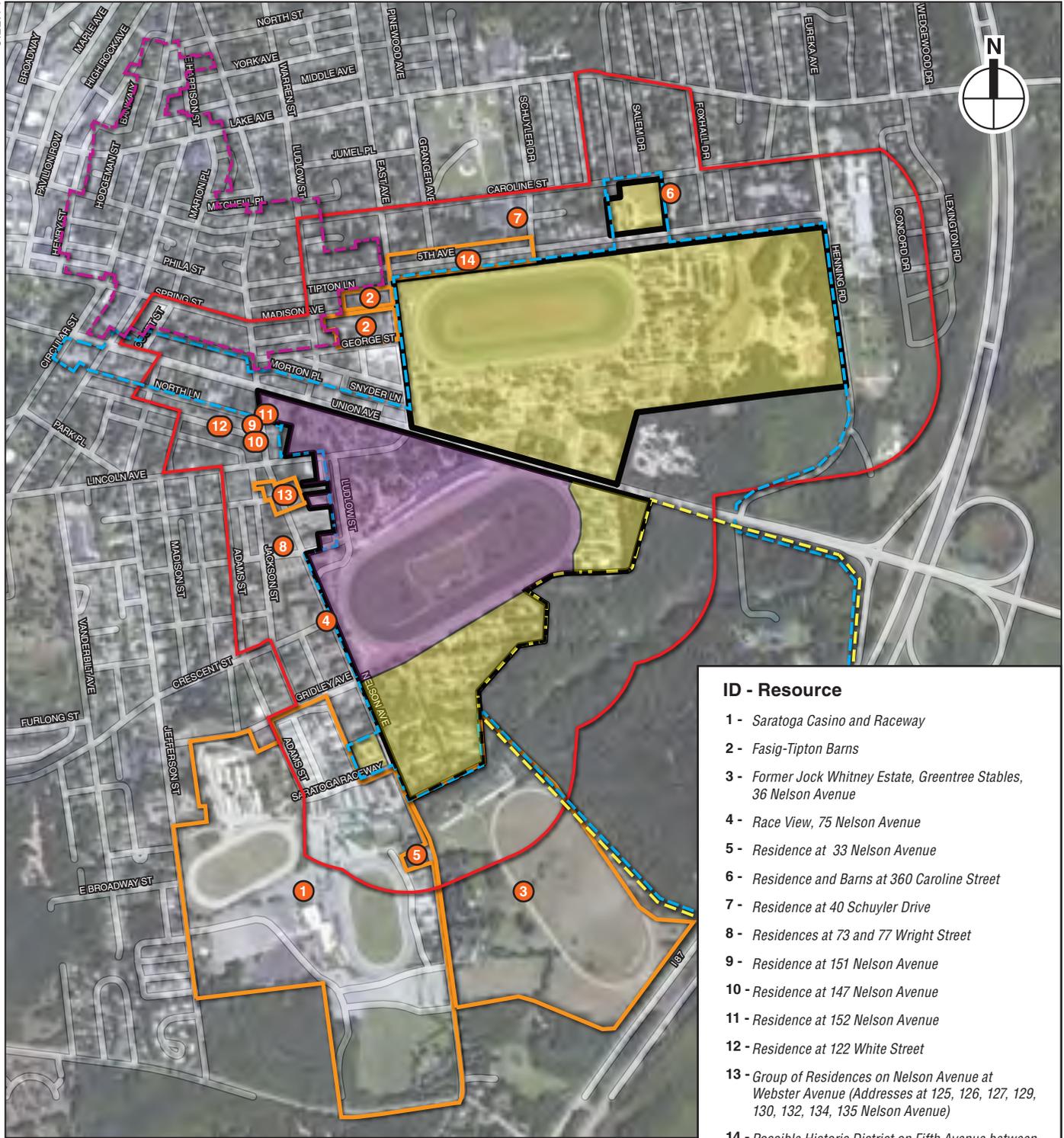


Approximate coordinates of
 Project Site:
 43° 4' 30" N, 73° 46' 0" W

0 2,000 Feet
 SCALE

USGS Map showing Project Site
 (Area of Potential Effect)

Figure 1

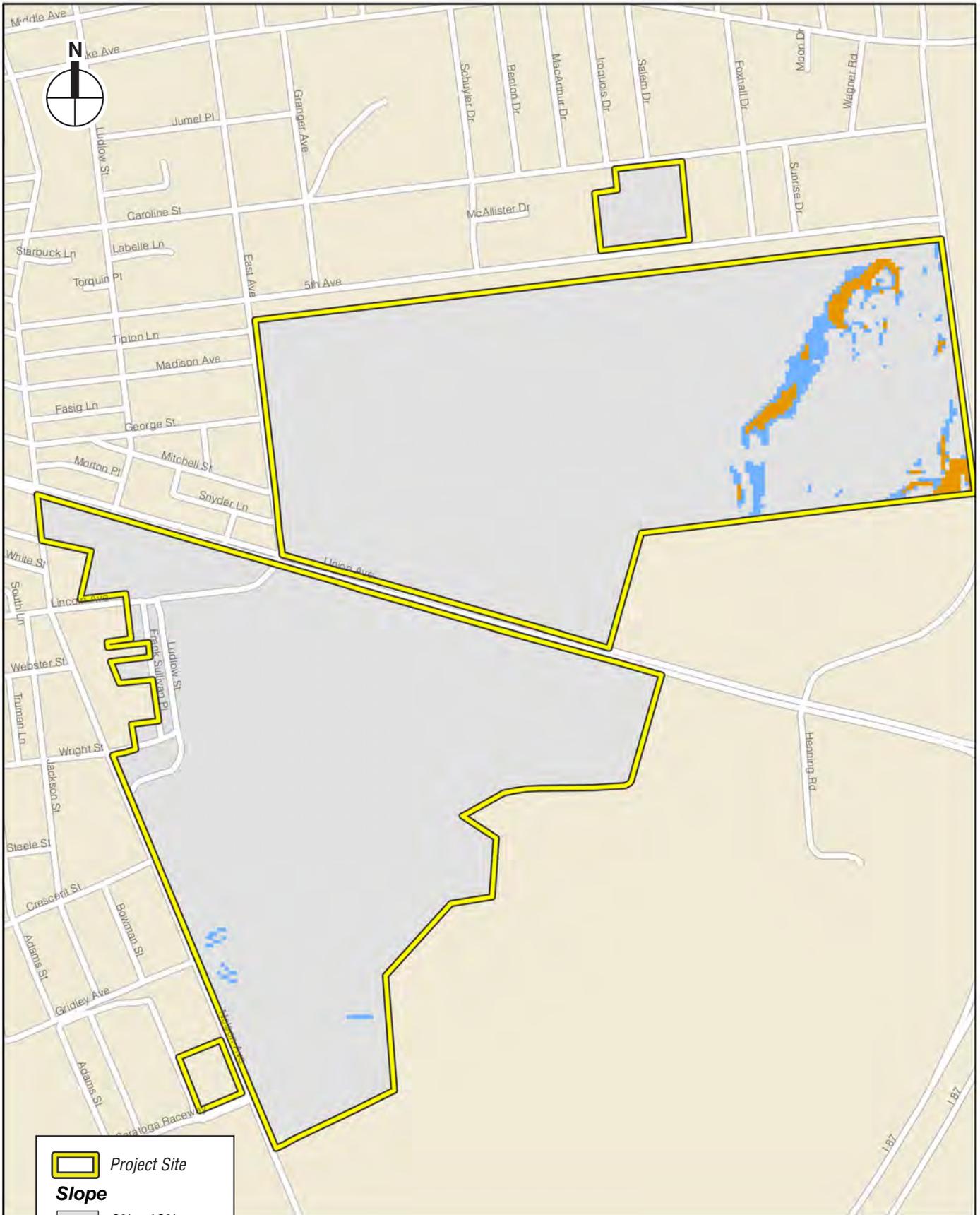


- Project Site Boundary
- Project Impact Area Boundary
- Potential Historic Resources Boundary
- Potential Historic Resource
- Yaddo National Historic Landmark
- Union Avenue S/NR Historic District
- East Side S/NR Historic District
- Frontside
- Backstretch

- 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



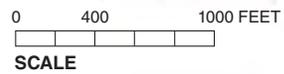
Project Impact Area
Figure 2



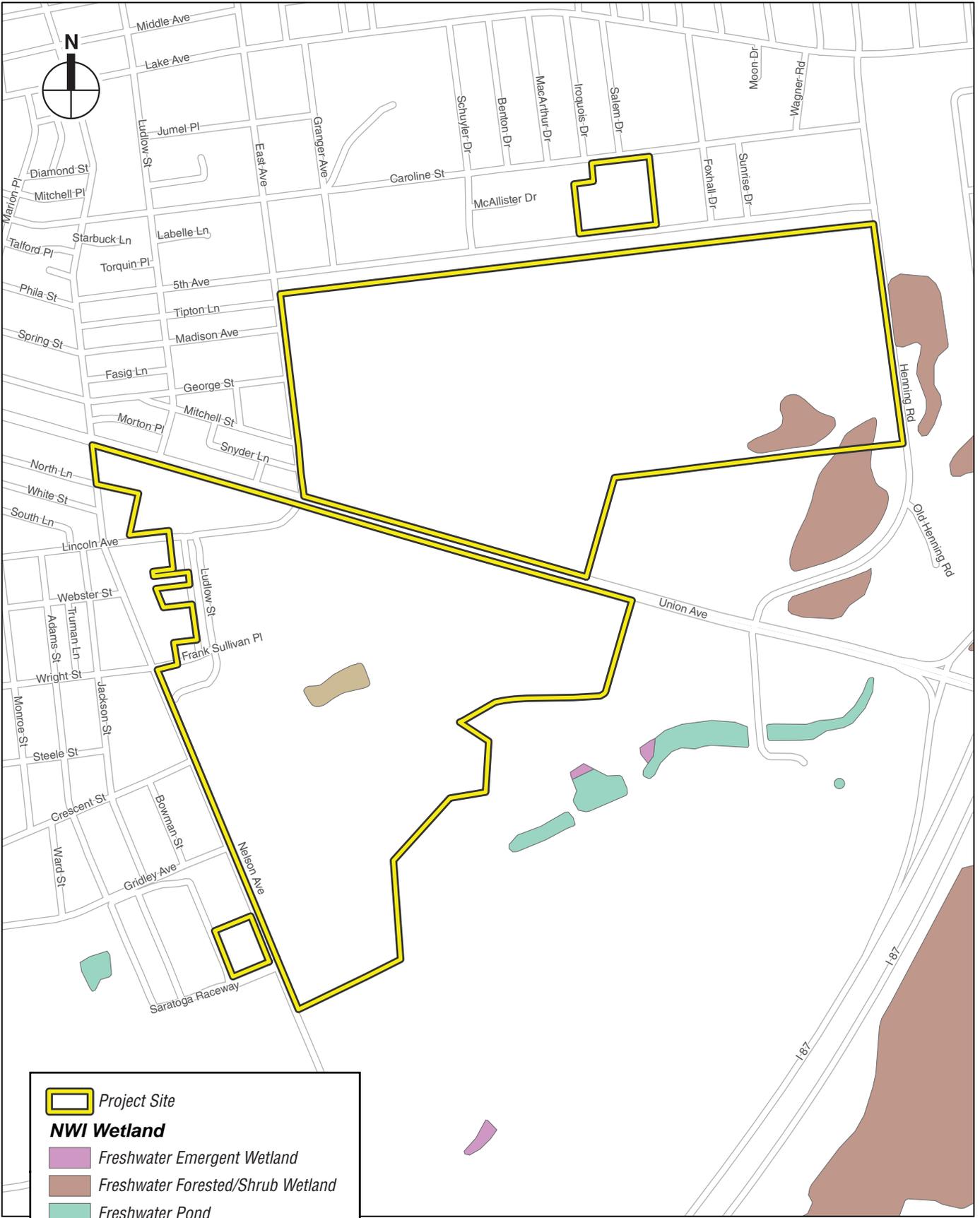
Project Site

Slope

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

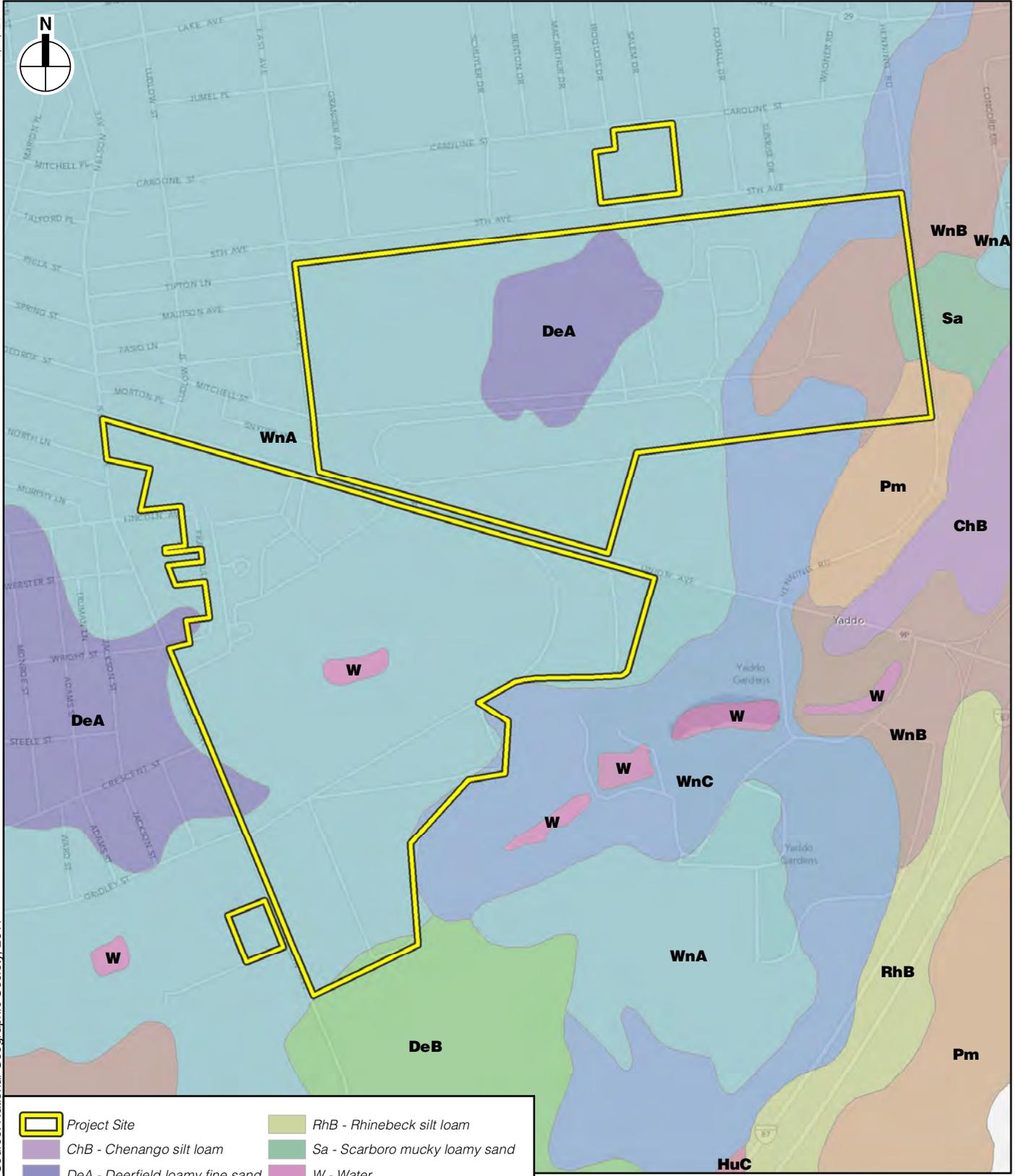


Onsite Slopes
Figure 3

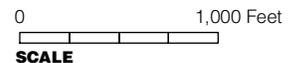


	Project Site
NWI Wetland	
	Freshwater Emergent Wetland
	Freshwater Forested/Shrub Wetland
	Freshwater Pond
	Other

