

SARATOGA RACE COURSE CULTURAL RESOURCES INVENTORY

PHASE ONE:

Cultural Landscape Inventory & Architectural Resource Survey of Backstretch Structures



Produced by:

LANDMARK CONSULTING &
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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

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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.

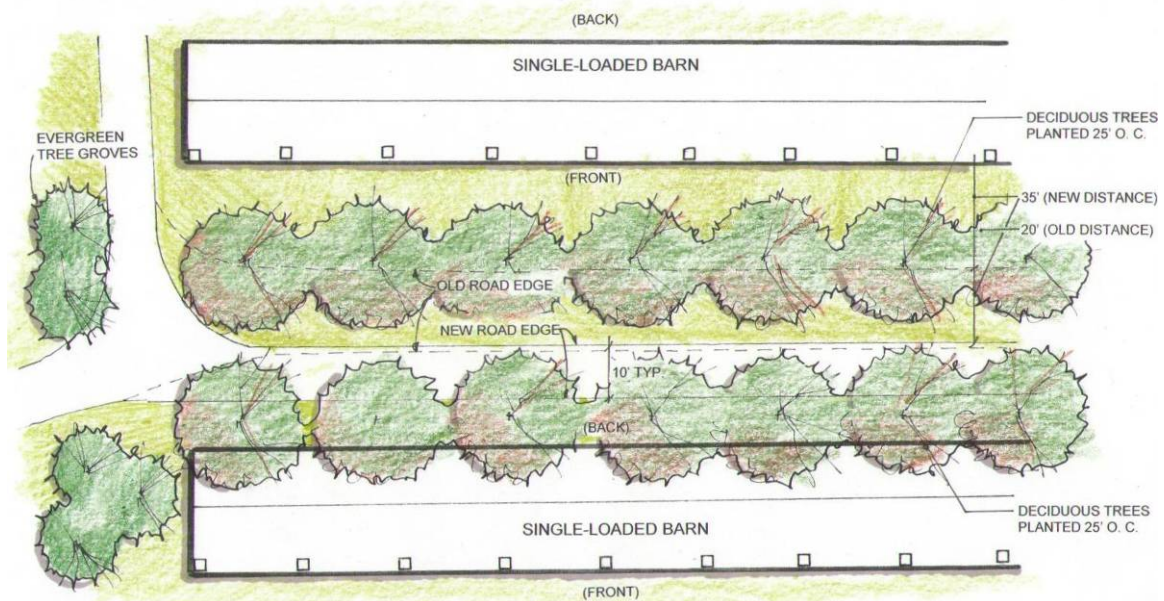
GENERAL LANDSCAPE RECOMMENDATIONS

The following are general recommendations for the Race Course landscape as a whole, addressing the layout and composition of roadways, parking areas, planting of deciduous and evergreen trees, and construction of fencing, washstand areas, muck storage bins, overhead utilities and signs.

Roadways

Location. As general rule of thumb, modern roadways within historic landscapes (i.e. roadways integral to the historical narrative of the site) should be located as far from the historic core as possible. Modern roadways within the historic core should accommodate emergency and security vehicles, but not be used by visitors to and workers at the Race Course. Roadways for these individuals should be sited, as often as possible, at the periphery of the site. Only under the most necessary circumstances should roadways cross horse paths.

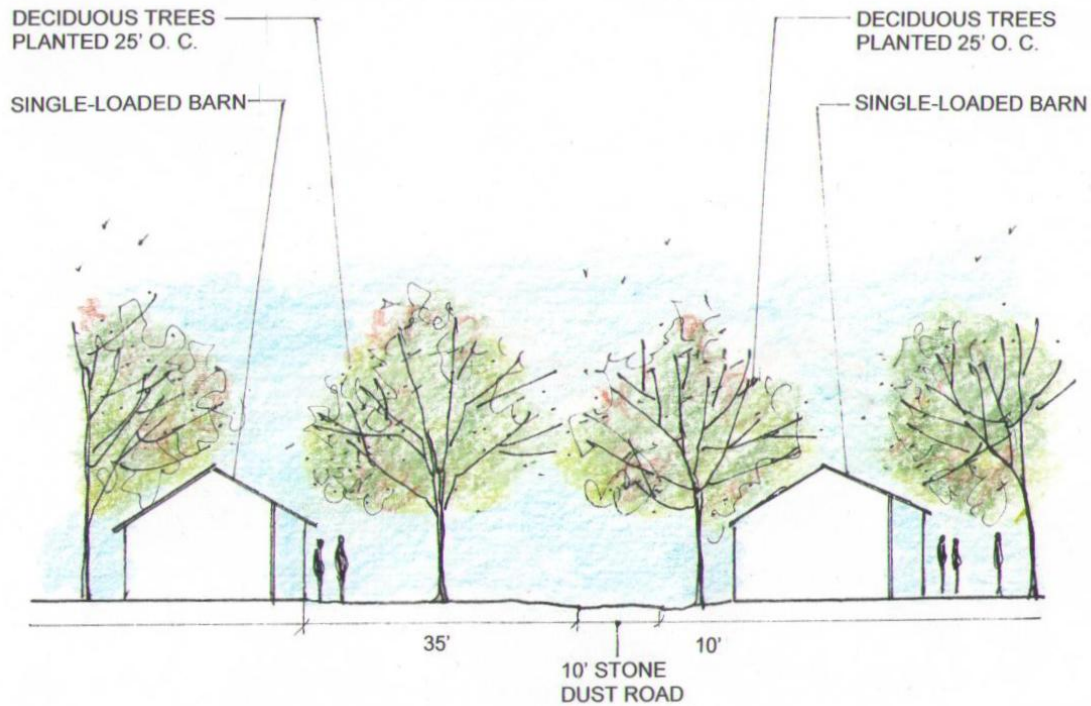
Roadways located among the barn areas should be designed to provide as much turf area and tree planting space as possible. The arrangement of the barns in East Horse Haven offers an excellent example of how such a roadway layout would appear. Single-loaded barns face the back sides of neighboring single-loaded barns with roadways in between. Instead of locating the roadway in the geographic center between the barns, the roadway would stand 8 to 10 feet from the rear of the neighboring barn, allowing maximum green space for the barn front yard area.



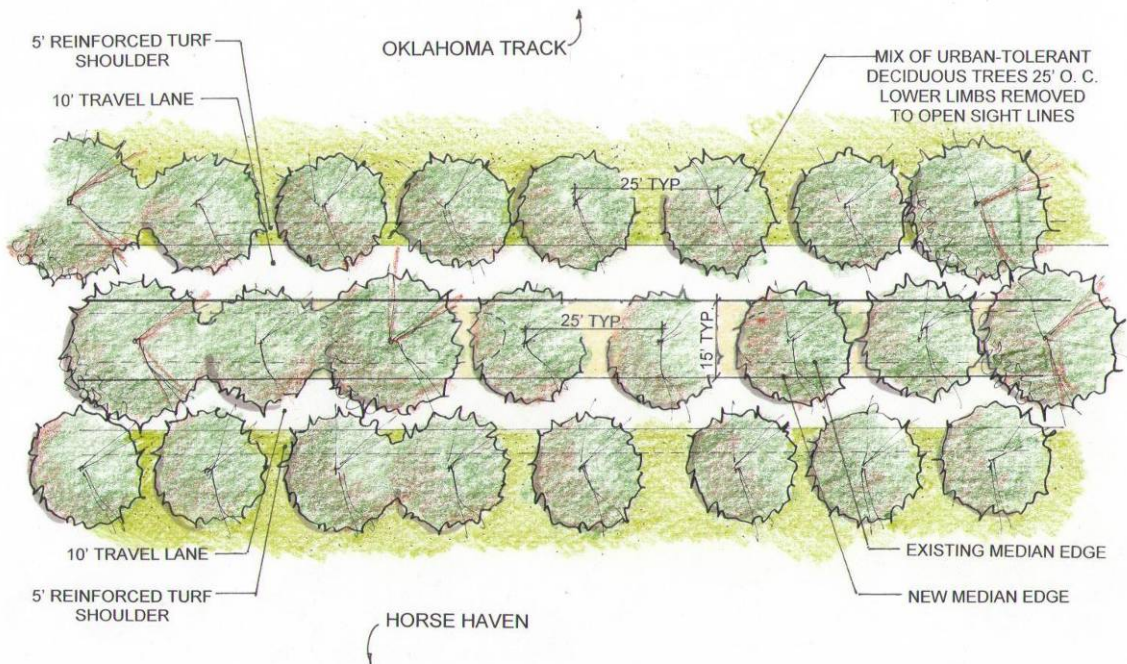
Narrowing and reconfiguring the layout of roads through single-loaded barn areas (such as East Horse Haven) will allow for wider "front yard" areas of the barns.

