

**A. INTRODUCTION**

This chapter identifies and evaluates potential project-related impacts on cultural resources (historic properties), including both architectural and archaeological resources. As described in Chapter 1, “Project Description,” the Proposed Project is being undertaken by the New York Racing Association (NYRA) with the Franchise Oversight Board (FOB) serving as the lead agency under SEQRA. The Proposed Project is also subject to review under the New York State Historic Preservation Act (SHPA) (Section 14.09), which applies when State agencies are planning projects that “may cause any change, beneficial or adverse, in the quality of any historic, architectural, archaeological or cultural property” that is listed on or eligible for listing on the State and/or National Registers of Historic Places (S/NR). The project is also subject to the Racing, Pari-Mutuel Wagering and Breeding Law (§212.8[b]), which includes provisions for considering impacts to cultural resources.

The Proposed Project includes both specific planned elements that have established design criteria and several conceptual or more generic improvements that will be further refined or scheduled for implementation into the future. The goal of the proposed project is to maintain and emphasize the historic character of the Race Course while responding to changes in the global racing landscape to ensure a sustainable future for racing at Saratoga.

As described in Chapter 1, the Project Site for the proposed project has been delineated to include the entirety of the Saratoga Race Course property in Saratoga Springs, New York. The Project Site encompasses all areas in which proposed improvements are located and also includes NYRA-owned parcels for which no changes are being proposed as part of the Proposed Project. The Saratoga Race Course is listed on the S/NR as part of the Union Avenue Historic District. It is considered the oldest extant sports facility in the country. Originally established in the 1840s, it evolved and expanded over time. One hundred and seventy six contributing structures are located on the Race Course, ranging in age from the second quarter of the 19th century to the early 20th century. The historic landscape of the Race Course is also a contributing resource. A contributing resource is defined as a building, structure, object, or site within the boundaries of a Historic District, which reflects the significance of the District as a whole.

**PRINCIPAL CONCLUSIONS***ARCHITECTURAL RESOURCES*

The Saratoga Race Course is listed on the S/NR as part of the Union Avenue Historic District. One hundred and seventy six contributing structures are located on the Race Course. A contributing resource is defined as a building, structure, object, or site within the boundaries of a Historic District, which reflects the significance of the District as a whole. The historic landscape of the Race Course is also a contributing resource. Character-defining landscape

features are defined as specific landscape features that relate to and collectively define the historic character of the Race Course Landscape. Specific contributing resources and character-defining landscape features, as approved by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), are inventoried in Tables A-1, A-2, and A-3.

The Proposed Project's overall impact on the historic character of the Race Course is expected to be beneficial in that it aims to preserve and restore the historic character of the Race Course as a whole. This analysis has identified no adverse impacts on contributing buildings or on the overall historic landscape of the Race Course. The Background Projects identified in "Chapter 1, Project Description", such as routine repairs and maintenance, the refurbishment of non-contributing buildings, alteration of landscape features identified as non-character-defining features, and excavation in areas identified as possessing low archaeological sensitivity would not adversely affect cultural resources. As part of the array of planned elements and conceptual improvements, modifications to some of the contributing buildings and character-defining landscape features would occur. Because the project involves ongoing design and refinement of selected improvements, a Draft Letter of Resolution (LOR) between NYRA, FOB, OGS, and OPRHP has been prepared (see **Appendix F-1**), which sets forth a process for avoiding potential adverse impacts to contributing resources and to the S/NR-listed Race Course as a whole. The Draft LOR includes stipulations governing physical alterations to contributing buildings, physical alterations to character-defining landscape features, and new construction and exterior alterations to non-contributing buildings.

No demolition or relocation of contributing buildings is planned, and therefore no adverse impacts have been identified. Proposed Project elements have been identified, however, that would impact contributing resources directly or indirectly, through alteration or rehabilitation. Because the impact of these Project elements is not expected to be adverse, provided that the final design and construction are carried out in a sensitive manner, these changes have been identified as Conditional No Adverse Impacts. The Proposed Project would also result in the construction of several new buildings, which would introduce new features into the historic setting of the Race Course. The construction of these new buildings has also been identified as a Conditional No Adverse Effect, provided that the new features are designed in a manner that is sensitive to the historic context in keeping with guidelines set forth in the LOR. The LOR includes guidelines for sensitive design of new features and for alteration to existing buildings and a procedure for consultation with OPRHP to obtain approval of the design as appropriate. It also includes measures to protect contributing buildings from adjacent construction activities that could cause inadvertent damages.