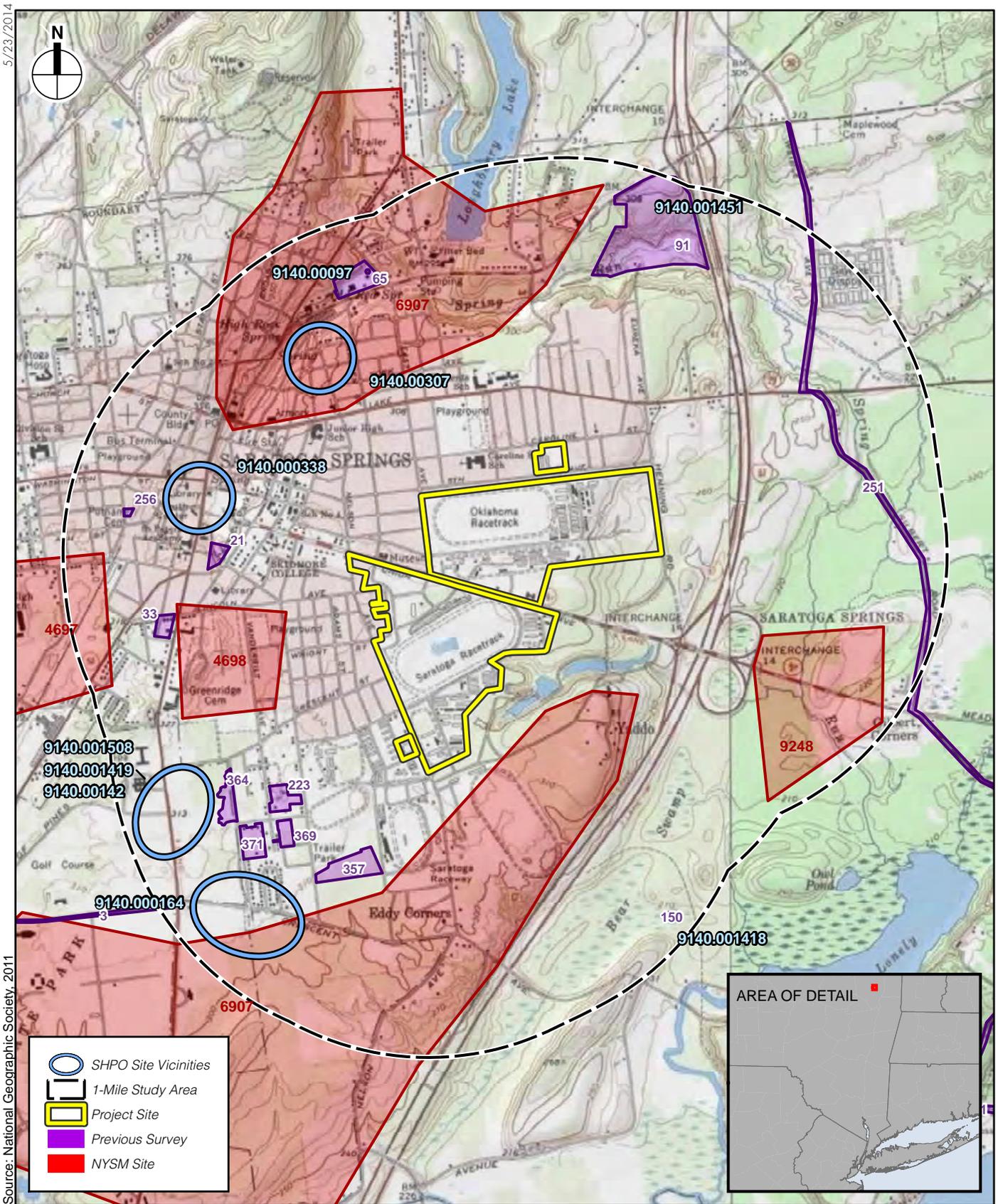
National Wetland Inventory
Mapped Wetlands
Figure 4



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



Project Site Soils
Figure 5



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

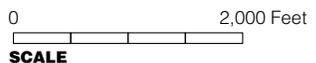
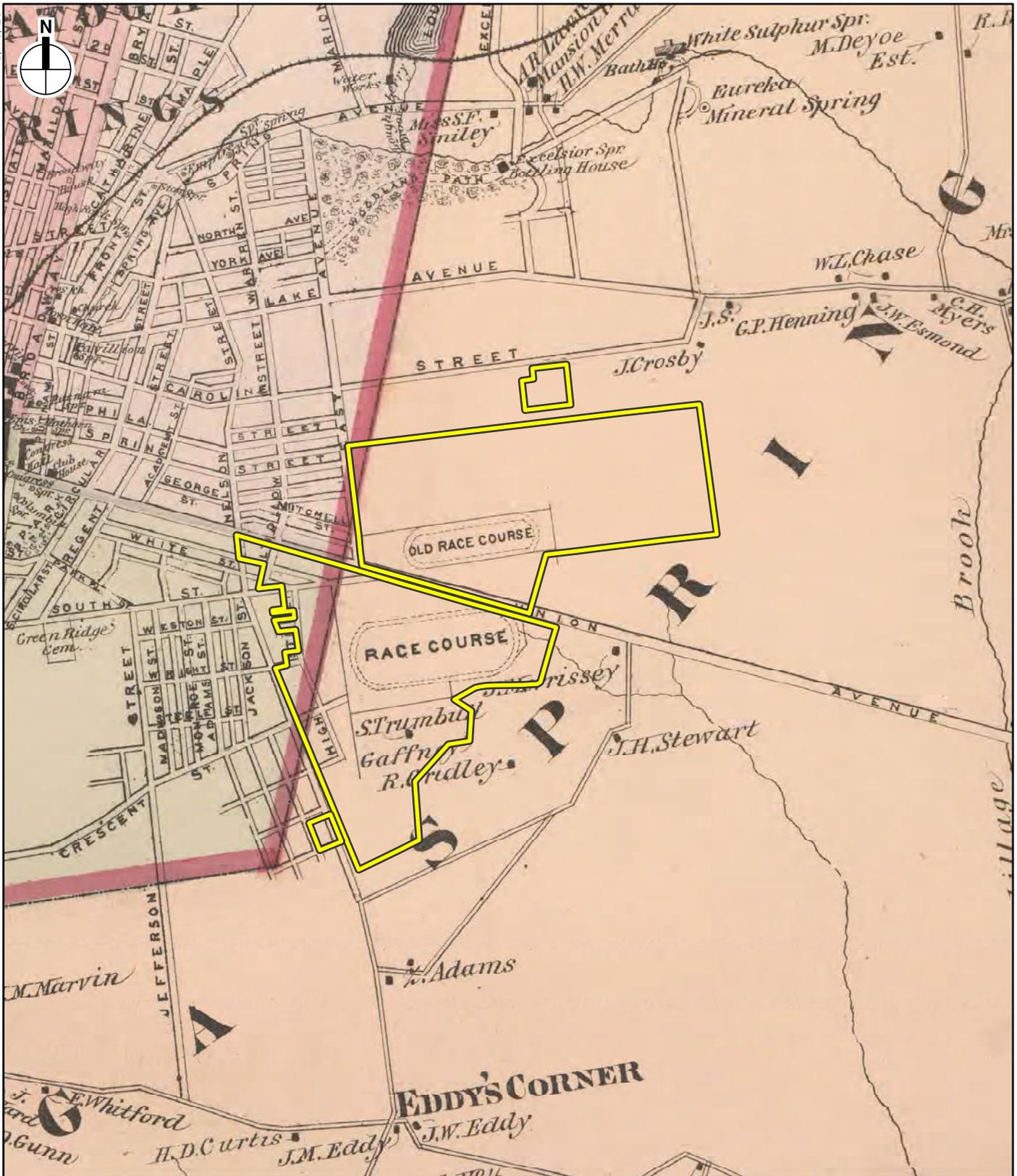


- Caroline street—South side
- 1 A. Morrison
 - 2 Shop
 - 3 "
 - 4 W. Sturgis
 - 5 "
 - 6 "
 - 7 G. Ricks
 - 8 T. L. A
 - 9 Capt. Rowland
 - 10 I. Spaulding
 - 11 J. S. Hall
 - 12 C. Fonda
 - 13 J. T. Blanchard
 - 14 "
 - 15 Mrs. B. Hall
 - 16 S. S. Cowen
 - 17 L. B. Pike
 - 18 J. T. Ozer
 - 19 J. Rouse