Width. Modern travel lanes typically span 12', but 10' will accommodate emergency (fire trucks and ambulances) and security vehicles. In addition, the property's well-drained sandy soil provides stability for fire trucks and other emergency services vehicles, and the comfortable distances between buildings facilitate better access for such vehicles, in cases of emergency. Travel lanes on roadways within the Race Course should not exceed 10' unless absolutely necessary to provide safety on curves or to avoid mature trees. In boulevard-ed areas, such as the Oklahoma track entry drive, two 10' wide travel lanes would flank a 10' wide median strip/tree belt. 5' wide reinforced turf shoulders would help strengthen the roadway edges.

GENERAL LANDSCAPE RECOMMENDATIONS

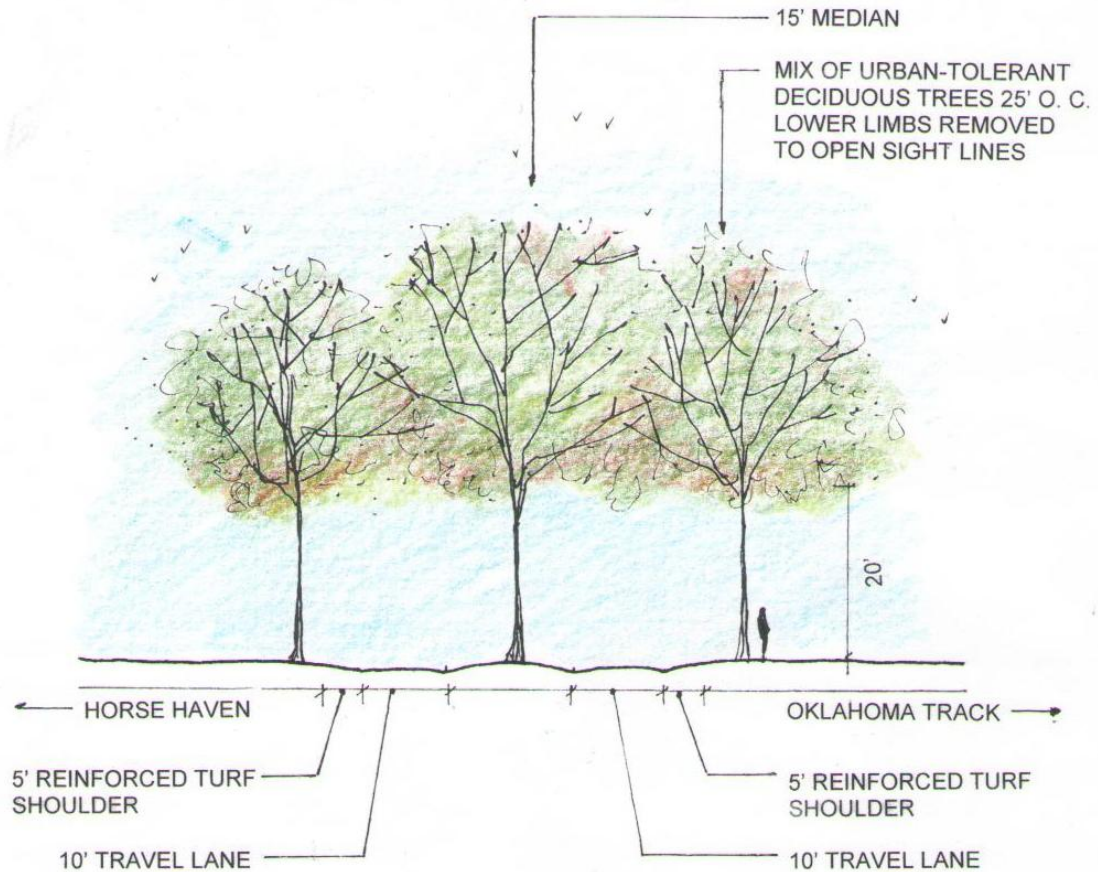


A cross-section of the reconfigured barn area shows the wider front yard, and narrower back yard, giving greater benefit to both the horses and trees.



The re-built Oklahoma boulevard features two 10' wide travel lanes, flanking a central 15' wide median strip. Plantings of deciduous shade trees, selected for their tolerance of urban conditions, provide a canopy over both lanes.

GENERAL LANDSCAPE RECOMMENDATIONS



A cross-section of the re-construction Oklahoma Boulevard shows that by removing lower limbs from the shade trees, sight lines are maximized.

Material. Materials for roadways should reflect the Race Course's late 19th and early 20th century feel. Bituminous asphalt should be used sparingly and only on the most heavily-used roadways. An oil and stone (3/8" sieve size or less) application to the asphalt surface can enhance the look of bituminous, if determined safe for occasional crossing by horses. Stone dust should be applied to all other surfaces carrying vehicular and/or horse traffic.

Parking Areas

As general rule of thumb, parking areas within historic landscapes, even more so than roadways, should be located as far from the historic core as possible. The large swaths of open space, either paved or unpaved, often conflict with the historic character, and particularly when the landscape, such as the Saratoga Race Course, has an historically wooded appearance. For the Race Course, parking area location options are as follows:

- Locate large lots (more than 10 vehicles) at the periphery of the historic core. Areas suitable for these include the large field located to the east of Oklahoma, and the far western edge of the Oklahoma track, along East Avenue. Design for such lots should include circulation paths leading from the lots to the entrance areas at the Race Course.

- Locate smaller lots for workers at the edges of the stabling and dormitory areas, not within them. The Backstretch area provides an example of such a potential parking arrangement. Here, rather than allowing vehicles to park adjacent to bunkhouses and barns, the parking could be placed along the outside of the perimeter roadway, arranged in a diagonal, perpendicular, or parallel arrangement.

Surface materials for the lots should be selected from a palette of materials developed for use throughout the property. Such a palette should include:

- *Reinforced Turf.* Reinforced turf is a good choice for lots in use during the racing season only (such as visitors' lots). It typically consists of 8" to 12" of compacted crushed stone, topped with 6" of seeded loam.
- *Stone Dust.* This easily compacted material, spread to a minimum depth of 6", is a better choice for lots used throughout the spring, summer and fall.
- *Oil & Stone.* For lots in use year-round, an oil and stone surface (also known as chip seal) is the most historically-sensitive choice. It typically consists of a bituminous base with 3/8" stone surface treatment, applied with an asphalt emulsion.

Paths

Many patrons of and workers at the Race Course travel on foot throughout the backstretch areas, and this activity should be encouraged because of its minimal impact on the landscape. A clearly-defined system of paths, surfaced in one material (i.e. stone dust) would help (1) orient pedestrians, (2) reinforce security efforts, and (3) protect fragile historic features (such as historic trees). Such a defined pedestrian path network should be an integral part of an over plan for restoration of the Race Course landscape.

Tree Plantings

Location. As noted in both the historical chronology and landscape assessment, deciduous and evergreen trees grew throughout the Race Course landscape and played an important role in shading barns, routing circulation, and creating Saratoga's distinctive character. The Course contains four basic concepts for tree plantings, as follows:

- *Boulevard Plantings.* These appeared along the entrance in the Oklahoma track and stabling area as early as the 1940s.¹ Consisting of deciduous shade trees (largely sugar maples, pin oaks, and elms) these trees stood in the median tree belt, and were spaced 25' on center. Turf covered the ground surface underneath these trees, and lower tree limbs (below approximately 20') were likely removed to allow for long views down the boulevard and across the Oklahoma track.
- *Roadway Plantings.* Similar to boulevard plantings, these regularly-spaced arrangements of shade trees appeared along the Course's main vehicular ways, including Whiskaway and Exterminator Avenues in the backstretch areas. Species largely included maples and elms spaced 25' on center.