### *ARCHAEOLOGICAL RESOURCES*

An archaeological documentary study area (Phase 1A study) was prepared to assess the potential for the Project Site to contain archaeological resources. The Phase 1A Study concluded that based on documentary research and a site walkover, portions of the Race Course are sensitive for (may contain) historic-period archaeological resources at depths of greater than 12 inches below ground surface. A limited portion of the Lowlands area of the Race Course has been identified as possessing sensitivity for precontact period deposits (deposits relating to Native American habitation before European contact) below ground surface.

Areas of archaeological sensitivity were categorized as low sensitivity; low to moderate sensitivity; and moderate sensitivity. No areas of high sensitivity were identified on the Project Site. Six areas of "low to moderate" sensitivity for archaeological resources were identified and

11 areas of moderate sensitivity for historic-period archaeological resources were identified. The remainder of the Race Course was characterized as possessing low sensitivity for historic or precontact period archaeological deposits. In areas identified as possessing low sensitivity for archaeological resources, no further archaeological investigation or consultation is considered necessary prior to undertaking ground-disturbing activities.

Of the 17 archaeologically sensitive areas identified in the Phase 1A study, this analysis indicates that eight of these areas may be affected by specific Proposed Project elements. The one area sensitive for precontact period resources would not be affected. Prior to excavating in areas with “low to moderate” or “moderate” sensitivity, archaeological field testing should be undertaken to determine the presence or absence of significant archaeological resources. If proposed project elements would adversely impact significant archaeological resources, measures to avoid, minimize or mitigate those impacts would be developed in consultation with OPRHP. A protocol for the identification, avoidance, and mitigation of any impacts to archaeological resources is provided in the Draft LOR.

## **B. METHODOLOGY**

### **REGULATORY CONTEXT**

The New York State Historic Preservation Act (SHPA) was established as a State counterpart to Section 106 of the National Historic Preservation Act of 1966. The act created the New York State Register of Historic Places, the official list of sites, buildings, structures, areas or objects significant in the history, architecture, archeology or culture of the state, its communities or the nation. SHPA requires that state agencies consider the effect of their actions on properties listed on or determined eligible for listing on the State Register of Historic Places (SR) and National Register of Historic Places (NR). This includes consulting with the State Historic Preservation Officer (SHPO) of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) for actions that may cause any change, beneficial or adverse, in the character of a property that is listed on or determined eligible for listing on the S/NR. It also requires state agencies to avoid or mitigate adverse impacts to such properties to the fullest extent practicable, and to fully explore all feasible and prudent alternatives that would avoid or mitigate adverse impacts to such properties.

The SHPA process is outlined below.

- The SHPA process is initiated when a state agency is involved in an undertaking – defined as any physical activity undertaken by a state agency, any physical activity funded by a State agency, and the approval, licensing, or permitting of any activity by a state agency, including the alteration, demolition, transfer, lease or sale of property.
- Properties listed on or determined eligible for listing on the SR must be identified in the Project Impact Area or Study Area—the geographic area(s) within which potential project impacts may occur. If it appears that any property in the Project Impact Area may meet criteria for listing on the S/NR, the state agency shall consult with the SHPO to determine eligibility or ineligibility for listing on the S/NR.
- The undertaking’s impact on all properties listed on or eligible for listing on the S/NR shall be assessed in consultation with SHPO.
- If an undertaking would have an adverse impact on a historic property, the undertaking state agency must consider all prudent and feasible alternatives that would avoid or mitigate

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adverse impacts. If adverse impacts cannot be avoided, the measures agreed upon between the undertaking state agency and SHPO to mitigate adverse impacts are set forth in a Letter of Resolution to be executed among the project applicant, undertaking state agency, and OPRHP.