 Project Site



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

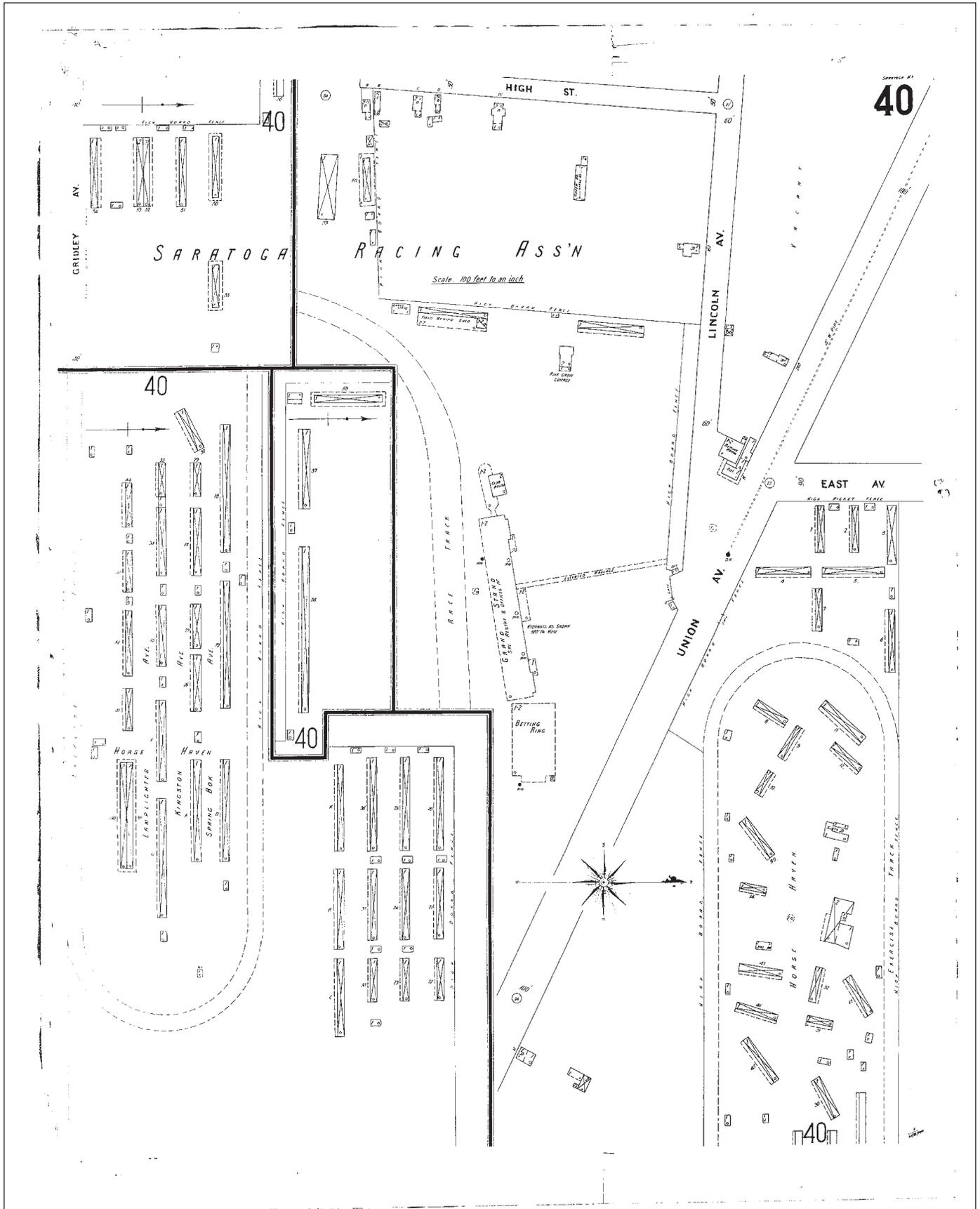
5/16/2014



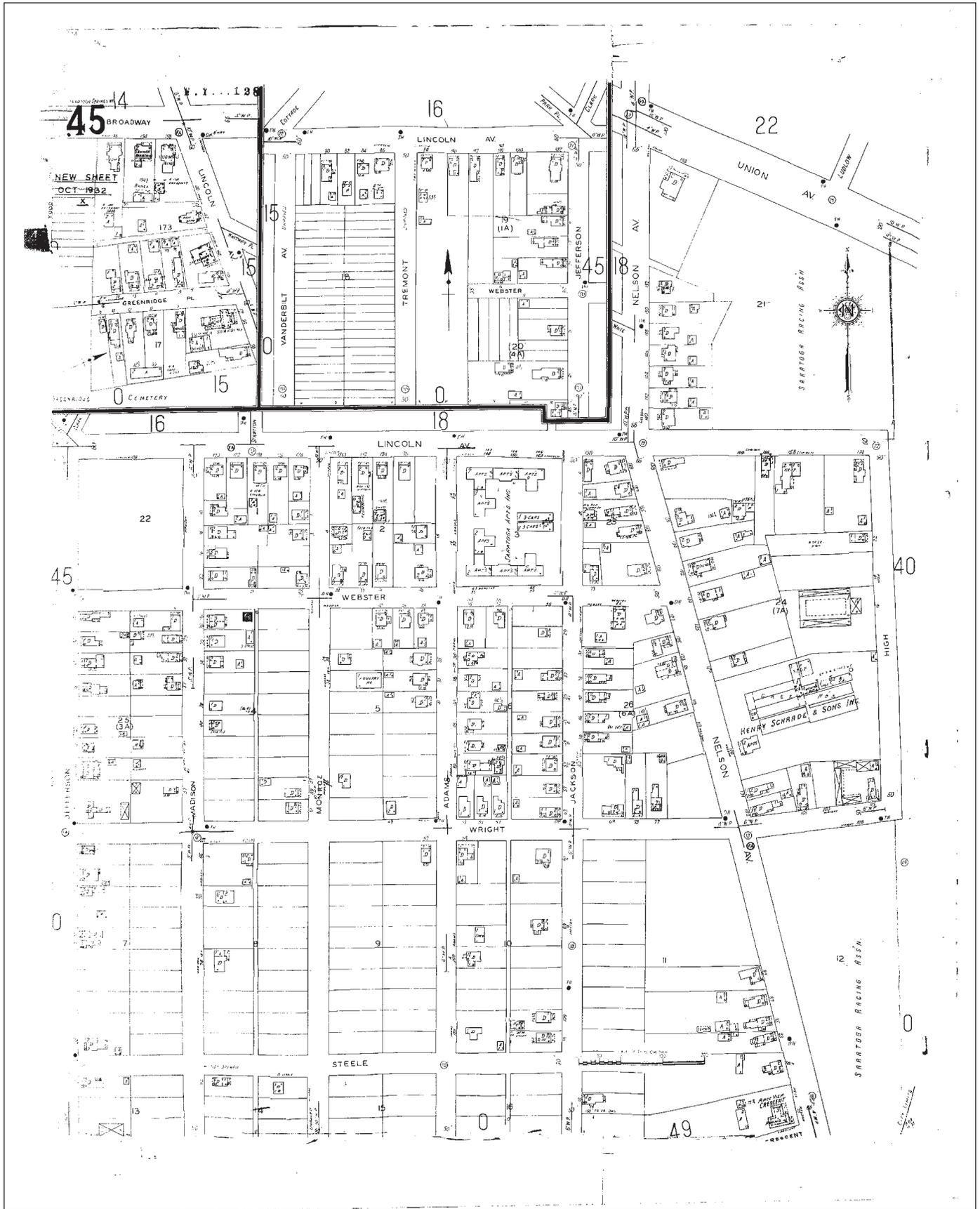
Project Site

0 1,000 Feet
SCALE

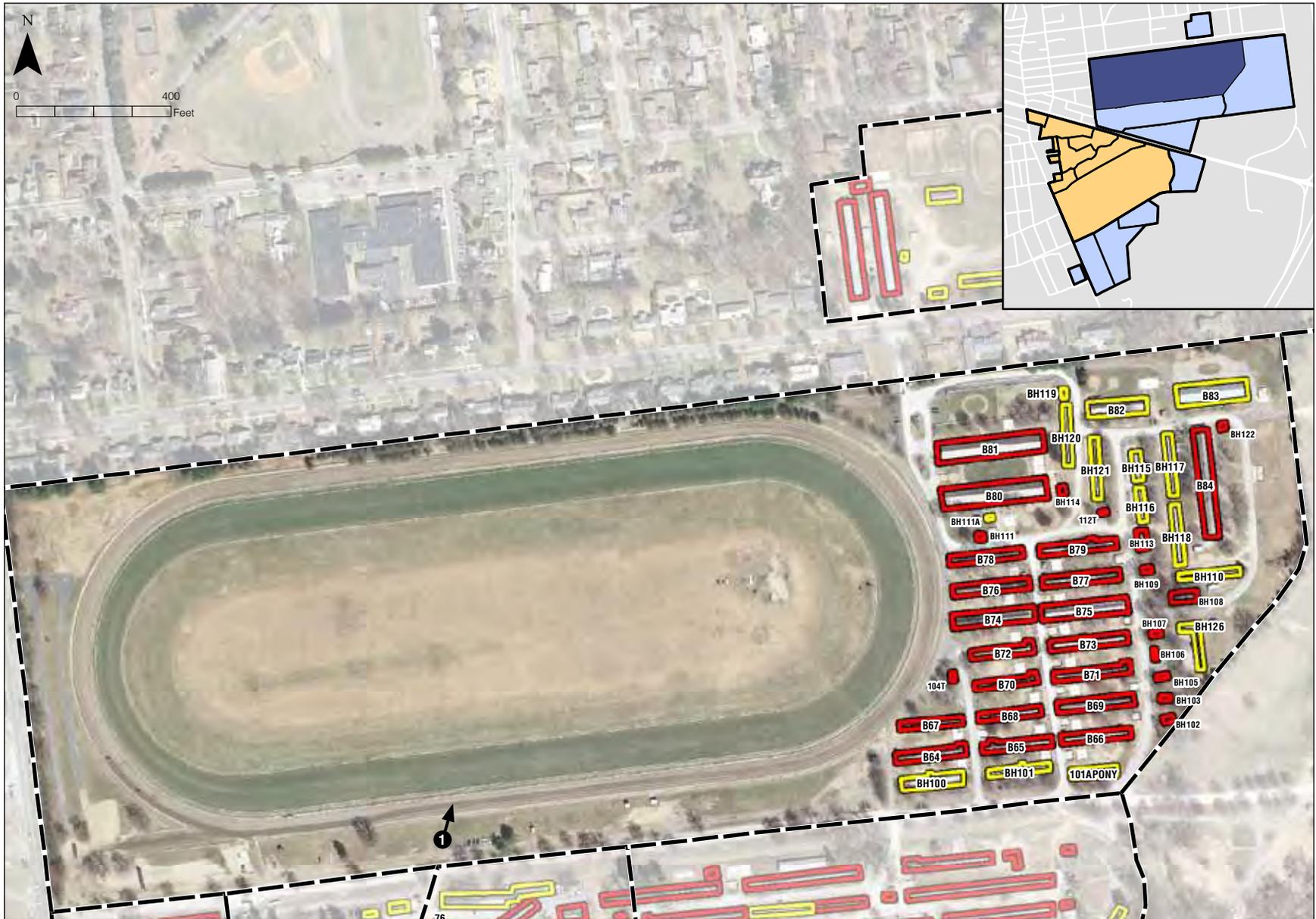
1876 Beers Map of Saratoga Springs
with APE Overlay
Figure 11



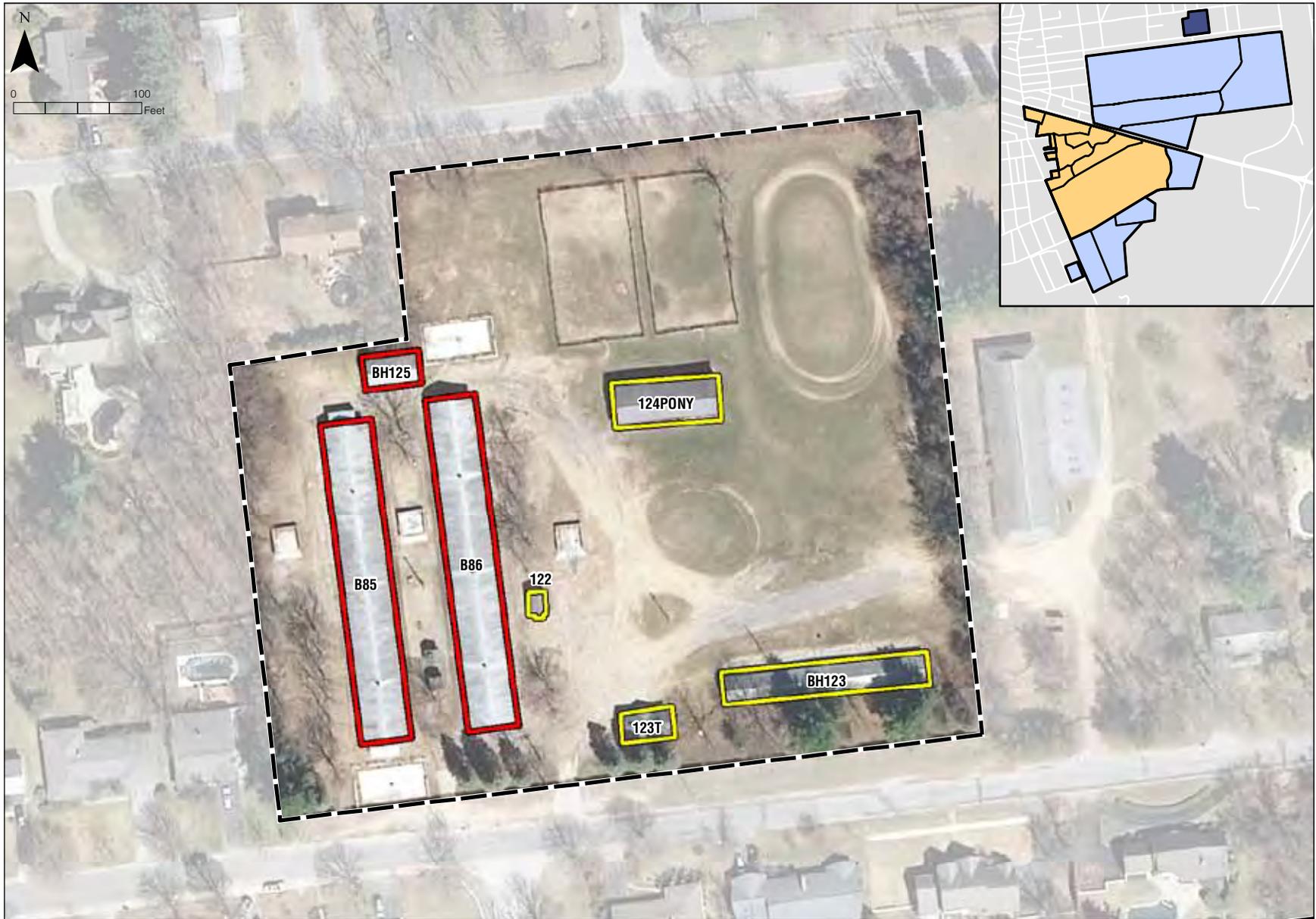
1900 Sanborn Fire Insurance Map
Showing Portions of the Race Course
Figure 14



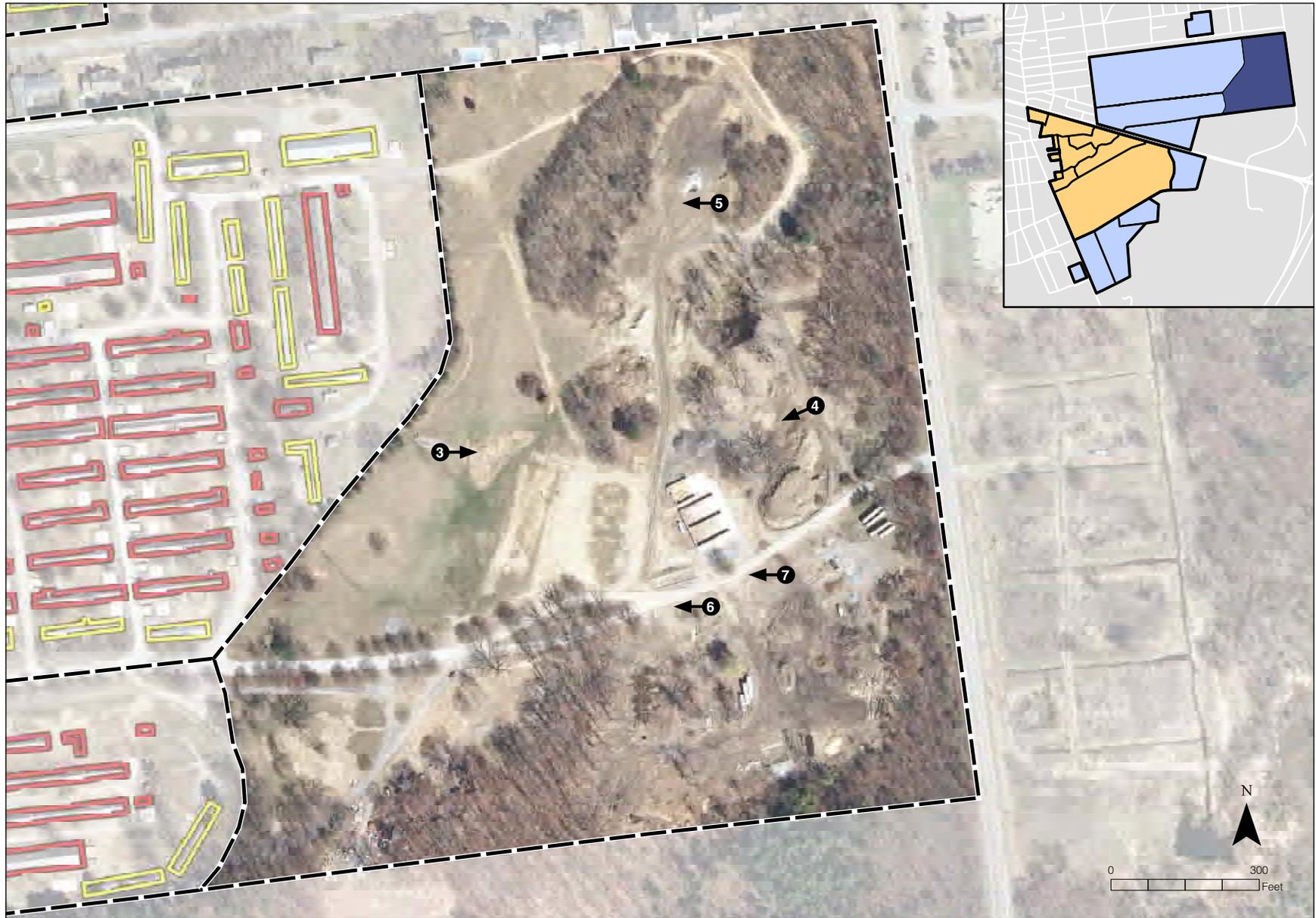
1932 Sanborn Fire Insurance Map
Showing Western Portion of Race Course
Figure 15