¹ While this boulevard did not appear on either the 1902 Leavitt plan or 1922 Mott plan, it was shown on a 1943 aerial photograph, suggesting it was added after 1922, or it simply was not included as a detail on either earlier plan. The age of the remaining trees, particularly at the eastern end of the boulevard, suggest that it dates to the early 20th century.

GENERAL LANDSCAPE RECOMMENDATIONS

- *Barn Allees.* Several historic plans and photographs show aggressive plantings of shade trees along the front yards of the stables throughout the Course, and remnants of these plantings remain in patches. Mott's 1930 plan for stall gates showed this arrangement in the backstretch area, where maples stood as close as 20' to 25' (approximately) on center.



An image of Horse Haven c. 1937. The shade trees grew in even rows in front of the stables, producing a canopy of shade for the horses and stable hands. The unpaved roads allowed the trees adequate water and nutrients. Photograph from August in Saratoga, Bert Clark Thayer, 1937.

- *Stabling Area Groves.* At the ends of barns, sides of bunkhouses, and centers of barn clusters and exercising rings stood groves of trees. Consisting of a mix of deciduous and evergreen trees, these plantings provided canopies over the stabling and residential areas and helped to divide the large Race Course landscape into a series of smaller, outdoor rooms.

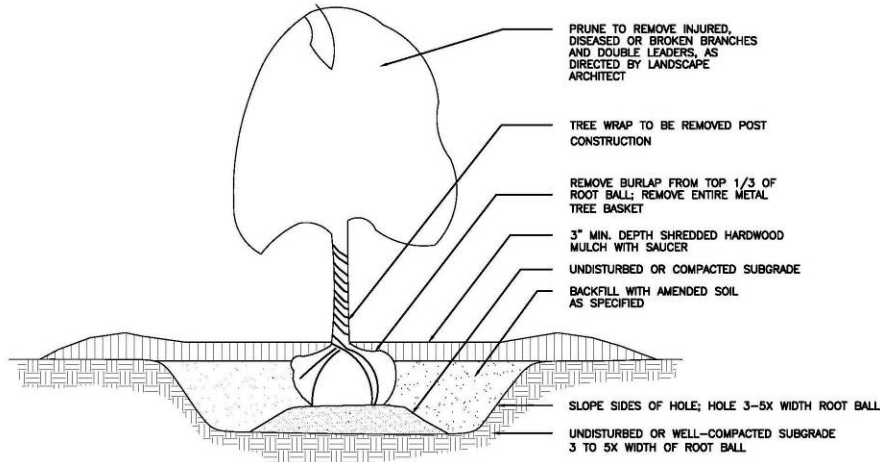
A reintroduction of these planting arrangements into each backstretch area will make a significant impact on the look and feel of the Race Course landscape. Where possible, NYRA should retain any healthy mature trees to preserve the human scale of the landscape.

Planting Techniques

When introducing new plantings of trees, adhere to the planting detail below. Note the following steps:

- Excavate a hole twice the diameter of the root ball, and apply compost, peat moss or other organic material to the hole.
- Remove the wire cage and the top 1/3 of the burlap, allowing water and nutrients to absorb into the feeder roots.
- Leave the root collar exposed.

- Create a mulch ring around the base of the tree – DO NOT APPLY GRASS SEED or SOD.
- Do not use tree stakes unless planting is taking place in an extremely windy area.
- After planting, remove all stakes, support devices, tree tags.
- Water trees on a regular basis throughout the season after initial planting



Deciduous tree planting detail. The same principles should be employed when planting evergreen trees.

Mature Tree Management Guidelines

To help preserve the existing healthy deciduous and evergreen trees, adhere to the following guidelines.

- Avoid excavation within the drip line of existing trees, including the placement of catch basins, pipe, conduit or other subsurface drainage or utility devices. Digging can harm the feeder roots and starve the tree of water and nutrients, leading to poor health and eventual demise.
- Do not install impervious pavement within the drip line of existing trees. Doing so will rob the trees of water necessary for long term health and proper growth.
- When working around existing trees, place steel plates to hold vehicular traffic.
- Inspect all trees on a yearly basis, looking for damage, decay, disease or dead limbs.
- To relieve compaction around existing trees, employ a vertical mulching technique ~ use an air space to drill holes, and insert mulch into the vertical holes.
- Test the soil for quality in relationship to the mature tree population. The test will detect any soil deficiencies, and determine a remedy for correcting them.
- Provide and install cables as required. These will help stabilize any weakly-joined tree limbs.
- Treat trees with a systemic insecticide to minimize stress caused by leaf-feeding pests.
- Prune trees, removing all dead wood greater than 1/2" in diameter.

GENERAL LANDSCAPE RECOMMENDATIONS

- Create rings of mulch around the base of each tree, as wide as possible and up to the diameter of the tree crown.
- Where soil has built up at the base of trees, remove enough to expose the root collar.
- Continue to remove any dead trees or tree limbs.

Recommended Species

The Race Course landscape, while located in a pastoral setting, inhabits an urban ecosystem. Trucks, maintenance vehicles, cars, horses and people pound through it during the spring summer and fall, compacting the soil and spewing carbon monoxide fumes. Because of these factors, the following trees, tolerant of urban conditions, will (1) survive longest, and (2) provide the height and massing required to maintain the Course's historic landscape character. Planting a mix (two to three different species) of trees within a single geographic area will help ward off losses of large tree swaths when species-specific pests infiltrate the population.

Deciduous Trees

<i>Platanus occidentalis</i>	Sycamore
<i>Platanus x acerifolia</i>	London Plane Tree
<i>Tilia cordata</i>	Little Leaf Linden
<i>Tilia x europa</i>	European Linden
<i>Tilia petiolaris</i>	Silver Linden
<i>Ginkgo biloba</i>	Ginkgo
<i>Koelreuteria paniculata</i>	Panicked Goldenraintree
<i>Quercus palustris</i>	Pin Oak
<i>Quercus robur</i>	English Oak
<i>Quercus rubra</i>	Red Oak
<i>Ulmus parvifolia</i>	Chinese Elm

Evergreen Trees²

<i>Picea glauca</i>	White Spruce
<i>Picea abies</i>	Norway Spruce
<i>Pinus banksiana</i>	Jack Pine
<i>Pinus resinosa</i>	Red Pine
<i>Pinus rigida</i>	Pitch Pine
<i>Thuja occidentalis</i>	American Arborvitae
<i>Thuja plicata</i>	Giant Arborvitae

² Note: Most evergreen trees struggle in urban conditions, because their spores surround the entire leaf (needle) surface, rather than just one side. However, the evergreen trees listed have proven to be hardier than most, and could be planted at the ends of stables and in the interiors of stabling areas, out of the main flow of traffic.

Fencing

As discussed in the landscape assessment, the Race Course contains several types and styles of fencing throughout, defining the training tracks, edging walkways, protecting parking areas, screening adjacent properties. To simplify the landscape, NYRA should develop and adhere to a coordinated palette that defines fencing for the following locations:

- *Formal Property Edges*, including Union Avenue, Nelson Avenue and East Street, where the historic material has consisted of wrought iron fencing secured by brick piers;
- *Informal Property Edges*, including those abutting the backstretch area, Oklahoma Annex, and Henning Road, where an assortment of styles has been installed. These edges should contain one style, such as black vinyl-coated chain link, erected at a consistent height;
- *Main and Oklahoma Tracks*, where specialty fencing has been installed and should remain for the safety of horses and jockeys;
- *Historic Horse Haven Track*, where some historic wood timber posts remain, but most have been replaced with 4" x 4" wood posts, painted white. Both sides of the track should contain reconstructed timber posts, spanned by 1" x 4" cedar rails, stained white.
- *Wash Stands*, where 4' single-rail vinyl fencing has been placed around most concrete pads. Replacing this modern material with wood would help meld these utilitarian – but necessary – facilities with the historic landscape. Adding planting to the outside of the fencing would further ground the wash stands (see *Wash Stand Areas*, below).
- *Other*, including fences defining parking lots, edging walkways, blocking vehicular traffic, where several styles and materials exist. These more functional applications should keep a low profile in the Race Course landscape. This can be accomplished with the use of weathered white cedar. All chain link fencing should be coated with black vinyl to make it visually disappear into the landscape.



The original timber fence lining the historic Horse Haven track. Many timber members have been removed and replaced with 4" x 4" posts. The original timber design should be reconstructed.