Historic properties (also known as cultural resources), which include both architectural and archaeological resources are those determined eligible for listing on, or have been listed on the S/NR. Criteria for inclusion in the NR are listed in the Code of Federal Regulations, Title 36, Part 63. Criteria for listing in the SR (Section 427.3) are based on the NR criteria. Districts, sites, buildings, structures, and objects are eligible for the NR if they possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

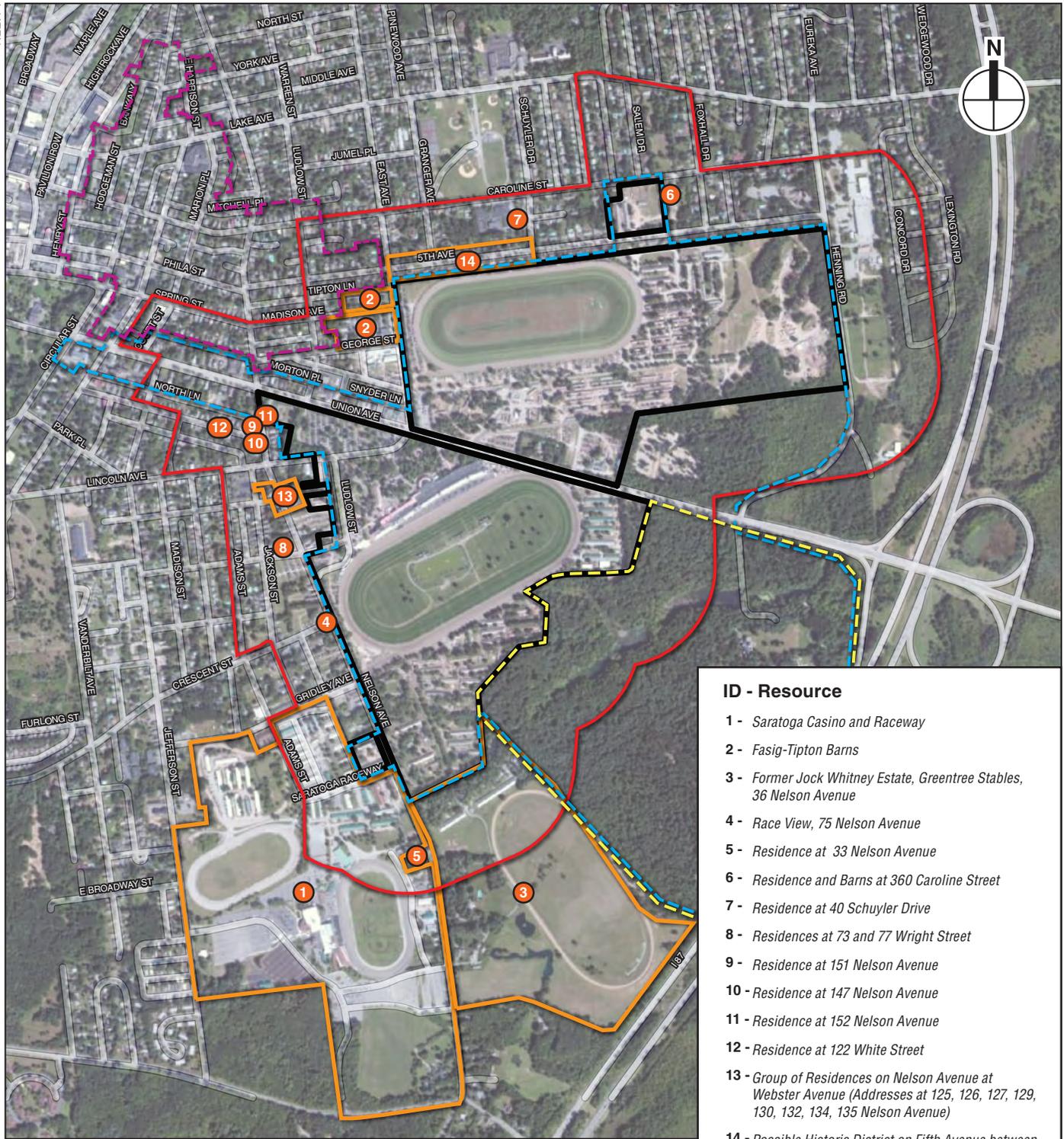
- A. Are associated with events that have made a significant contribution to the broad patterns of history;
- B. Are associated with significant people;
- C. Embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. May yield [archaeological] information important in prehistory or history.