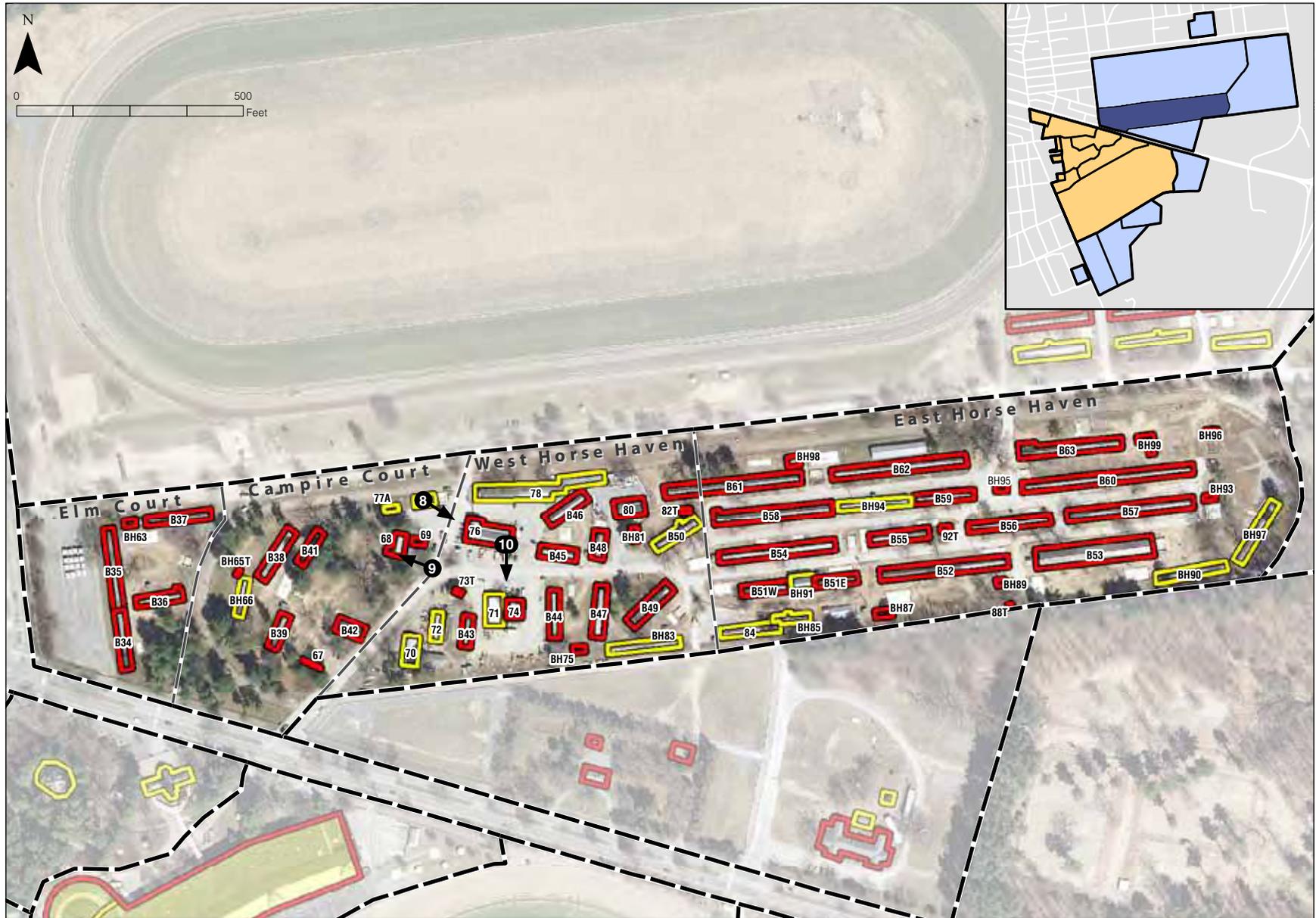
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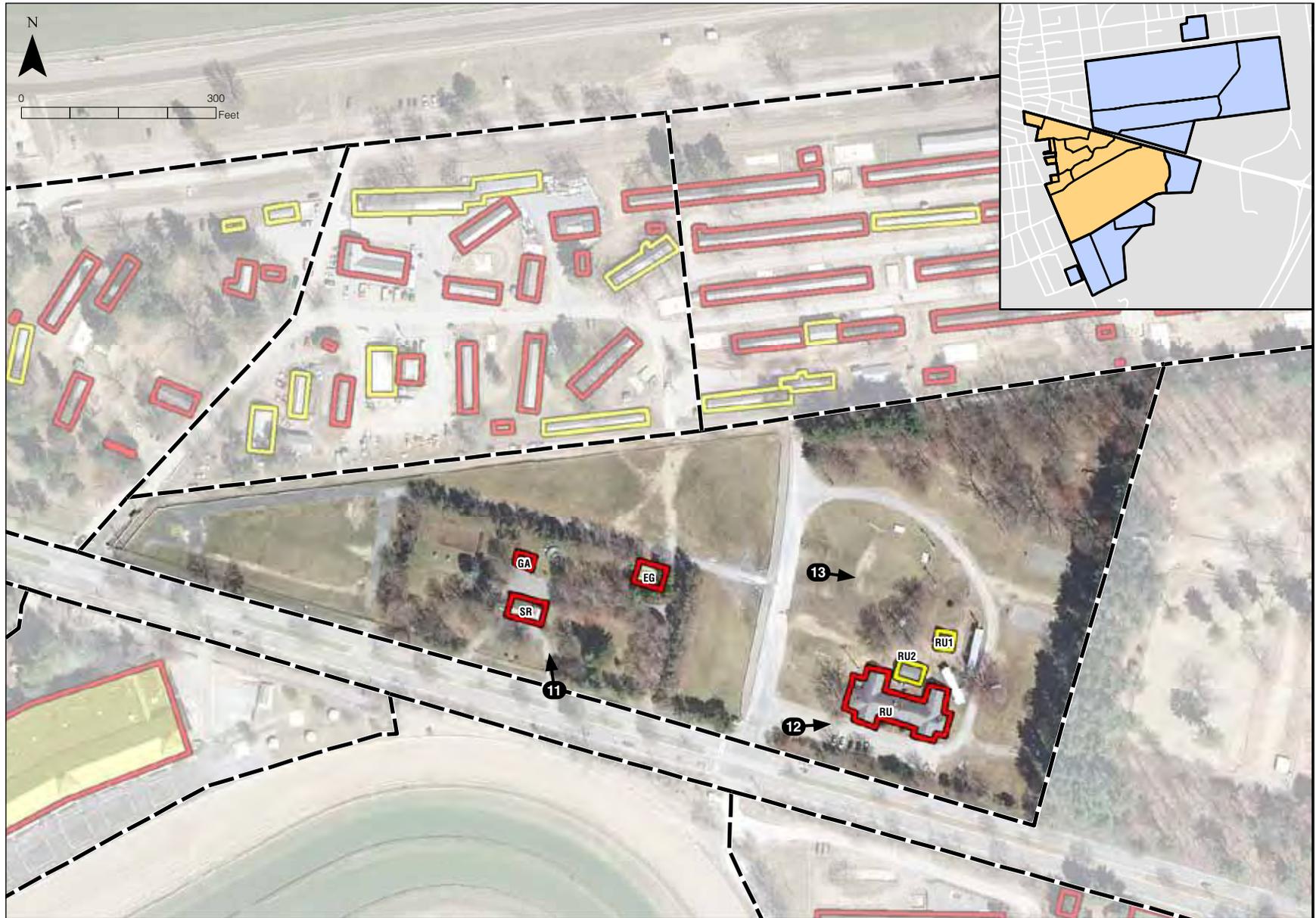
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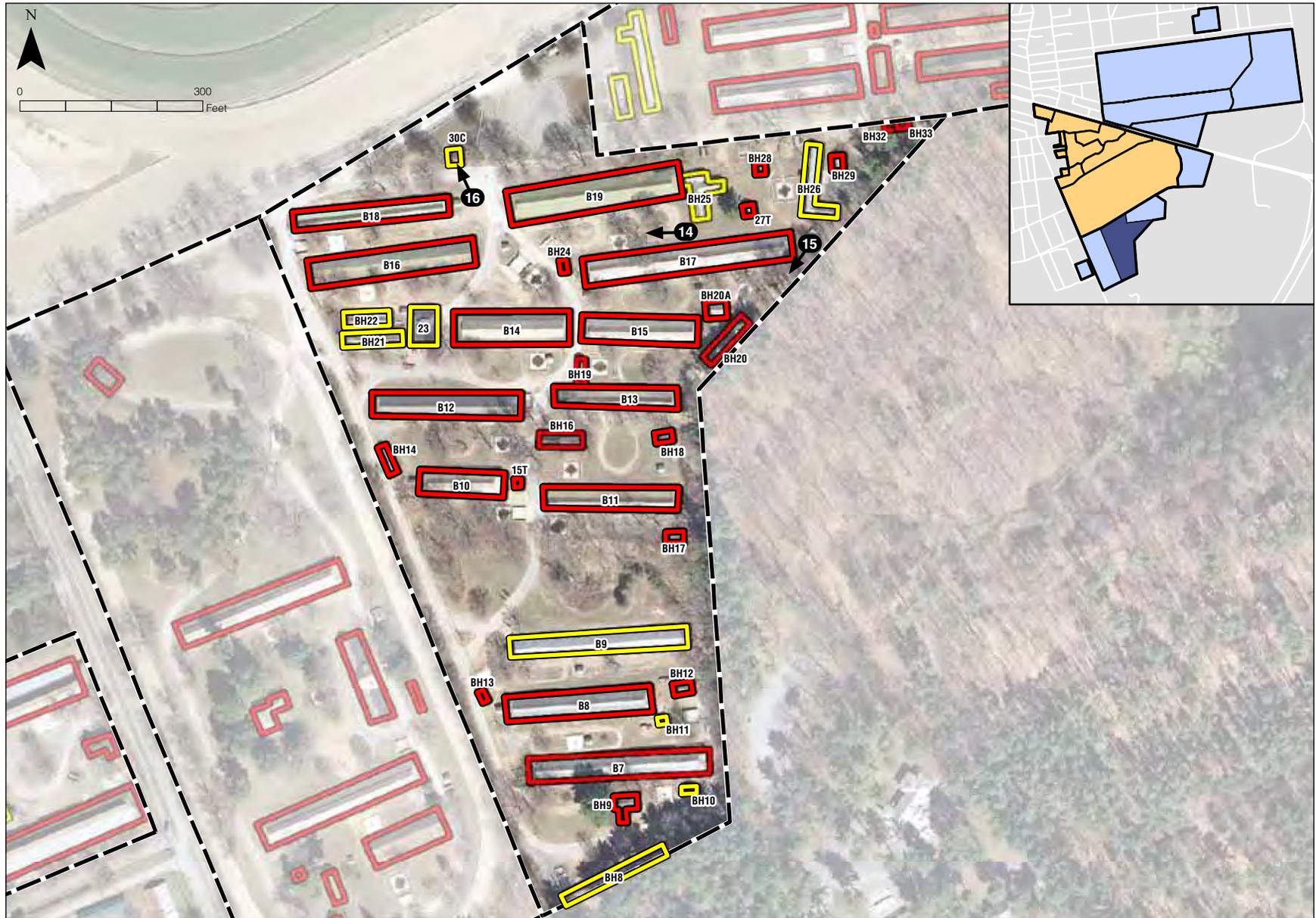
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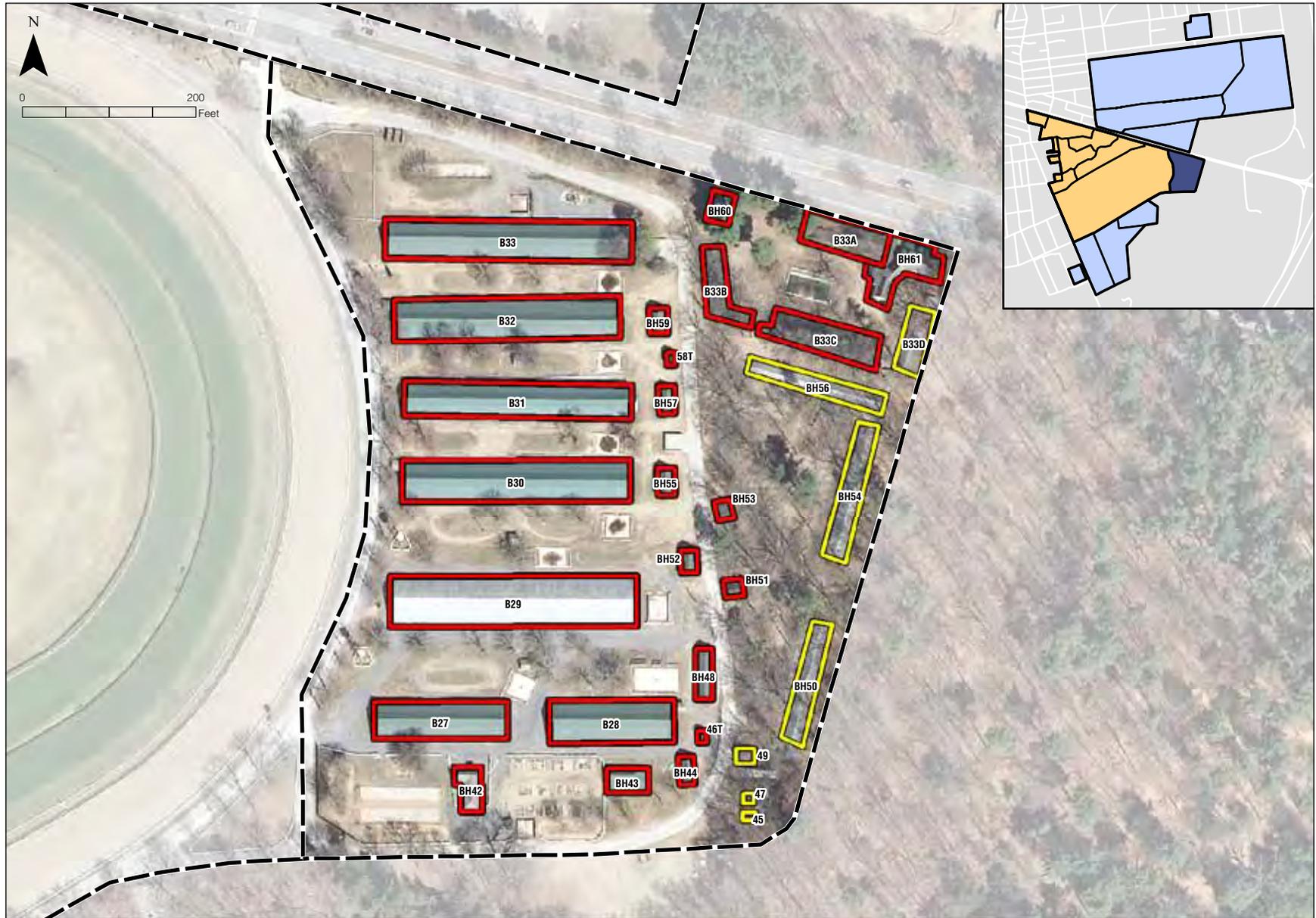
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Backstretch • Superintendent's Residence and Recreation Unit