GENERAL LANDSCAPE RECOMMENDATIONS

Wash Stand Areas

The Race Course's wash stand prototype consists of a rectangular concrete slab with center drain, surrounded by a 4' high single-rail vinyl fence (an exception has been made to this material in some spots where the fencing is built out of wood). Most have been placed in open lawns near the barns and exhibit no other detail. At Dupont, a boxwood hedge has been cultivated around the outside of the fence, making the feature meld better with its surroundings. Nearby shade trees further soften the washstand's imprint on the landscape. Similar applications of shrub plantings should be made throughout the Race Course. Suggested shrub species include:



The washstand at Dupont provides an example of how this very necessary but utilitarian feature can be softened with plantings, and as a result, blend more seamlessly with the surrounding Race Course landscape.

<i>Buxus microphylla</i>	Boxwood
<i>Cornus sericea</i>	Redosier Dogwood
<i>Hydrangea arborescens</i>	Smooth Hydrangea
<i>Ilex crenata</i>	Japanese Holly
<i>Ilex glabra</i>	Inkberry
<i>Ligustrum obtusifolium</i>	Border Privet

Muck Storage Bins

The Race Course's muck storage prototype consists of a three-sided poured concrete bunker-type structure, open on the fourth side to facilitate loading and unloading. They remain unpainted and are therefore prone to absorbing stains and spurring the growth of mold. A necessary feature of the backstretch area, their unkempt appearance has turned them into eyesores in the Race Course landscape. As with the wash stands, the bins' look could be upgraded through with the following additions/modifications:

- Apply an oil-based paint to the surface of the concrete in a color that blends with the surrounding environs, such as a pale green or khaki color.
- Plant low shrubs and/or vines around the outside of the structures to obscure the plain concrete walls (see wash stands for suggestions of species).
- Construct wood fences around the outer three sides of the structures to obscure the plain concrete walls.



A muck storage bin at Madden Court typifies the crude, unfinished look of this ubiquitous Backstretch feature.

Overhead Utilities

Overhead utility lines thread throughout all areas of the backstretch (both north and south of Union Avenue), creating visual clutter and posing a safety threat to riders on horseback (many lines lie low). By removing these lines and placing them underground, the Race Course can accomplish the following:

- Reduction in visual clutter from fewer overhead wires and utility poles;
- Increased safety for riders;
- Easier, more efficient maintenance of utility lines.



In East Horse Haven, NYRA placed this sign near the end of a barn complex, warning riders about the danger of low-lying overhead utility lines.

Signs

Signs of all shapes, styles and colors appear throughout the Race Course landscape, adding clutter to the facility. To simplify the sign system, NYRA should develop a sign program that identifies a sign hierarchy, as well as a palette of materials, colors, and lettering. Included in the program should be signs for the following locations:

- Entrances to the Race Course (gates);
- Orientation points;
- At the entrances to the stabling areas;
- Along historic roadways, including those in Horse Haven and the Backstretch areas;
- On buildings (numbers and, if appropriate, names); and
- At points of historical interest (interpretive signs).

Privately-Maintained Environs of Individual Farms/Horse Owners

In a few areas throughout the backstretch, individual farms and horse owners have cultivated the environs of the stables they occupy to meet their individual tastes. Efforts range from simply placing banners across stall doorways; to hanging pots of annual flowers from barn roof overhangs; to developing the entire landscape, including paving, planting and site furnishings. The Race Course should encourage these efforts, as they add to the character and beauty of the landscape. To place some parameters on the extent of landscape improvements allowed, the Race Course should develop guidelines to be used by individual farms/horse owners.



The environs of barn #84, occupied by Nicholas P. Zito's establishment, has been enhanced by the addition of peastone paving, wood timber trim around the bases of trees, and tables, chairs and umbrellas for outdoor eating.

GENERAL ARCHITECTURE RECOMMENDATIONS

Although specific recommendations have been provided for each stable area, the following are general architectural recommendations for the Race Course as a whole, addressing the exterior envelopes of the barns, the dormitory buildings and the ancillary structures.

Barns

Historically barns at the Saratoga Race Course pre-dated any public structures, such as grandstands, admission gates and betting rings. As such they are one of the most important character-defining features of the Race Course property. They range in age from c. 1840s to 2009 spanning more than 160 years. Despite their perceived utilitarian nature, these structures are in fact living museums for the history the American racing industry and the many famous thoroughbreds that “*slept here.*”

Exterior Envelopes

Roofs.

- As with any structure, the roof is always the most important to care for and treat. For buildings that were constructed more than 50 years ago and those intended to be kept for more than 50-75 years, the choice of roofing materials should reflect this duration. Roofing materials should have a low life-cycle cost such that the cost of materials, labor and maintenance divided by the number of years it lasts often justify the higher upfront cost when compared with the years of service it provides. Copper, and terne-coated (tin/zinc alloy) sheet metal roofs were most commonly used on the early structures on the race course site, particularly the smaller ones, while slate was predominately used on the barns. Each will last five decades and even centuries if minimally and correctly maintained. However where ever there are signs of extensive rust on a sheet metal surface it should be recoated or possibly replaced. If the latter, the sheeting metal flashings should be replaced with a new long-lasting metal product such as copper. Aluminum is not an appropriate replacement flashing material for historic structures. Slipped, cracked or missing slates should be repaired or replaced to prevent water infiltration that can rust other nails. New slates should attempt to match the color, size and quarry source wherever possible.
- Although it is not uncommon to find asphalt roofs on many buildings, it should be noted that it is a mid/late-20th century materials, and not one that is appropriate for the period of significance of the Race Course Property. In general, the most expensive asphalt roofing shingles will last 30-40 years maximum without unusual conditions. While their maintenance is low, the average cost shingle last 25 years with symptoms of failure showing well before then. They do not tolerate shady, north-facing orientation as this condition creates an ideal environment for heavy moss growth. Because of their granular surface, when used on a shallow pitched roof, tree branches, leaves, snow accumulations and other debris are not easily shed from the roof and as a result keep moisture against the shingle surfaces resulting in quick decay. It is not recommended that asphalt shingle roofing be used on any historic barns, dormitories or support structures dating to before 1955. In general it is not a material that has a low life-cycle cost or is appropriate in a historic application.

Wood Siding Materials.

- Most of the barns were built like most early utilitarian structures – without a foundation or footings. As a result most of the work performed on the barns over the past century has focused on addressing rot along the sills and exposed posts that support the sheds. Older post piers were often square in shape, formed up with boards and consisting of poured concrete on which the wood piers would be reset. Most recently likely since the early

1980s these footing have been formed with heavy duty cardboard circular tubes, known as sonotube. The resulting poured concrete pier is quite distinctive with its cast spiral shape on the outside. Lately the practice has been to have these piers highly exposed above grade. While this is a simple detail, it is one that in the cumulative effect diminishes the historic appearance of the barns. It is recommended that all new post footings be either formed up with a square shape similar to the older piers still intact, or if a sonotube must be used for the formwork that it not be more than 6 inches above grade.

- Part of the repair efforts to address the rot has involved the replacement of both heavy timber and dimension lumber framing, primarily at the lower levels where they are in contact with the ground. Most of the Horse Haven and early 20th century barns have had some extent of their original framing members replaced. For the most part attempts have been made to match the original in dimension and grade. Often special treatments like chamfered corners or mortised joinery are matched, as they should be. However, this leads to the confusion over what remains of the original historic fabric compared to what is new. A common practice in historic restoration where partial framing members are replaced but are matched to the original is to mark or brand each new piece in some way to date the work. This provides a physical record of work done especially when over a 150, 200 or 300 year period a large percentage of the original fabric has been repaired or replaced. It is strongly recommended that NYRA adopted this practice with all future framing repairs.
- To protect the wood walls and shed post from deterioration from moisture, high levels of ground should be pulled back and away from the foundations.
- Most of the barns have either rough-textured board and batten siding, vertical tongue & groove boards (sometimes with a bead) or novelty clapboards. The vertical siding, both the tongue & grooved boards and the board and battens, have the tendency to rot at the bottom where the open end grain is exposed. This allows moisture to be wicked up into the grain of the wood resulting in the loss of paint as the first signal of damp wood, and subsequently with moss, mold or punky wood. Some of the board and batten buildings have incorporated a horizontal skirt board to act as a barrier between the boards of the vertical boards and the ground. Horizontal boards are less likely to wick up moisture and rot, but if they do they are easier to repair then the bottom 24-inch of each individual vertical board. However if a horizontal skirt board does rot or is lost, the vertical boards will be vulnerable to rot as well. It is recommended that all existing horizontal skirt boards be maintained and repaired where missing or exhibiting rot. Where the lower portion of vertical siding boards need to be repaired or replaced the installation of a skirt boards should be given some consideration.
- Even where wood wall siding is in good condition and not showing signs of any rot, it is common to note peeling paint, heavily built-up paint and a resulting rough texture. Annual applications of paint on these building are actually having a negative impact, despite the good intentions to make the barns look well cared for. It is recommended that each barn be scheduled for a full paint restoration project which would involve carefully scraping all surfaces having a rough texture, alligating, crazing or peeling of large areas. Ideally the paint should be removed down to original primer layers or bare wood until smooth or where paint is intact and well-adhered. Naturally EPA precautions and regulations for lead safe practices should be followed for the site and disposal. After this level of proper surface preparation has been achieved, given the age of the wood on these