Potential historic properties are resources that have not been previously listed or determined eligible for listing on the S/NR but which appear to meet the eligibility criteria.

The analysis is also being undertaken in accordance with the Racing, Pari-Mutuel Wagering and Breeding Law §212.8, which establishes the FOB and sets forth guidelines for its operation. Section 212.8(b) of this Law pertains to the preservation of historic resources at the Saratoga Race Course.

### AGENCY COORDINATION AND PUBLIC PARTICIPATION

As noted above, one of the key goals of the Proposed Project is to preserve, enhance, and promote the overall historic character of the Saratoga Race Course. To achieve this end, close coordination with both OPRHP and the Saratoga Springs Preservation Foundation (the preeminent local non-profit historic preservation organization) was undertaken. Initial coordination with these entities began early in the Proposed Project planning process. The project team, including NYRA, FOB, and OGS met with representatives of OPRHP to familiarize them with the Proposed Project, provide a tour of the Project Site, and receive input on the overall approach and methodology of the Proposed Project. Representatives of NYRA met with the Saratoga Springs Preservation Foundation frequently in the early stages of planning and throughout the schematic design and environmental analysis processes. A proposed Project Impact Area for the cultural resources analysis (see **Figure 15-1**) was delineated in coordination with OPRHP in July 2013. The subsequent process of identifying contributing resources within the Project Site (described in detail later in this chapter) was undertaken in close coordination with OPRHP and the Saratoga Springs Preservation Foundation. Throughout the process, draft cultural resources analyses conducted as part of the environmental compliance process were reviewed by the Saratoga Springs Preservation Foundation prior to submittal to OPRHP, and revisions requested by the Saratoga Springs Preservation Foundation were incorporated into the final documents.



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

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



In terms of the participation of the general public, as described in Chapter 1, pursuant to the rules and regulations of SEQRA, a Draft Scoping Document for the Proposed Project was prepared and circulated to provide the general public with an opportunity to comment on the issues studied in this GEIS. To facilitate public input, two public meeting sessions were held in July 2013, and a Final Scope reflecting the substantive comments submitted during the public scoping period was adopted on September 16, 2013. The public will also have the opportunity to review and comment on the DEIS.

### **PROJECT IMPACT AREA**

Under SHPA, the Project Impact Area is defined as the geographic area or areas within which a proposed undertaking may cause any change, beneficial or adverse, in the character or use of an S/NR-eligible or listed property. This area is analogous to the Study Area delineated for historic resources under SEQRA.

In general, potential impacts on architectural resources can include both direct physical impacts—demolition, alteration, or damage from construction—and indirect impacts, such as the isolation of a property from its surrounding environment, or the introduction of visual, audible, or atmospheric (e.g., pollutants) elements that are out of character with a property or that alter its historic setting and context. Adverse impacts can occur if a project would cause a change in the quality of a property that qualifies it for inclusion in the State and/or National Register of Historic Places. Potential adverse impacts on archaeological resources are typically limited to direct effects such as ground disturbance that could cause physical disturbance to archaeological resources.

A Project Impact Area for the historic resources analysis, illustrated on **Figure 15-1**, was developed in coordination with OPRHP in July 2013. The Project Impact Area was delineated to take into account the potential for direct and indirect effects on cultural resources. The Project Impact Area was developed to encompass any potential indirect effects resulting from proposed Project construction and operation activities, such as changes in visual qualities and setting. **Figure 15-1** presents the proposed Project Impact Area. In general, the Project Impact Area extends between 800 to 1,000 feet from the Project Site depending on views towards the Project Site. The Project Impact Area takes into consideration topography and the surrounding built environment. The proposed Project Impact Area is more expansive in areas where views towards the Project Site are longer due to an open landscape or a lack of intervening structures or landscape features.