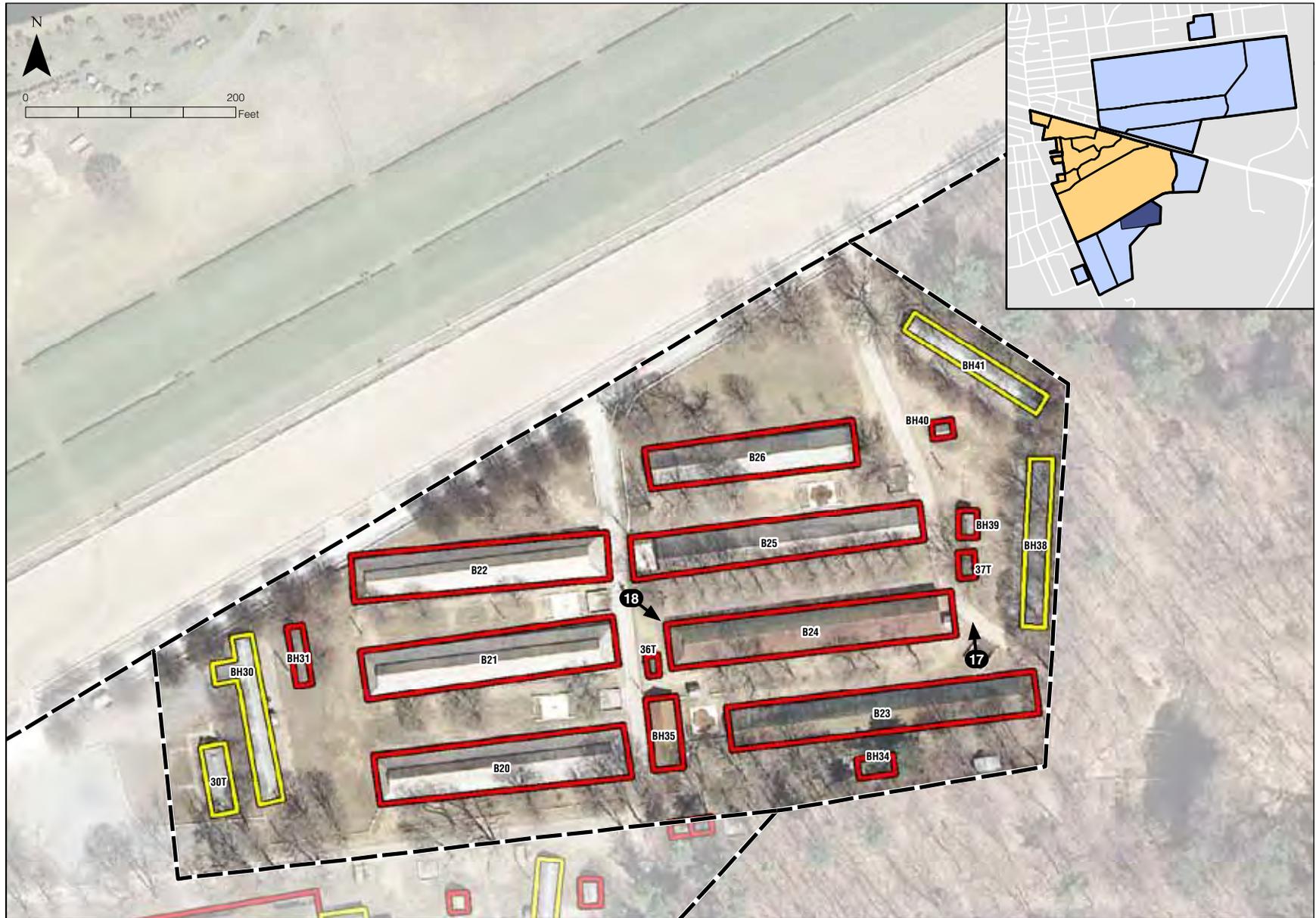
Figure 20



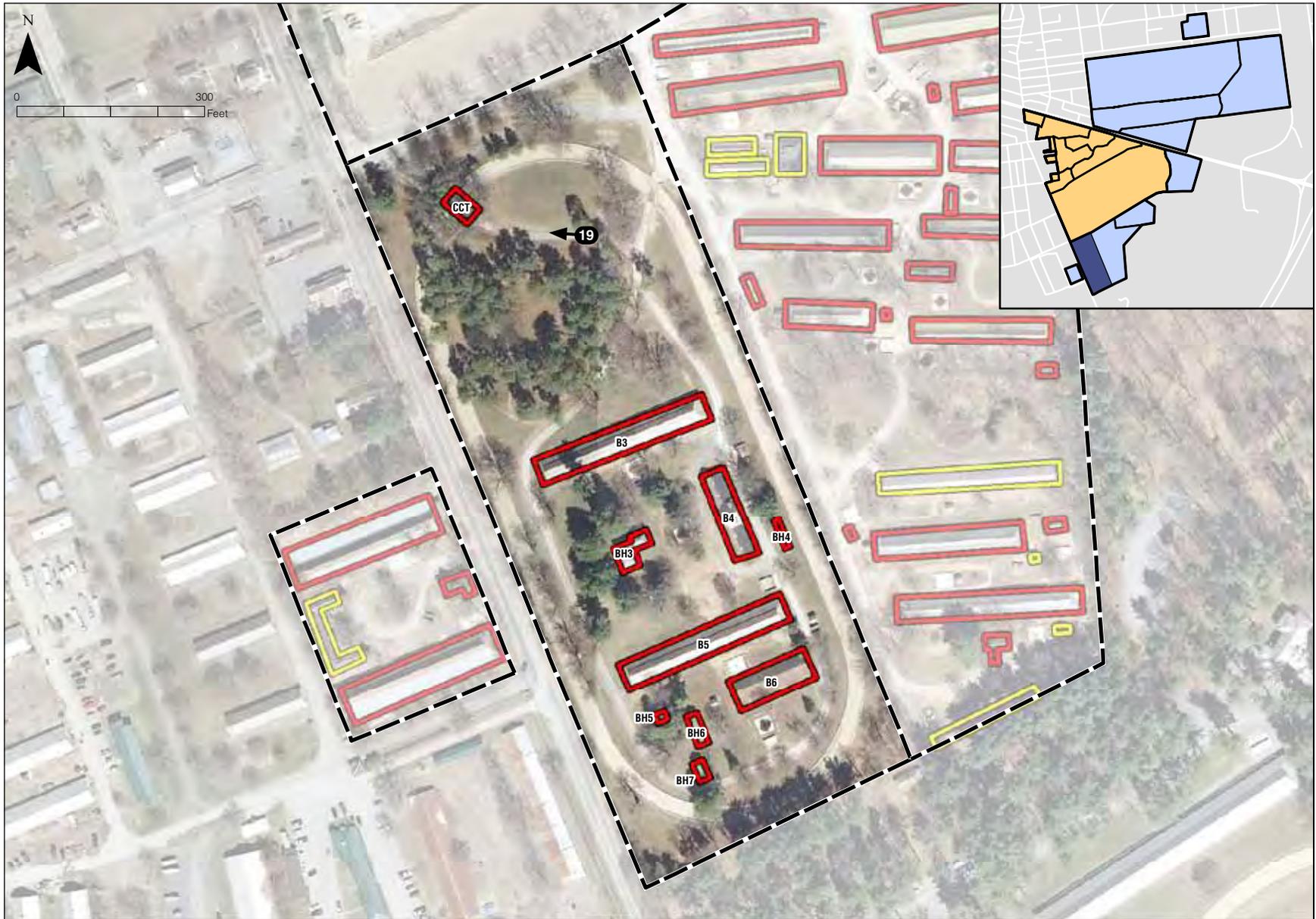
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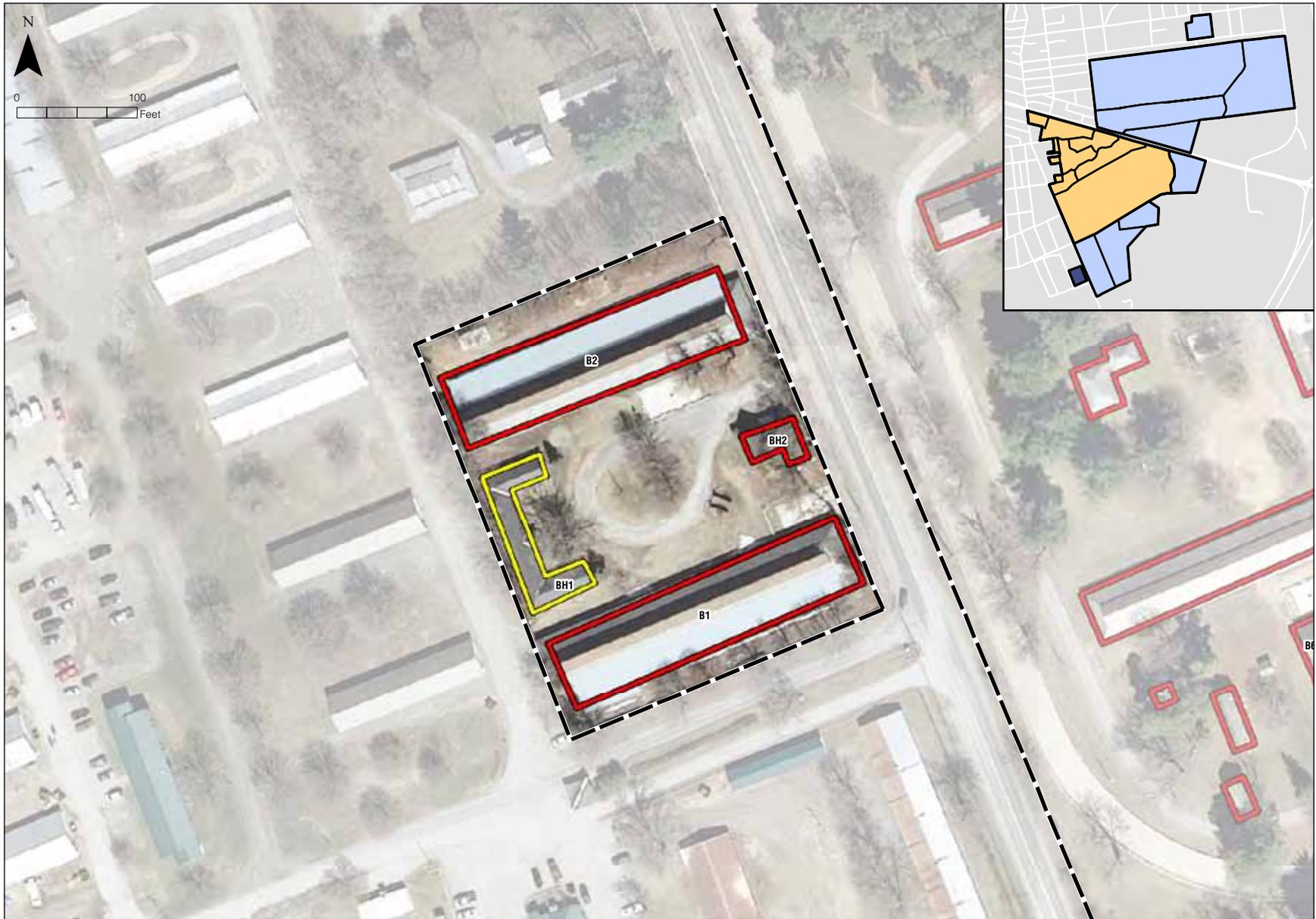
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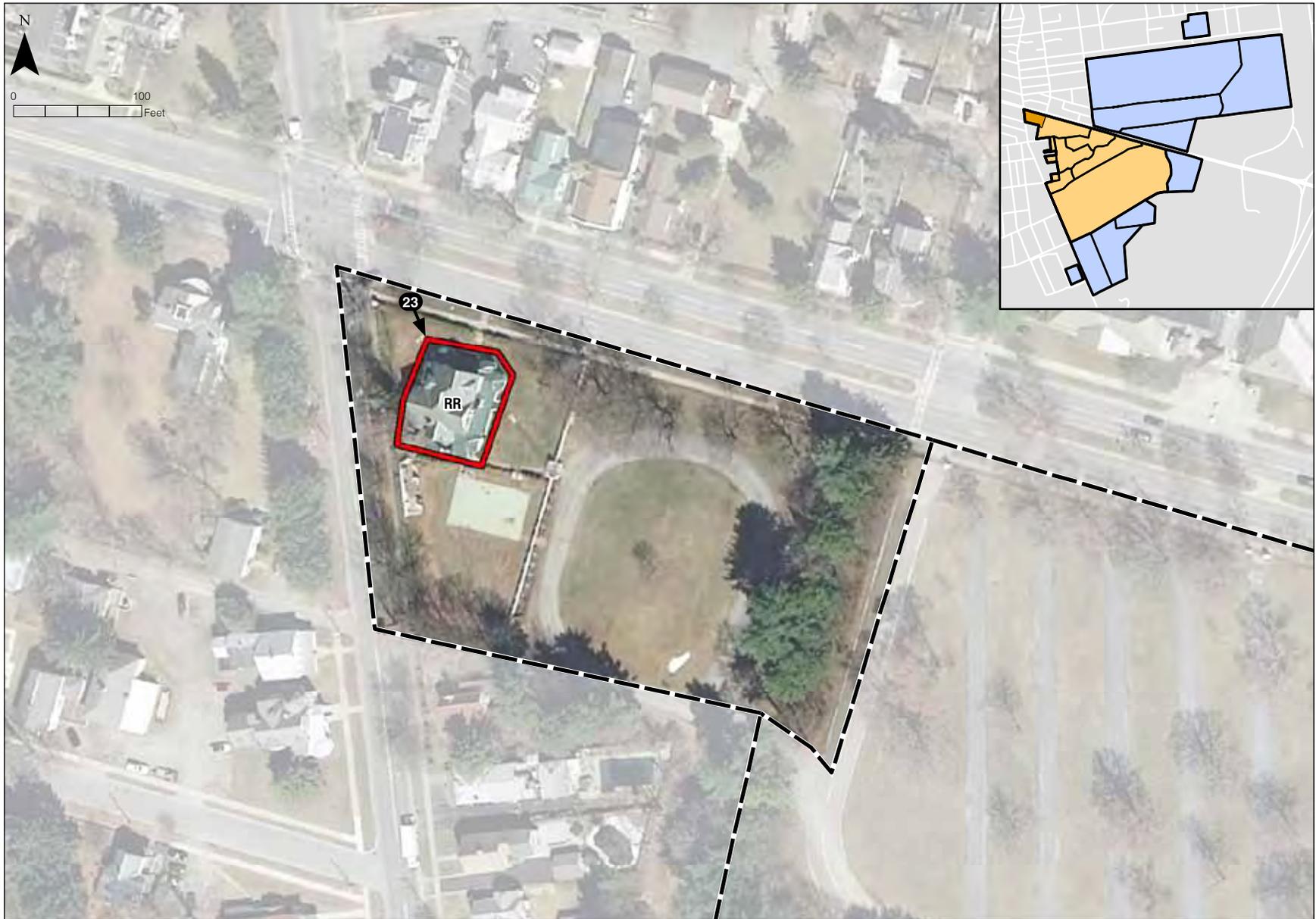
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Contributing Non-Contributing