barns, it is recommended that an oil-based primer be applied with a brush application to work the paint into the open grain and then followed with a minimum of two coats of oil-based finish paint. Using oil-based paints and by applying them with natural bristle brushes will condition and protect the wood better and longer than a latex-based paint or a spray or roller application. This approach should be used on all old and exterior wood elements. If the surface preparation and application is done properly and quality paints are used, each paint campaign should last 15-25 years with minor touch up either preceding or following the summer meet to address any damage by the horses. (It is acknowledged that it is harder to acquire oil-based paints in recent years from local paint distributors. Contrary to unfounded rumors, solvent-borne oil paints which are most preferred for historic or old wood surfaces, have not been outlawed in any state or community in the U.S. nor is consideration being given to outlawing such formulations, rather restrictions are only on the size of the containers for such paints. *Fine Paints of Europe* which has its U.S. headquarters located in Woodstock, VT and has been producing low-VOC oil-based paints in Europe for decades before the U.S. put paint VOC regulations into effect. These paints are strongly recommended.
<http://www.finepaintsofeurope.com/>)

- For any new structures, it is recommended that an opaque or semi-transparent, oil-based stain be used on the rough textured wood instead of latex paint in order to achieve a more durable finish and requiring less regular recoating.

Windows.

- Most of the early 20th century barns incorporated at least one style of window. The high roofed barns with wrap-around sheds typically included a double hung window in each gable end to provide natural light and ventilation for the loft. Most barns of this period included glazed transom windows, where the 19th century barns only had shutters or hinged panels. In the case of Sanford's Queen Anne-styled barns, there were numerous types of windows from multi-paned fixed windows, hopper clerestory windows or Belmont's carriage barn that included multi-paned double hung and casement second story windows, the use and variety of styles demonstrate that how important the windows are as a character-defining feature of the barns. Unfortunately, most all the windows on the Race Course property in the barns and dorms alike require extensive attention. Some have simply been made obsolete in their use when paint spraying applications carelessly covered the glass panes with paint. Others have been abandoned for their function to assist in air circulation in preference of several electric fans. Many of the sliding transom windows in the barns south of the track are missing, have broken glass panes, while the gable end windows have been unmaintained and left exposed to the elements with little to no paint, plexiglass in place of glass and mismatched sash. Similar to the approach to repainting the barns, it is recommended that each barn or groupings of barns be scheduled for a window restoration project. Continued neglect will only result in wide spread loss of important architectural elements and the costly options for replacement windows in order to match the quality of wood and craftsmanship inherent in the originals.
- At a minimum, the windows which have not been maintained or repaired in recent years should be carefully removed from their openings, transported to a shop so that their frames within the barns can be repaired, repainted and any hardware can be repaired such as sash cords replaced, sliding tracks cleaned or hinges cleaned of paint and lubricated. In a shop environment, the window sash should be striped of remaining paint, strengthened

at the mortise and tenon joinery, muntins or wood elements repaired as needed, glass reinstalled and glazed and the sash fully primed and painted with oil-based paints before being reinstalled in their openings. All glass panes that are covered with paint overspray should be cleaned free of paint and made transparent again.

Stalls.

- Horse crib-biting is the most common cause of deterioration of the building materials in or around the stalls. Some 20th century barns have attempted to deter this behavior by wrapping stall jambs and edges of stall doors or windows with sheet metal (copper, tin, aluminum) that was then painted the same color as the wall or trim surfaces. It is recommended that this practice be considered for the 20th century barns. This use of sheet metal however would not have been common at the time the Horse Haven barns were constructed and therefore it is not recommended at those barns.
- While most of the elements of the barn stalls are simple, many retain some extent of historic hinge and latch hardware should be refurbished and used wherever possible. Most have been covered with paint, which can impact their operation. It is recommended that the hardware be cleaned/stripped of any paint, oiled and kept from having any future paint applied. Where old hardware cannot be refurbished, simple, yet similar oiled iron hinges and latches should be used instead of the galvanized/zinc coated steel hardware readily and cheaply available today from most home-improvement centers. When these different hinges are used, they stand out glaringly as modern replacements and have an impact on the historic and architectural character of these barns.

Utilities/Mechanical Services.

- The highly visible mechanical equipment, such as electrical panels, conduit, cable or phone wires, Public Announcement equipment, and water pipes should be replaced or relocated to the interior as upgrades are needed in order to make them less visible and obtrusive. While electric switch and receptacle boxes may need to remain surface mounted outside the stalls, conduit and loose wires should be relocated and concealed on the inside walls surface or within wall cavities where accessible. By mounting such conduit and pipes along the upper framing members, they will remain out of reach of the horses. If contact with a horse is a concern it is possible to lay out the electrical and plan for chases to be built, that can be accessed as service needs require. It is preferable for small holes to be drilled through historic siding to connect conduit to boxes to large extent of visual clutter from the exterior surface mounted conduit or plumbing pipes. Wherever possible it is recommended that utility equipment such as panel boxes be located inside stalls that serve as tack rooms. It is understood that fire suppression equipment (sprinkler pipe runs) are an exception, as it is necessary that the sprinkler heads be unobstructed in order to perform and to be regularly inspected. However, if possible the standpipes should be relocated to the least significant and visible façade. Note that this will differ from one barn to another, depending on the site planning, landscape, view sheds, etc. Ideally it would be recommended that the standpipes enter the barns at a corner within an end stall that also serves as a tack room.
- The late-20th century structures built to house such mechanicals as sprinkler valves and hot water heaters should be relocated to be less visible to the surroundings. Currently they are located in the center of barn courtyards, along the gable ends of the historic barns or along the roadways where they impact the views of the barn complexes. Similar to the approach of locating smaller mechanical equipment within the barns to reduce their visual impact, it

may be possible to consolidate and dedicated one stall in the barns to house either a valve house or hot water heater and plumbing in the way tack rooms have been incorporated into the barns. While it is understood that this gradually reduces the number of stalls and thus horse capacity in the barns, when the goal is to increase the capacity, the hope is that this deficit could be made up in the addition of new barn structures around the race course property.

Expansion and Alterations.

- Over the last 50 years, many barns have been expanded with the addition of new rows of stalls such as with Barns #1 & #2 in Sanford Court, with pony stalls or loose boxes at the gable ends such as at the Annex Barns #85 & #86 or with bigger shed rows. It is not clear whether these alterations were reviewed by the State Historic Preservation Office or even if the significance of the buildings in question were understood. Many of these alterations have not involved the same quality of materials of the original structure, nor have they involved the design efforts of professionals trained in sensitive preservation or rehabilitation work. It is recommended that all future alterations to buildings dating to before 1955, that the work be approached in a way that treats the barns as valuable resources and balances the protection of the historic character with achieving the purpose of the new construction. See *Recommended Preservation Practices and Approach for Rehabilitation of Historic Structures* that follows.

Dormitories/Residential

Similar to the barns, the stable structures that accompany the backstretch areas range in age from the 1840s to the 1960s, spanning more than 120 years. When the early structures were constructed they were given the same level of attention in terms of construction details, use of materials and finishes. As the culture of the backstretch worker has changed it appears from the condition of the dormitories built in the latter half of the 20th century that more attention was paid to the accommodations for the horses than for the humans that serviced them. Attention of the past 50 years has been on increasing the capacity of these structures and meeting the minimal code requirements. It is possible that the little care place on the dormitory structures by the users is actually a reflection of the minimal care of the management.