The proposed Project Impact Area extends 1,000 feet from the Project Site to the east and the south, roughly from the intersection of Caroline Street and Henning Road to Nelson Avenue 1,000 feet south of the Project Site. Large properties rather than residential blocks characterize this area; therefore, a consistent buffer has been delineated for the Project Impact Area to the east and south. This area includes portions of Yaddo, an artists' community and public garden that is a National Historic Landmark and a contributing element within the S/NR-listed Union Avenue Historic District. It also includes a portion of the Saratoga Gaming and Raceway property. On the west, the proposed Project Impact Area runs along Jackson Street between Gridley Street and Crescent Street. It runs along Adams Street from Crescent Street to Lincoln Avenue to account for the slightly longer views towards the Project Site created by a relatively open landscape. At Lincoln Avenue the Project Impact Area extends westward to Stratton Street and to Clark Street. Between Union Avenue and Spring Street, it extends to Court Street and then runs eastward along Spring Street/ Madison Avenue to Ludlow Street. The northern

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boundary of the Project Impact Area is defined as Caroline Street except where it extends north to Lake Avenue between Benton Drive and Foxhall Drive to account for the expansion of the Project Site north to Caroline Street.

In general, impacts to archaeological resources are limited to direct effects, such as the physical damage or destruction of archaeological resources through project-related excavation or other ground-disturbing activities. For the purposes of this analysis, the study area for archaeological resources was defined as the entirety of the Project Site. The Project Site includes all locations that could potentially be subject to direct ground disturbing activities and alteration of existing buildings or landscape features.

### **DATA COLLECTION AND IMPACTS ANALYSIS**

Once the Project Impact Area was delineated, an inventory of officially recognized historic resources within the study areas was compiled based on the files of OPRHP, the New York State Museum (NYSM), and the National Park Service (NPS). This inventory includes properties or districts listed on the S/NR or determined eligible for such listing. It also includes National Historic Landmarks (NHL), which are properties of national significance designated by the United States Department of Interior because they possess exceptional historic value.

A survey was also conducted to identify any potential architectural resources (properties not previously evaluated by OPRHP that appear to meet the S/NR eligibility criteria) within the Project Impact Area. In accordance with the methodology described in *National Register Bulletin 24: Guidelines for Local Surveys* (United States Department of Interior, 1985), a reconnaissance-level architectural resources survey, including field survey and documentary research, was conducted by an architectural historian.

An archaeological documentary study area (Phase 1A study) was completed to assess the potential for the study area to contain archaeological resources that would be impacted by the proposed project. As part of the Phase 1A study, documentary research was conducted, including a review of previous archaeological investigations and previously identified archaeological sites in the Project Site vicinity on file with OPRHP and NYSM to identify areas where prehistoric or historic period activities may have occurred and resulted in archaeological resources. Research was also conducted on uses on the Project Site historically, including the site's history as a racecourse and other earlier uses such as residential occupation. Recent ground disturbance in the study area that might have damaged or destroyed any archaeological resources that may have been present or their temporal context was also assessed.

Several recent histories and cultural resources inventories documenting the Race Course were referenced extensively in conducting this analysis, particularly for the purposes of characterizing and contextualizing cultural resources on the Project Site. In particular, two surveys (submitted to OPRHP on July 5, 2013) that document the history, landscape, and structures located in the Saratoga Race Course were prepared by Martha Lyon and Kimberly Konrad Alvarez and were commissioned by the NYRA and the Saratoga Springs Preservation Foundation and a group of other entities known as the Race Course Preservation Coalition, which was established in 2007 to advocate the long-term preservation of the Race Course. Funding for the surveys was provided largely by these entities and through grants obtained by the Saratoga Springs Preservation Foundation. The first document, prepared in 2010, is entitled *Phase I: Cultural Landscape Inventory & Architectural Resource Survey of Backstretch Structures*. The second, which is in the form of a draft dated December 2010, is entitled *Phase II*, and inventories the Frontside of the Race Course.