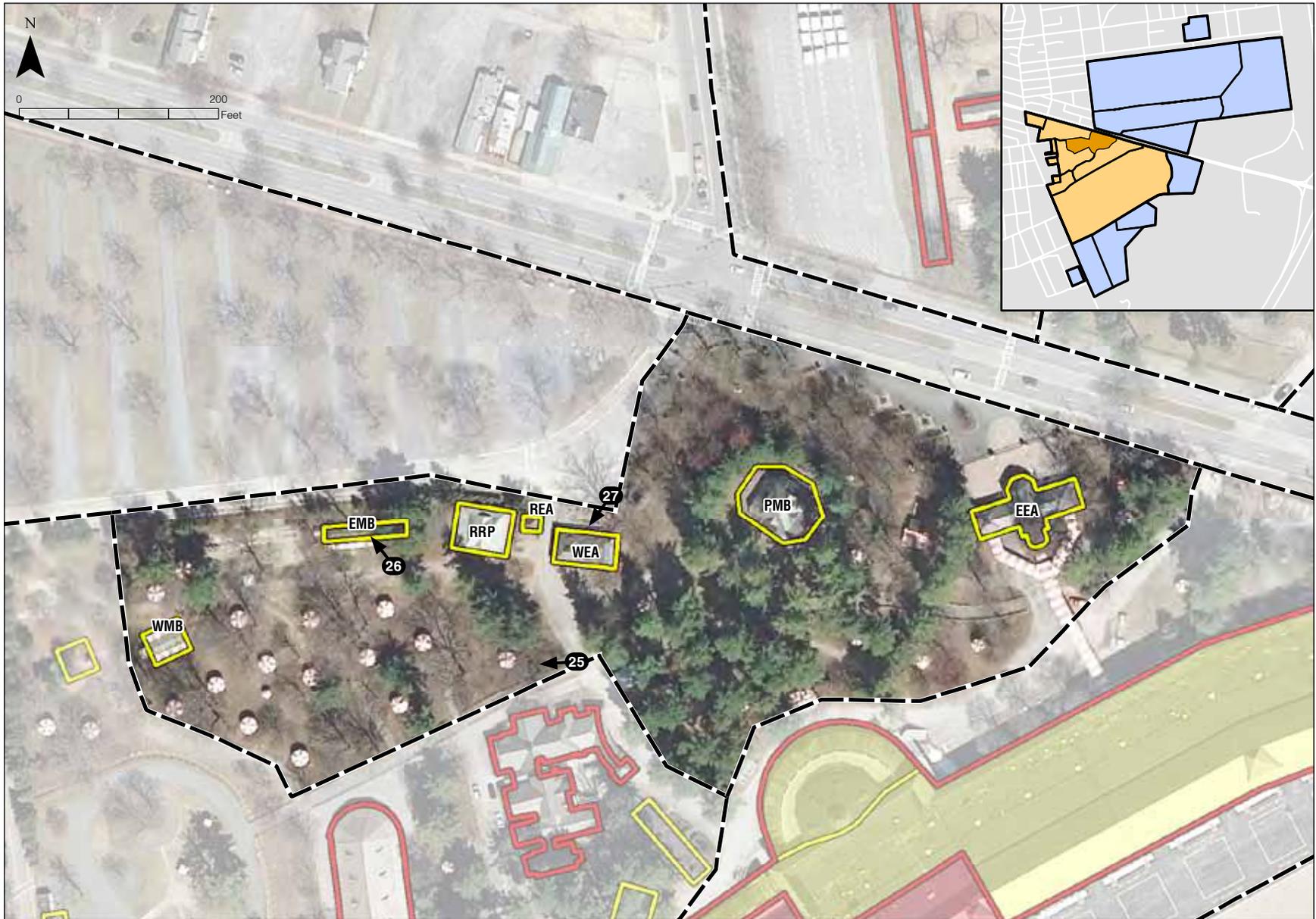
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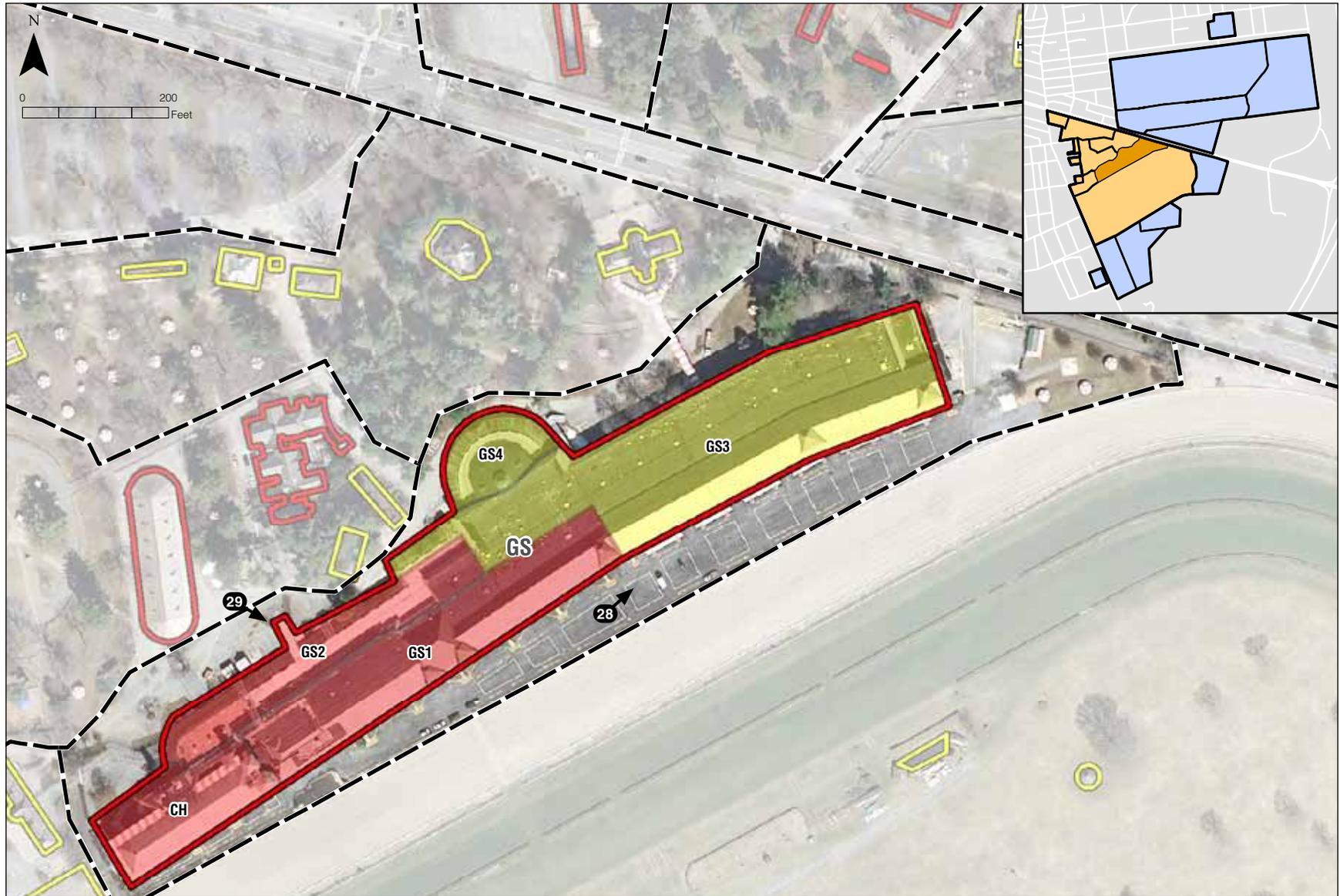
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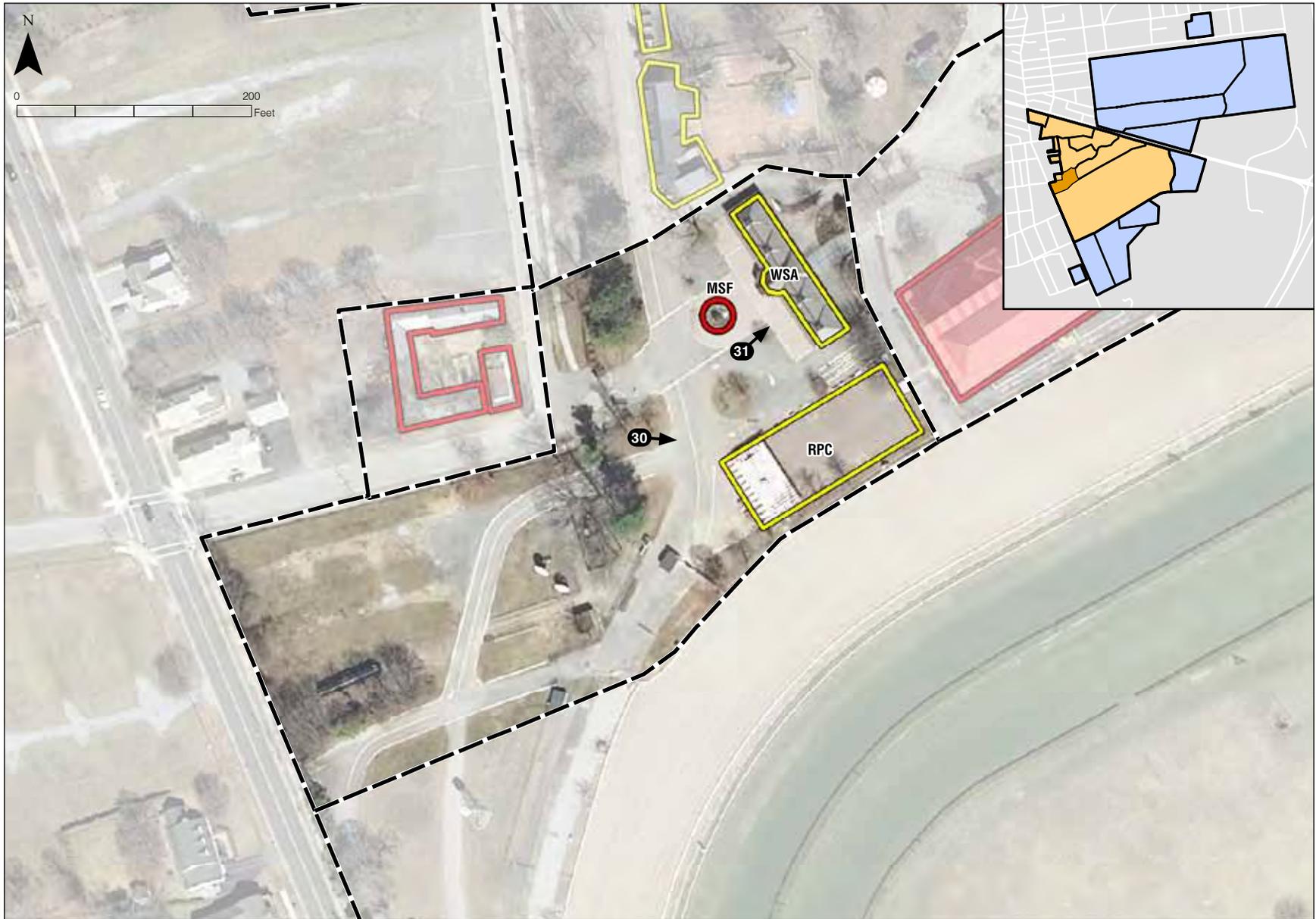


Contributing Non- Contributing



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

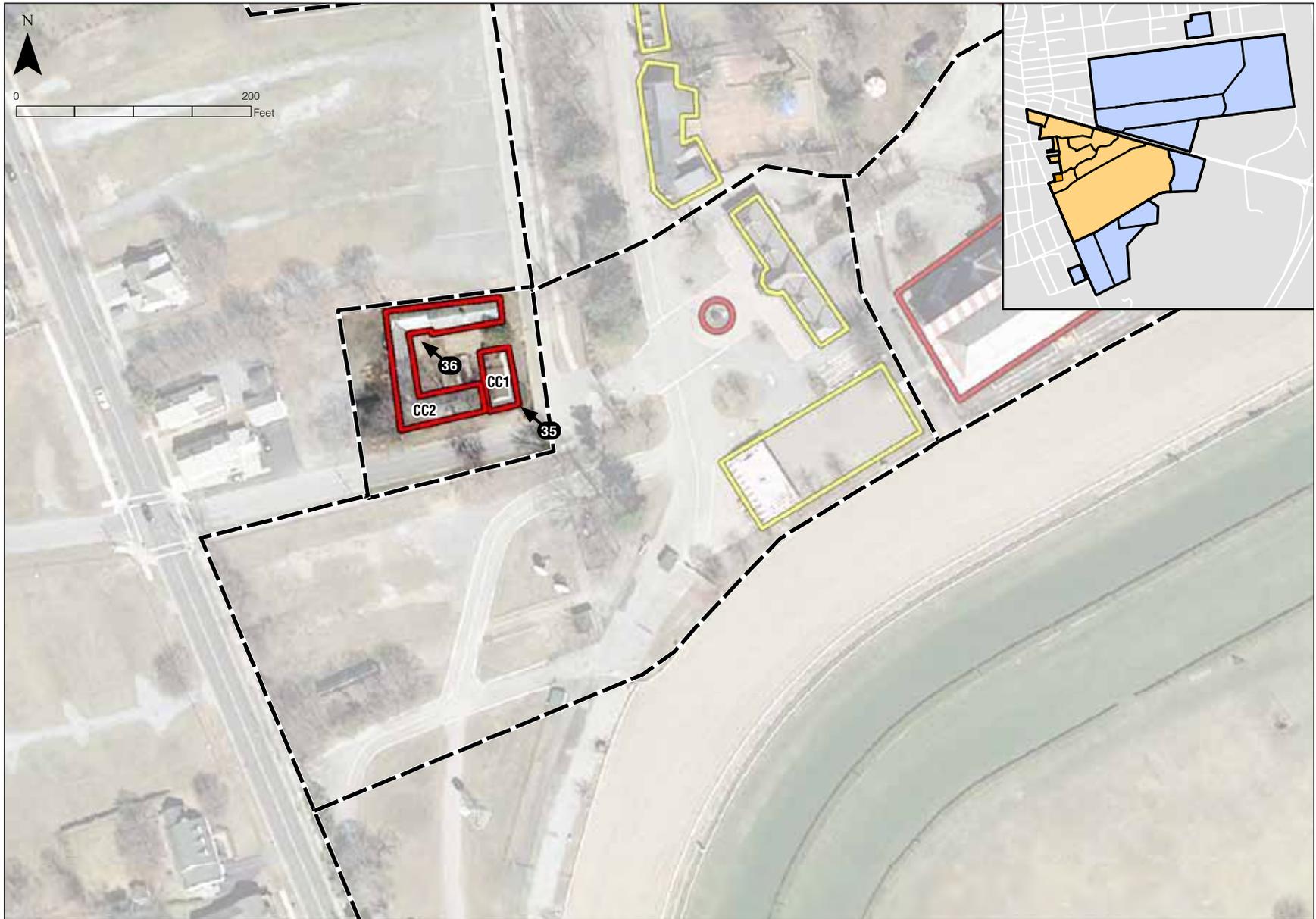
Frontside • Grandstand/Clubhouse Complex
Figure 30



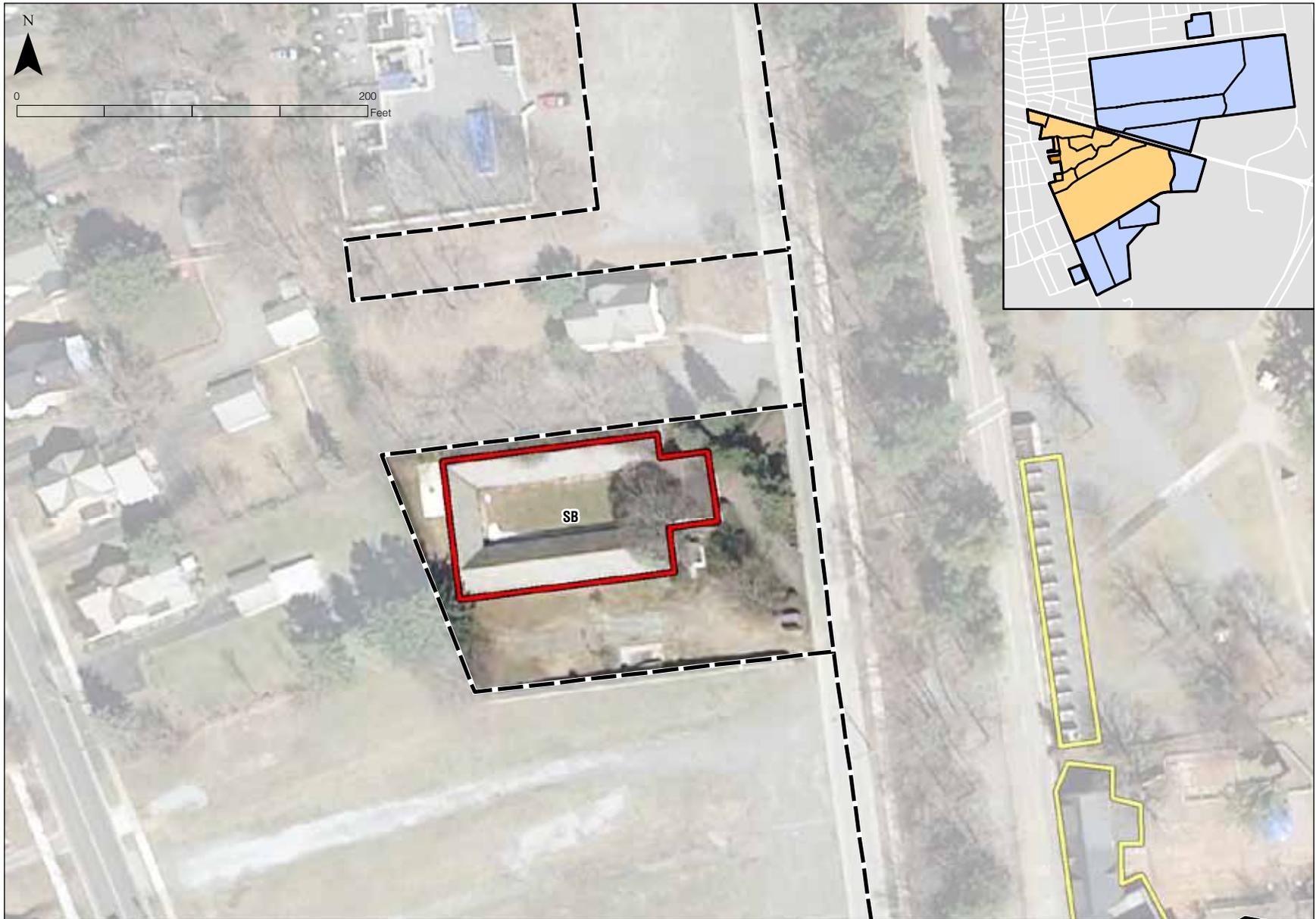
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Contributing *Non-Contributing*



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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, probably in the early years of the 20th century before being included in the Race Course property in 1944 **23**