Exterior Envelope.

- The many wood framed bunkhouses were built with the same wall and roofing materials of the nearby barns, whether it was of board and batten or clapboards with slate roofs, or vertical tongue & groove siding with sheet metal roofs. Therefore they tend to require the same maintenance and repairs as were outlined above for the roofs, wall siding and windows. In addition, most have been the typical surface mounted electrical conduit, light fixtures and receptacles, that should be sensitively concealed behind the wall and ceiling finishes.

Window Screens.

- Since few if any of these bunkhouses have any air conditioning it is imperative that the windows have screen sash that are in good working condition. Many screen sash on dorm buildings are torn, rusted or have paint on the wire screen surface impacting their effectiveness. It is advisable to avoid the temptation to install a metal combination storm/screen unit. Since storm windows are not necessary for unheated residences used primarily in the summer months, they would not be a worthy expense. In addition, screens are an element that need to be able to be repaired easily and quickly at very low

expense. Wood screen sash meet these criteria while also being appropriate to the architectural period of the buildings.

Porches.

- Several wood framed dorm buildings have porches that are either open or screened. In several the porches are floored with tongue & groove floor boards and are exhibiting deterioration at the ends of the floor boards, under the location of columns, at the entry steps or where moisture has caused cupping from porch roof leaks. For summer residences, a porch is a wonderful amenity that should be kept well maintained. The tongue & groove floor boards should be repaired or replaced by shoring up the roof, temporarily removing columns as needed, installing, repairing or reinforcing footings as needed under the locations of the columns and installing new tongue & groove floor boards matching the original width and direction on new framing as needed. Reinstalling the column on the new footings or plinths with a damp-proof course (sheet metal or high density plastic) and re-lower the roof back into place. Paint new floor with oil-based primer and penetrating deck/floor paint.
- Given the age of the wood framed bunkhouses, it is recommended that residents be prohibited from using grills or hibachis on porches. This can be deterred by providing permanent grills located around clusters of bunkhouses, as are typical in public park sites.

Masonry Dorms.

- NYRA constructed many new dorms around the race course property after they secured the racing franchise in 1955. The dorms are a standard design and layout with an integrated common bathroom facility and are built of average grade materials of the time. They have concrete block walls, asphalt shingle roofs and concrete slab floors. They include a covered porch or “corridor” along the front wall and each room has a door and screen door and two windows. The low sloped asphalt roof does not have any gutters and generally the front of the building has an asphalt paved apron. The result is continuous splash back of roof water and snow accumulation in the winter. The roof over the front porch is supported by square wood posted and many exhibit significant wood decay. It is recommended that the rotted porch posts be repaired or replaced using naturally decay-resistant wood (cedar, redwood, cypress), and remove any immediate hard paving just outside the front, particularly on north-facing façades in order to prevent moss or other fungal growth along the lower portion of the porch posts and concrete block walls. It is recommended where the front of the masonry dorms face north or have substantial tree coverage that a gutter be installed to reduce the amount of moisture at grade.
- All of the asphalt roofing on the masonry bunkhouses appear to be near the end of their lives and should be replaced within the next 10 years. Given the low slope of the roof and the inherent problems of asphalt shingle roofs, a more durable system having a minimum service of 75 years should be considered. A metal roof similar to the newer standing seam Kynar finished roofs on the Millionaire Row barns, it probably the most appropriate option to match the character of these 1955 buildings. Other alternatives would include stainless steel, galvanized steel shingles, or inter-locking aluminum shingles. All of these materials should last 2-3 times longer than asphalt shingles and will limit the number of re-roofing campaigns necessary in the future.

GENERAL ARCHITECTURE RECOMMENDATIONS

Location & Site Amenities.

- While it is important that the dorms continue the tradition of being in close proximity to the barns, some stable areas are more successful than others in creating a natural residential enclave where the dorms are clustered and have site amenities like picnic tables, grills, restrooms, or kitchens nearby. As alterations are made to the dormitory areas, it is recommended that this community character be reinforced and enhanced with the addition of much needed amenities. It was noted that many residents bring bicycles as an easy mode of transportation around the site. However, there are no bike racks for parking and securing these bikes. As a result they are locked up against porch or barn posts, trees, or lined up along the dorms. It is recommended that sufficient and attractive bike storage options be supplied.
- It was also noted around the stable residences that workers bring their own food storage, and cooking devices such as refrigerators, microwaves and gas grills. Much of this equipment ends up stored on the porches adding to the visual clutter. There are only a few backstretch kitchens and it is unclear whether they provide the facilities for the backstretch workers to store or prepare their own food/meals or whether these are dining halls where prepared food can be purchased. In either case, it is recommended that new dorm designs include lounge/kitchen facilities located within each dormitory cluster as a place of community, leisure, and the ability to prepare one's own meals.
- It was also noted that in several dorm areas, the residents have initiated the services of satellite TV subscription and there are satellite dishes installed to dorm porch roofs, posts or even nearby trees. While this equipment adds an additional layer of visual clutter, it suggests that there is a need of the residents that is not being met. The introduction of a combined lounge/kitchen structure in each dorm area, would give the residents a nearby location to recreate and even watch TV.
- Parking by the residents around their dorms is an issue that has yet to be addressed. The landscape assessment notes the detrimental impact of allowing cars to roam unrestricted around the barns, dorms and race course property. It is strongly recommended that small restricted parking lots be planned for each backstretch area and that future parking outside of these areas be prohibited and enforced in order to protect the horses and the historic property.

Expansion & Alterations.

- Just as some barns have suffered from impulsive expansion that did little to protect the historic character or design, the older bunkhouses many of which were original stable kitchens have been incrementally altered with the goal of increasing their capacity. Many buildings that originally contained one or two generous sized rooms have been further subdivided to increase the number with smaller rooms. It is recommended that bunkhouses should not contain any single-occupancy rooms having less than 120 square feet (i.e. 12'x10'). Where subdivisions have resulted in rooms smaller than 120 sf, the alterations should be undone.
- Buildings Facilities buildings #78 and #74 in Horse Haven originally included sleeping rooms on the second floor. It is recommended that both buildings be converted back to support housing with the current uses relocated to other buildings. Both building layouts currently have 3-4 second floor rooms which could easily be rehabbed and made

comfortable for summer residents. First floor spaces could be converted to TV lounge/kitchenette spaces for the nearby users.

- If sprinklers are required for the wood-framed or masonry bunkhouses, it is recommended that efforts be made to install the standpipe in an interior corner in the wood dorms and through the bathroom closet in the masonry dorm and up to attic space. Sprinkler heads should be installed from the ceilings down into the rooms.
- Any new dorm buildings should reflect the character-defining features of the older residential and service facilities. At the same time efforts should be made to use a 21st century adaptation of these features but with the goal of using materials that last 50-75 years at a minimum.

Support or Ancillary Structures

Consolidation of related Functions.

- It is recommended that any post-1950 maintenance building in the West Horse Haven area be removed with the functions relocated to a centralized area so that this area can be returned to horse stabling functions.
- NYRA Management functions such as offices, personnel, and security should be consolidated into single building or a centralized grouping of buildings. Ideally this building(s) should be located and serve as a new Gateway structure at Gate 18 and alongside the Oklahoma “boulevard.” A similar or smaller gateway structure could be built just inside Gate 15 between the old track and Union Avenue.
- Relocate all uses in Building #68 and return this building to either a mixed-use dorm with dining use or just dorms with bathroom facilities. An interior staircase will need to be rebuilt in order to have two means of egress. Orient this rehabilitated structure towards the Camp[fire] Court stables by reopening the south-facing entry door to help form a courtyard environment.
- Similarly, it is recommended that the Facilities Barn #76 in West Horse Haven which is believed to date to the 1840-50s be returned to its use as a horse barn. The storage functions should be removed from the old structure and the late 20th century additions should be demolished at the east, north and south in order to restore the building and its original functions of ground floor horse stalls with second floor dorm rooms.
- Ideally, designs for wash stands and muck pits should be explored with plans to replace the current service structure with equal structures designed to better complement the historic site. Alternatively, it is recommended that the existing structures be visually screened with vegetation (boxwood hedge, ivy, flowering scrubs, etc.) Study of other race course solutions for ways to handle these necessary structures might yield appropriate design solutions.

Creation of “Back of House” Area.

- It is strongly recommended that through a master-planning process a new “Back of House” area be created in order to consolidate Facilities/Maintenance functions. It is felt that the area east of the Oklahoma barns and accessed from the west by the Oklahoma/Horse Haven Boulevard and from the east at Henning Road would be the most appropriate location of this new

GENERAL ARCHITECTURE RECOMMENDATIONS

- Facilities zone. This would restrict the entry of heavy equipment/trucks onto the site through a main service entry off of Henning Road rather than off of Union and crossing over the 1840s Horse Haven track.
- New structures would provide adequate and state of the art workshops for the various trades now located in West Horse Haven (paint, signage, plumbing, carpentry, auto mechanics, lumber yard, blacksmith). In addition several large truck sheds should be constructed for storing vehicles, equipment and for stock piling materials.
 - Locating greenhouse structures and a tree/shrubbery nursery between the Oklahoma bunkhouse area and this new “back of house” area could provide a gradual and attractive transition between this stabling and residential zone and the more industrial zone that will be developed. The relocation of these services to this dedicated space will provide for more efficient use of space, cleaner, less cluttered grounds and allow the historic race course grounds to be returned to their natural grassy, tree-shaded state.
 - The concept of creating a “back of house” area for consolidating the primary property operations and maintenance and the less attractive ephemera that goes with these function is one that can also be applied on a smaller scale within the stable areas. In each area as a function of managing barns, horses and tenants, there are a variety of storage needs. There are the much pits that currently are scattered around the barns, there is the need consider alternate hay and feed storage options aside of using the loft spaces, and there are dumpsters, vending machines, recycling receptacles etc. related to serving the residents. It is recommended that within each stabling area a location is determined where these services and equipment can be consolidated. For example at Madden Court this areas would appear to be the back SE corner of the site between BH38 and Barn #23 or along the road south of Barn #23. In areas where much of the stable complex is visible, it may be possible to plan appropriate vegetation or screening.

Preservation practices & approach for the rehabilitation of historic structures

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, all future efforts should apply standard and universally-accepted preservation practices. Regardless of the utilitarian nature of the barns, the dormitories, the offices or services structures, for those dating to before 1955 it is recommended that the principle guidelines and standards laid out in the Secretary of the Interior’s Standards for the Treatment of Historic Properties be consulted and applied to all efforts to maintain, repair, replace or design new additions or alterations. These guidelines provide a consistent philosophy that proves to be beneficial in making important decision about the property. The following is a summation of the guidelines:

Guidelines for the Preservation & Rehabilitation of Historic Structures

- Prior to any repair, replacement or rehabilitation, the materials, detailing and construction methods should be identified.
- Wherever feasible, as much original fabric should be retained. Where it can’t be retained, it is preferable to document that which will be lost if it is unique.
- As an overall approach, the least degree of intervention based on a thorough evaluation of the physical condition is preferable to wholesale replacement to make something appear fresh and new.

- Wherever extensive replacement is warranted, replacement “in-kind” with the same material and craftsmanship is the preferred option.
- Where alterations or additions are required for a new use or function, it is important that alterations do not radically change, obscure or destroy existing character-defining features, fabric, or finishes.
- An important rule of thumb is to consider the reversibility of any alteration or addition. Anything added should be able to be removed or reversed such that the original features, fabric or finishes are not irreparably damaged.

While the *Secretary of the Interior's Standards for the Treatment of Historic Properties* is a set of nationally-accepted standards and criteria for four distinct, but interrelated, approaches to the treatment of historic properties—preservation, rehabilitation, restoration, and reconstruction—many architects, planners, engineers, facilities and maintenance staff that work with historic properties on a regular basis are not always familiar with them. Therefore it is recommended that NYRA staff learn the basic guidelines and standards for each treatment approach and become accustomed to requiring that design professionals and contractors working on the race course property have the knowledge and working experience with the Standards.

The Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995 Standards for Preservation

1. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.
2. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

GENERAL ARCHITECTURE RECOMMENDATIONS

Standards for Rehabilitation

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Standards for Restoration

1. A property will be used as it was historically or be given a new use which reflects the property's restoration period.
2. Materials and features from the restoration period will be retained and preserved. The removal of materials or alteration of features, spaces, and spatial relationships that characterize the period will not be undertaken.

3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate and conserve materials and features from the restoration period will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.
4. Materials, features, spaces, and finishes that characterize other historical periods will be documented prior to their alteration or removal.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the restoration period will be preserved.
6. Deteriorated features from the restoration period will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials.
7. Replacement of missing features from the restoration period will be substantiated by documentary and physical evidence. A false sense of history will not be created by adding conjectural features, features from other properties, or by combining features that never existed together historically.
8. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
9. Archeological resources affected by a project will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
10. Designs that were never executed historically will not be constructed.

Standards for Reconstruction

1. Reconstruction will be used to depict vanished or non-surviving portions of a property when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture, and such reconstruction is essential to the public understanding of the property.
2. Reconstruction of a landscape, building, structure, or object in its historic location will be preceded by a thorough archeological investigation to identify and evaluate those features and artifacts which are essential to an accurate reconstruction. If such resources must be disturbed, mitigation measures will be undertaken.
3. Reconstruction will include measures to preserve any remaining historic materials, features, and spatial relationships.
4. Reconstruction will be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property will re-create the appearance of the non-surviving historic property in materials, design, color, and texture.
5. A reconstruction will be clearly identified as a contemporary re-creation.
6. Designs that were never executed historically will not be constructed.

The recommendations that follow tend to be more about the “big picture” and sustainable success of Saratoga Race Course and New York Racing Association in the 21st century. Most of the suggestions below have come out of strategic visioning or discussions with Turnberry Consulting, feedback from members of the Saratoga Springs community or in reference to how other historic sports venues have approached the challenges of their industry in an increasingly competitive world.

The Balancing Act: Planning for Growth, Improvement and Preservation

It has been the expressed goal of NYRA and their development consultant, Paul Roberts of Turnberry Consulting, to increase and improve the accommodations for horses and backstretch workers in order to draw more prominent horses and stables, attract bigger purses and in the end ensure Saratoga’s seat as the premiere U.S. thoroughbred racing venue. It has been stated that this will most likely involve building both new barns and new dormitories where space will allow. These are big visions that involve a multitude of details to be resolved. However, grand plans must start with such big visions. At the center of this vision is the acknowledgement that people have been and will continue to be drawn to Saratoga above most other American race courses because of its rich history in horse racing, its traditions of casual elegance and because Saratoga Springs is a summer resort town that continues to draw crowds year after year because of its many cultural and institutional attractions. Planning for the growth of the race course without constant consideration of these three critical elements will not guarantee a sustainable success. However, consideration of these three elements as guiding principles, will ensure a brighter future.

Historically Sensitive Growth

Over the last century and a half, the traditional practice of the race course leadership has been to build on speculation with the confidence that as a result, “they will come.” With the exception of the decade in the late 19th century under Walbaum’s leadership, the completion of each major improvement was met with increased attendance and participation. Once again NYRA is looking ahead in anticipation of new sources of capital improvement funds with plans to improve on speculation and confidence that attendance and participation will likewise improve proportionately. This report intends to caution that these plans be carefully implemented without the needless destruction of the historic character that for so long has been as important an attraction as a specific horse on the track in drawing people through the admission gates. Any effort to use these improvement projects to correct old mistakes or restore nearly lost heritage will surely provide generous paybacks in the long run.

In order to plan for smart yet historically sensitive growth, it is necessary to rank areas of open spaces where potential new construction could happen by their level of historic sensitivity. For example, the oldest area of stabling that exists within the western half of the Horse Haven track should be ranked with the highest level of sensitivity since it can be dated back to the 1840s. The area to the east of the Horse Haven track, on the other hand, was first part of the Walbaum tract expansion and then part of Whitney’s vast real estate acquisition. Open space in these areas is less sensitive and thus provides more appropriate opportunities for changes to existing structures and the landscape, as well as the construction of new buildings.

While not all of the architectural areas of the race course property have been surveyed in this Phase One project, for each of the areas that have been studied, a general period of significance has been suggested which will help to establish the historic sensitivity ranking.