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



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

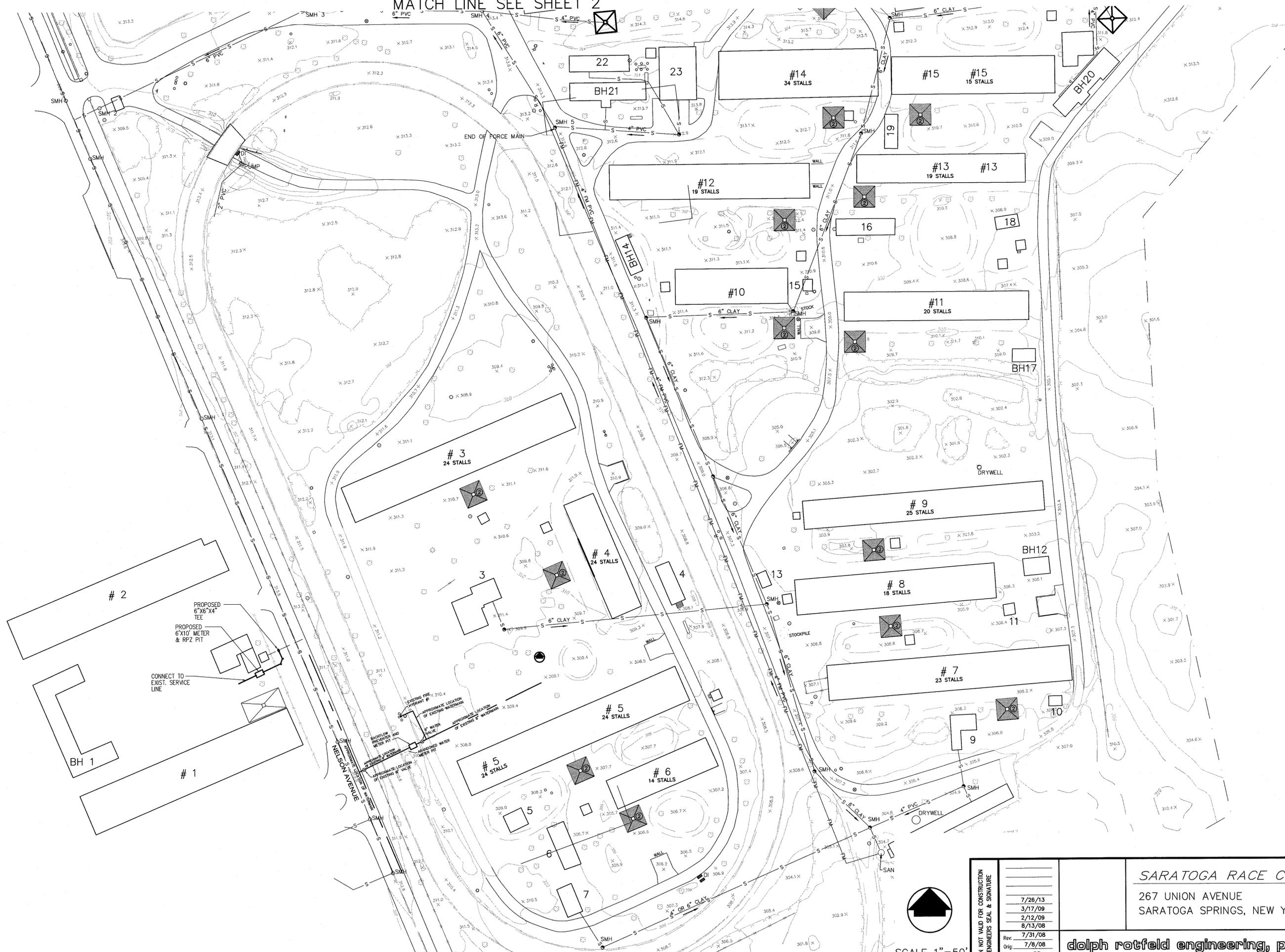


A complex of barns within the Clark's Cottage subarea forms a courtyard arrangement to the rear of the Cottage. This view from within that courtyard shows evidence of ground disturbance, including a concrete wash pad

36

Appendix

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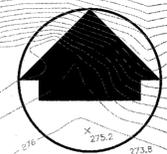
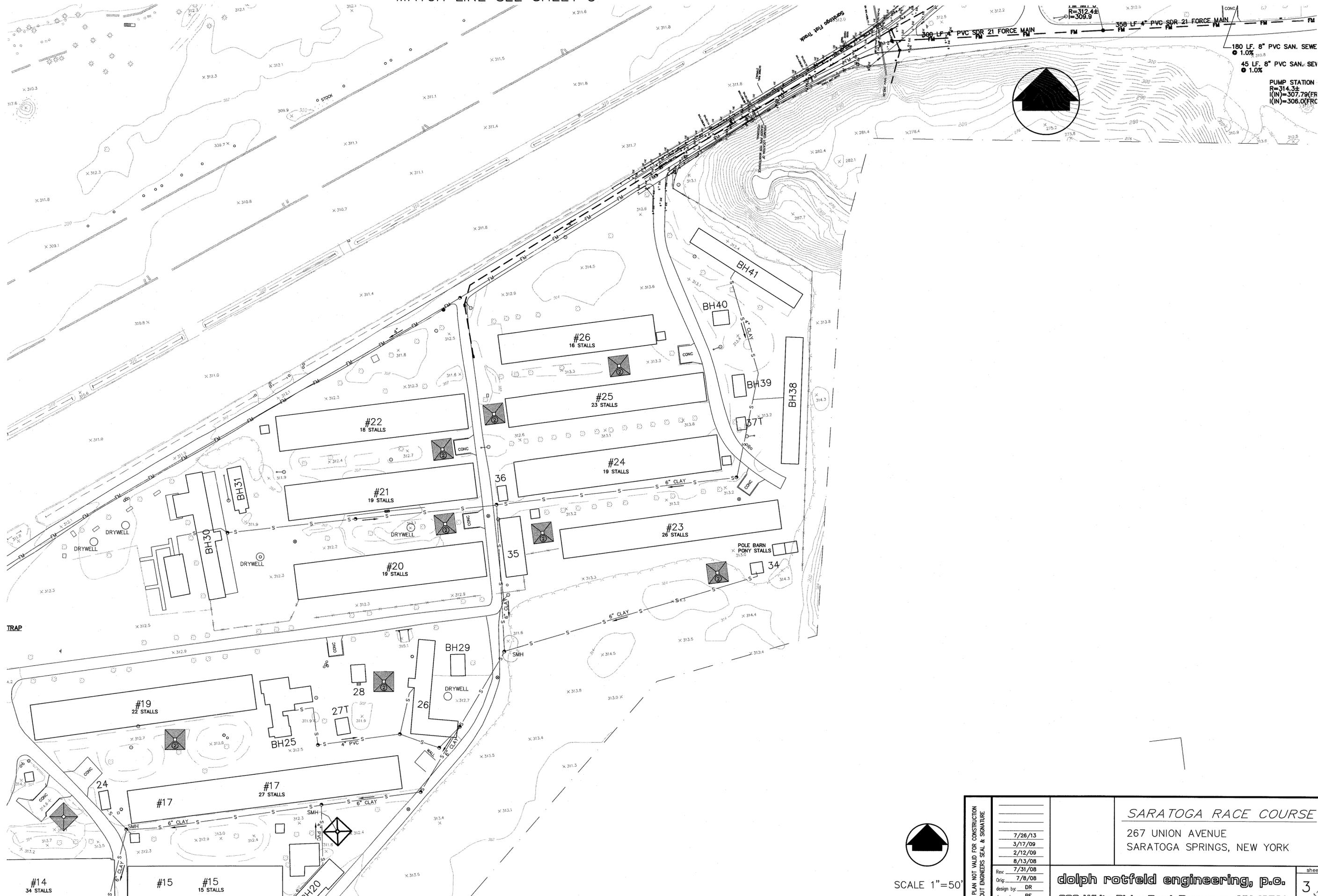
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	<p>7/31/08</p>	
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<p>drawn by PF</p>	<p>(914) 631-8800</p>	
<p>chkd by DR</p>		
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SCALE 1"=50'

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
 R=314.3±
 I(N)=307.79(FR)
 I(N)=306.0(FRC)

TRAP

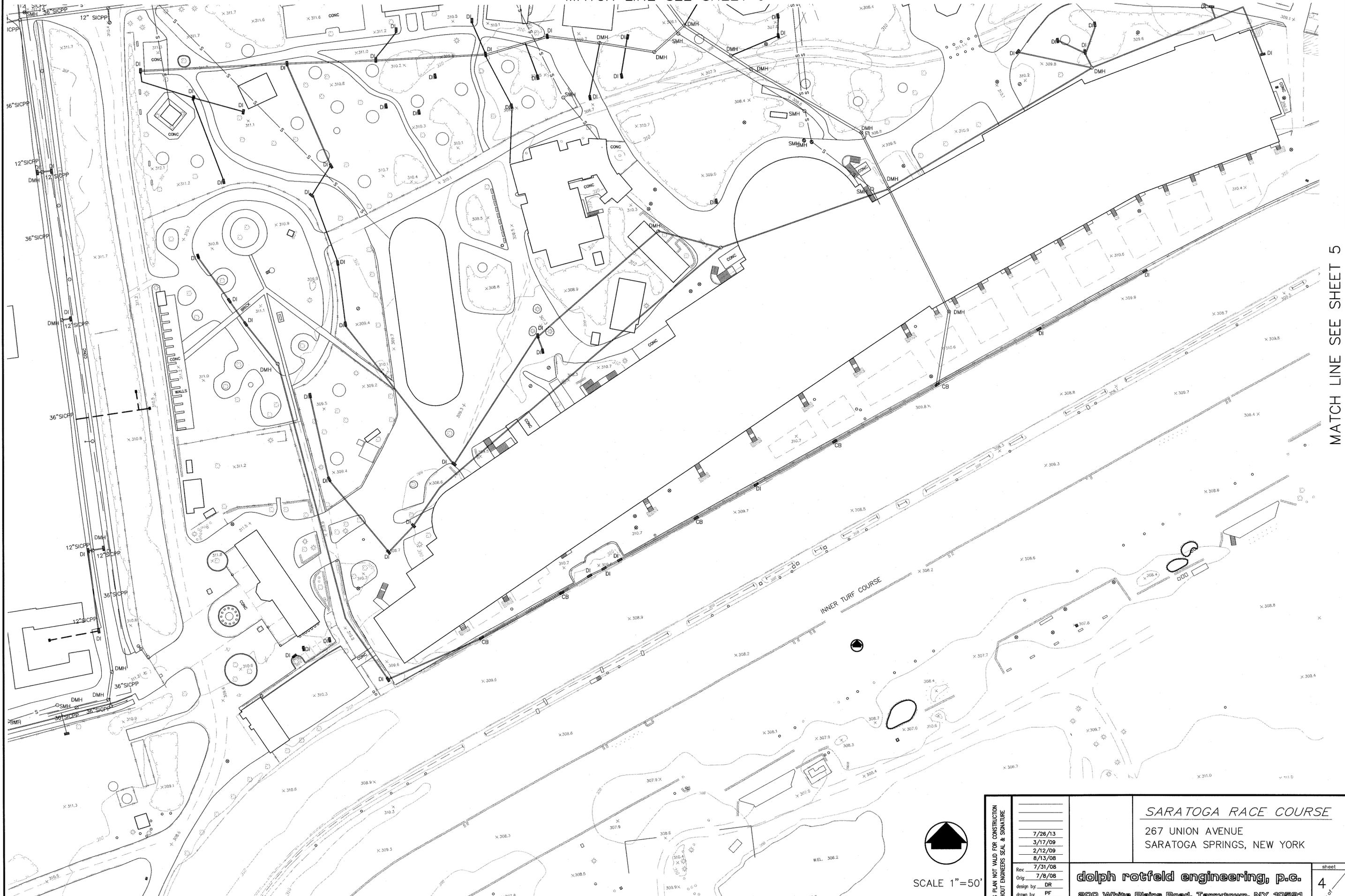


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MATCH LINE SEE SHEET 5

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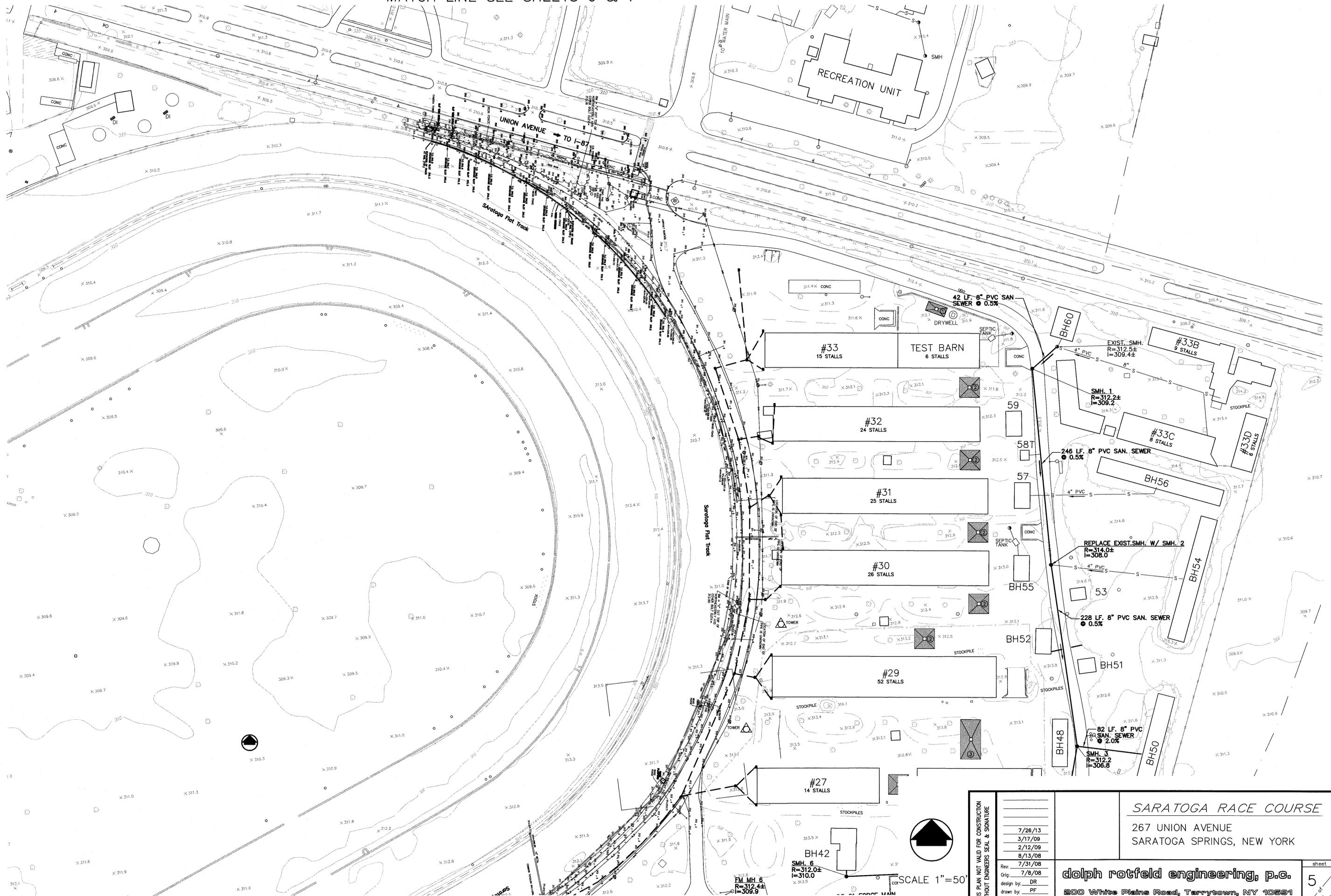