Possible areas to study for new construction opportunities:

- East field of Oklahoma Annex
- Northeast corner of Union and East Avenues adjacent to Elm court, where a large parking lot exists (and where three long barns stood in the late 19th/early 20th century)
- West lawn between the East Avenue boundary and the Oklahoma training track (opposite Fasig-Tipton site).
- Triangular space between Union Avenue and the south edge of Horse Haven Track
- Area east of the East Horse Haven area on the opposite side of the track.
- Area behind and to the east of the old Jockey Y/Recreation Complex. Naturally this would be ideal for residential clusters.
- The lower area off of Henning Road. This is felt to be ideal for a Facilities/Maintenance “Back of House” zone.

Overall Site Circulation & Access

One of the largest challenges of determining the appropriate space on which to build in order to increase the number of stalls for horses and rooms for workers is the impact this potential change in land use has on the month-long demand for parking for those attending the horse races. It is critical that parking and site circulation be studied as part of this visioning exercise since the growth of the race course site cannot occur without planning for users and visitors’ access. The *Historical Development* section of this report (Chapter II) recounts many stories or descriptions on how the race-goers would approach the entrance gates. There is a historical precedent of using streetcars and buses to shuttle people from the train station and downtown areas of Saratoga Springs to the race course. Additionally, there are several accounts of the leisurely strolls down beautiful Union Avenue on foot. Modern-day visitors, horse owners, NYRA officials, members of the press, vendors, and countless others are more likely to arrive by car having traveled at least 20 miles and expect to approach the race track and be directed to a convenient parking spot. This is common for most sporting venues from ballparks, to arenas, to golf courses and even public beaches. The difference is that when located in a dense, urban environment, visitors tend to be a bit more tolerant to being directed to remote lots where a courtesy shuttle service is provided. This is becoming more common in large airports, performing arts venues and even shopping centers. The assumption that people won’t adjust or tolerate such a change will only hinder future success.

There has also been the suggestion that track-season parking that may be displaced by new barns or dorms, might be reclaimed by the seasonal use of the Oklahoma Track infield for parking. If done sensitively with tunnel access similar to the concept of the “Clare Court” tunnel and shuttle services or defined walkways leading down East Avenue are provided, it is possible that it could accommodate an equal or greater number of vehicles. It is not uncommon for seasonal or short term venues to use lawn areas for parking. In fact, natural turf surfaces tend to slow traffic speeds which reduce damage to green space. Locations like Tanglewood Music Center in Lenox, Massachusetts accommodate most of its parking on large grassy areas. To ensure that they remain green and don’t sustain long term damage or compaction from the large number of cars that park there from July 4th through Labor Day, these lawns use “reinforced turf” technology. This is something that might be explored for infield parking as well as for parking on shoulders of property roadways.

Lastly, it would be recommended that external shuttle services be considered in order to coordinate other remote or satellite parking locations. Currently there are numerous private parking lots or parking opportunities that exist in close proximity to the race course property, which not only help to alleviate the congestion on the NYRA property, but also disperse traffic on surrounding streets, and

bring people into adjacent neighborhoods. NYRA does not need to provide all the parking on the race course property when there are parking lots or opportunities throughout the city that could be supported and coordinated seasonally. For example local schools which are off session during the track season might be offered a benefit in trade for the use of their parking lots. However, it would be critical to have a number of shuttles looping from one remote lot to the next and then to the track, to make these options work.

The final piece of the *Circulation and Access* puzzle is making the routes and instructions clear. With the race course so closely located off the Northway/I-87, it is critical that directional signage be located at the Henning Road/Yaddo traffic light heading westbound on Union Ave/9P. This signage would provide the many options and clear directional arrows so that drivers could chose to turn right or head straight to the next set of directions. These signs could be seasonally mounted to the State traffic signs posts. However, without this type of directional and way-finding signage, track-goers will assume that they can pull right up to the track and park. Frustrations mount when signage is missing or unclear.

Changing from Within

As plans develop to grow, expand and modernize the Saratoga race course site, a careful and strategic approach that can balance modernization and profitability with protection and enhancement of its historic character and tradition is paramount. While those intimately involved in planning these projects or studying the history fully recognize and value the site's great importance, there are many, many more individuals that receive a paycheck from NYRA that may not know or appreciate this unique and inherent value. Protecting and enhancing the heritage of Saratoga Race Course will need to start from within; from the NYRA leadership, to its Facilities staff and even the part-time seasonal workers. It will require speaking this message to all staff members, such that they regard it as a racing Mecca or "working" museum of thoroughbred racing history, and be expected to treat it with such respect. Without this change in mindset, the historic character or value will continue to be disregarded as plans for new paving, band-aid building repairs, minimal code compliance, building demolitions, or new parking locations are undertaken "as business as usual."

Once the racing association as a whole is speaking the same language with regard to sustainable preservation of this valuable cultural resource, then this message will undoubtedly reach the public. This is the key first step in marketing a heritage brand and building recognition as an important place in American cultural history.

Heritage Branding and Sharing the Story

Saratoga is not unique in its status as an icon for its industry. Other icons can be looked to for ideas, inspirations and even cautions for how to proceed. Fenway Park is one example as a major league baseball icon. Like Saratoga, it shares the status as the oldest of its kind still in active use in America. This alone has its unique challenges as thoroughbred racing and baseball as spectator-sports have both changed dramatically over the centuries. Both are forced to think about modern revenue streams, marketing, accommodating the media, fan vs. player/horse amenities as well as the most basic elements of crowd controls, physical plant upgrades and the ongoing maintenance involved with a century old site. Another aspect in which the two are alike is in their seasonal nature. For the most part, both open their sports "seasons" in April or late spring and continue through the summer months until early/mid October. They are both faced with working in the off-season to make repairs, improvements and preparations for the coming "on" season. Both rely on tens of thousands in attendance on "big games" to boost their attendance rates and therefore their revenue. Prior to 2001, Fenway Park had spent decades planning for substantial capital improvements and expansion projects, but in the meantime had been making small, temporary fixes that incrementally were having a negative impact on

the historic character and architectural significance of the site. As the Boston Red Sox entered a period of renewal, similar to NYRA and their new franchise agreement, they placed at the center of their priorities the preservation, protection and enhancement of their historic property and embraced the concept that marketing the history of the site would open new streams of revenue, draw new visitors and sustain their future success. As they began their 10-year long effort to restore, renovate and rehabilitate the smallest ballpark in the Major Leagues, they started with a dramatic change ~ instead of being open only the 81 days during the baseball season, they opened their doors 365 days a year. Guided walking tours are now offered each day and their website and other promotional materials offer a blend of Fenway history, ballpark milestones and baseball statistics. Throughout the year they offer a variety of unique event and function spaces which undoubtedly plays a role in building their heritage brand. As they started their project, they began to research the history of the development, the physical changes to the park, why alterations were made and then explored the various options for improvements that could reverse past changes to restore key original features, while achieving the upgrades needed for the demands of a new century. Since the renovations began in 2002, the Red Sox have held a full capacity attendance record without substantial investment in increasing seating capacity or the nearby parking. Instead their focus has been to make their unique “brand” the strongest in their industry. These are just some of the ideas that could easily be transferred and incorporated into the Saratoga Race Course improvement plan.

At Saratoga, there are opportunities to build on the strong associations of individuals, horses and events of the past that are remarkable in the thoroughbred racing history. Tying these associations with the physical place and sharing these stories with the public with the emphasis on education of this rich heritage will draw new visitors in the off-season and will bring them back in during the track meet.

Many are most curious about the history of Horse Haven and the odd little barn that has nearly fallen over. Barn #43 offers a great opportunity to stabilize and showcase it as a “safe” ruin illustrating the true age of many of these barns and the simple technology used in the earliest day of horse racing. People would be surprised to learn that the story does not end there but in fact continues with such notable personalities as Travers, Whitney, Wilson, Belmont, Madden, Sanford and the Fasig-Tipton Company. Each has a place on the property to tour while their story is being told, while simultaneously walking past road signs that recall famous horses and the details of their race, sale or blood line. Many have played a part in building Saratoga Race Course into the treasured venue it was and remains today and the rich history that has drawn people here from the first event in August of 1847 and today. It is a missed opportunity not to capitalize on this remarkable history, share it with the public and strengthen the tangible connections between the spaces or structure and the people associated with them during the history of the race course.