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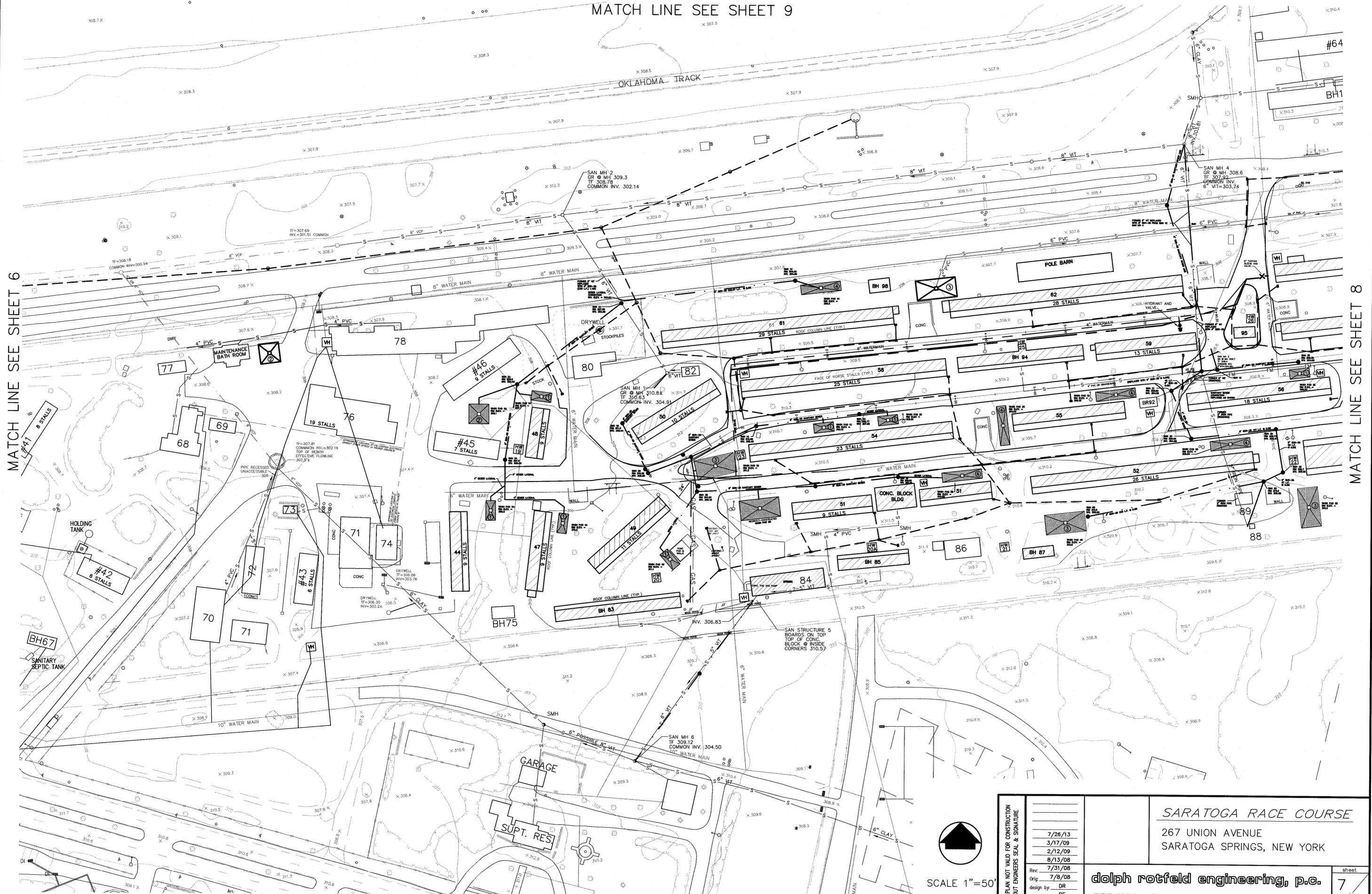


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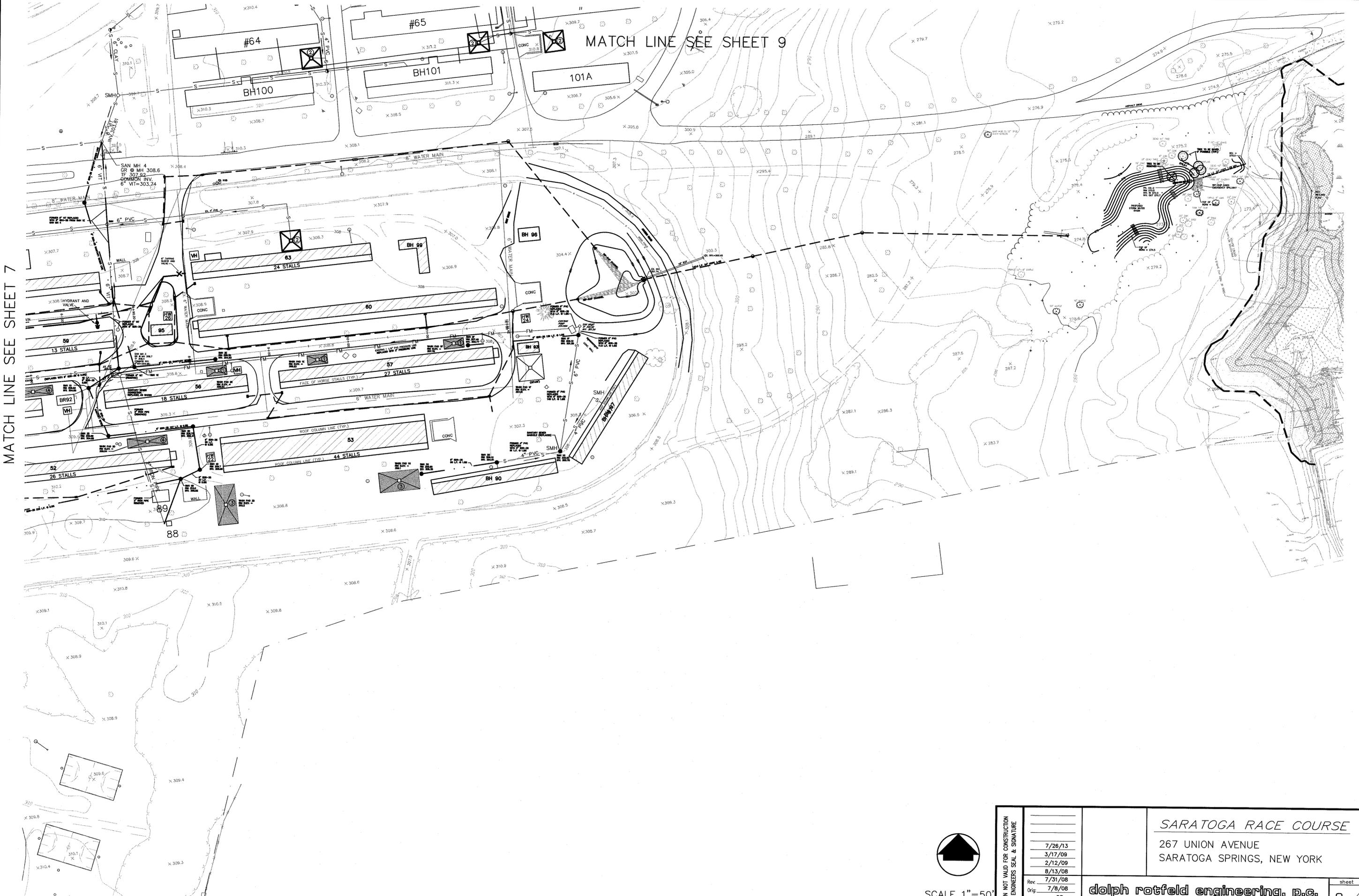
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 7
 of
 10



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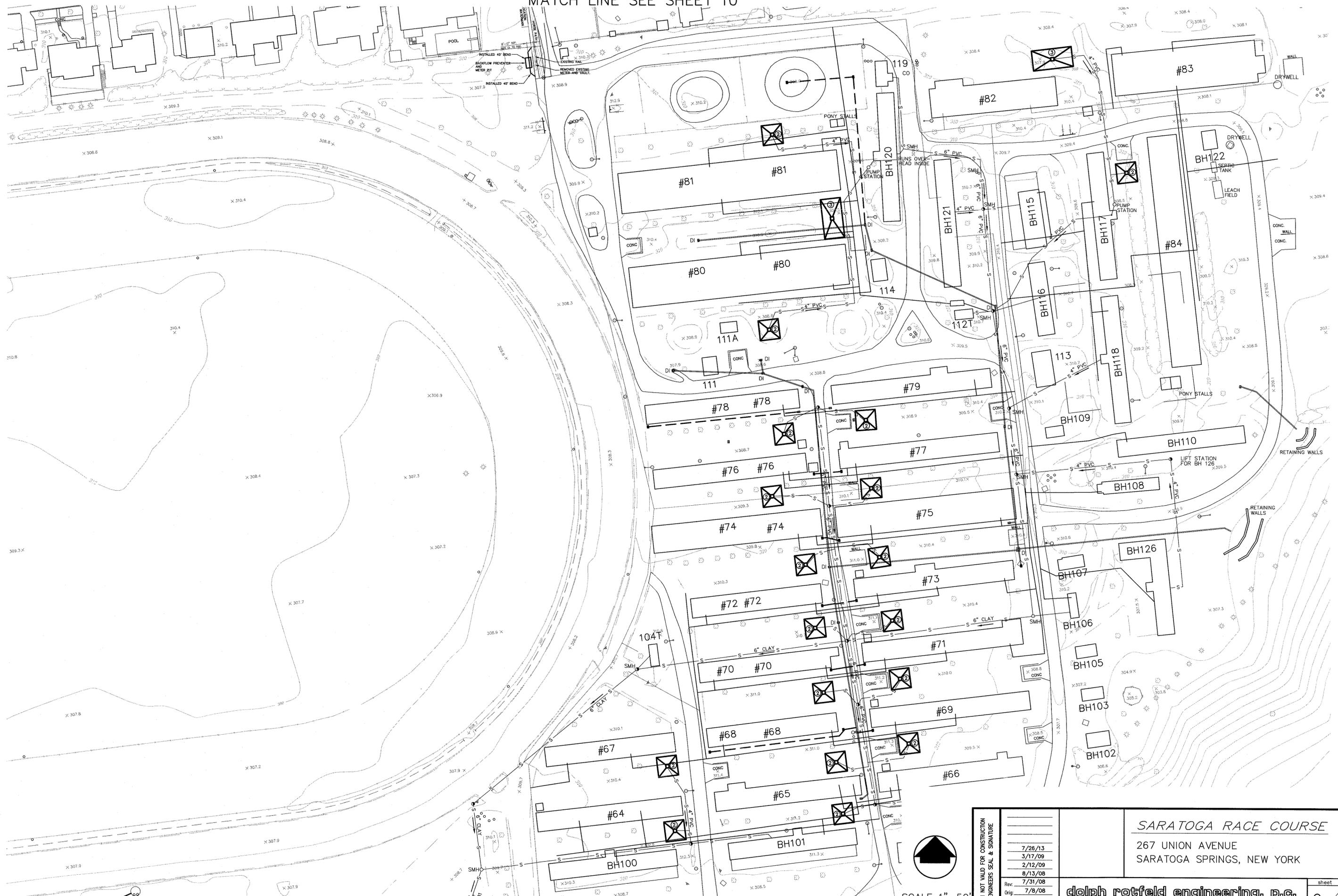
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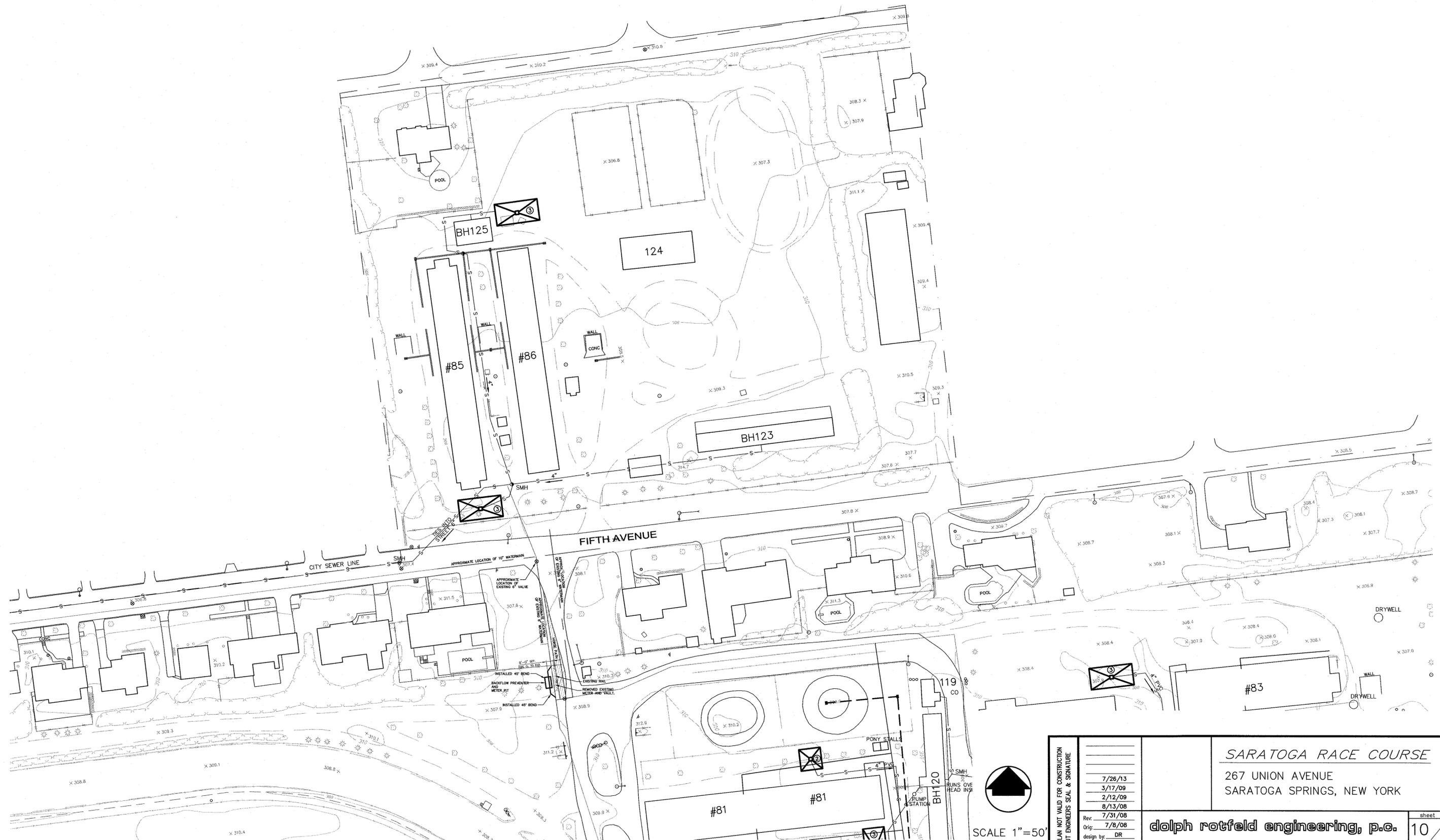


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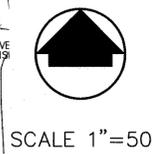


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