Once the cultural resources in the Project Impact Area were identified, the potential of the proposed project to impact those resources was assessed. As noted above, adverse impacts on cultural resources occur when the project is likely to cause destruction or alteration of all or part of the property; isolation or alteration of the property's environment; introduction of visual, audible or atmospheric elements which are out of character with the property or alter its setting; or neglect of the property resulting in its deterioration or destruction.

## C. EXISTING CONDITIONS

### ARCHITECTURAL RESOURCES

#### *PROJECT SITE OVERVIEW (SARATOGA RACE COURSE)*

The Project Site is located within the Union Avenue Historic District, which was listed on the S/NR in 1977. The original Nomination Form identified many contributing resources within the Historic District, including the Yaddo property (an artists' community and public garden) to the east of the Race Course and multiple other properties, chiefly high-style residences dating to the late 19th century located along Union Avenue. The overall character of the Union Avenue Historic District beyond the Saratoga Race Course property is described in the "Project Impact Area" section below.

The Saratoga Race Course itself is considered a contributing property within the Union Avenue Historic District. Although the original Nomination Form for the Union Avenue Historic District specifically mentions some of the more prominent buildings on the Race Course as contributing to the Historic District, the Form does not comprehensively or thoroughly identify contributing and non-contributing features within the Saratoga Race Course property. Therefore, an inventory of buildings and landscape features on the Project Site was compiled as part of this analysis. This inventory, which was submitted to OPRHP for review in correspondence dated January 21 and February 27, 2014, included maps showing the location of each building on the site and a brief history and description of each feature, as well as a recommendation as to the contributing status of each building based on the application of NR Criteria discussed earlier in this chapter. The inventory was compiled in coordination with the Saratoga Springs Preservation Foundation. Much of the information used in that analysis was culled from the cultural landscape inventories for the Frontside and Backstretch referenced earlier in this chapter (Martha Lyon and Kimberly Konrad Alvarez 2010). Where these surveys did not include research and documentation for a given area or building, additional research was undertaken. In a letter dated May 13, 2014, OPRHP concurred with the recommendations of the analysis regarding the contributing status of the buildings and landscape of the Project Site (see **Appendix F-3**). The historic buildings and landscape features within the Project Site are described in greater detail below.

The discussion below is organized by Race Course subarea both for organizational purposes and because each subarea has a distinct history. A brief overall summary of the history of the Race Course is provided in Chapter 1, "Project Description." The period of significance for the Race Course property as a whole (the period during which significant events and activities occurred) was identified in the Phase I and Phase II cultural landscape inventories as beginning in 1846, when the first races were held at the Trotting Course (located in what is now the Horse Haven area). The period of significance terminates in 1954, when NYRA was formed and a period of expansion and reorganization ensued. Although the surveys did not identify the National Register criteria under which the property is considered significant, the site clearly meets

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Criterion A as the oldest extant sports facility and one of the earliest and most intact racing facilities in the country. Criterion B is applicable due to the many locally and nationally significant figures so intimately associated with the site’s development, including John Morrissey, William C. Whitney, August Belmont, and a host of others. The property also meets Criterion C, for its architecture, which ranges from the 19th century wood-frame barns of the Backstretch to the iconic architect-designed structures on the Frontside.

For detailed information on history, character, and built features within each subarea beyond that supplied below, Tables A-1 and A-2 present a building-by-building description and analysis of each structure on the Frontside and Backstretch respectively and each building’s status as a contributing or non-contributing element within the larger Historic District. The historic landscape of the Race Course is considered a contributing feature within the Historic District. Table A-3 presents an inventory of character-defining landscape features that date to the Race Course’s period of significance. Overall, 252 buildings are located on the Project Site; 227 of these are located in the Backstretch and 25 are located within the Frontside. Of those buildings, 168 buildings within the Backstretch and 8 buildings within the Frontside have been identified as contributing features. A summary of the number of contributing and non-contributing resources in each Race Course area is provided in **Table 15-1**.

**Table 15-1**  
**Race Course Historic Resources Summary Table**

<b>Area</b>	<b>Total Number of Buildings</b>	<b>Number of Contributing Buildings</b>	<b>Number of Non-Contributing Buildings</b>	<b>Buildings with Potential Adverse Impact</b>	<b>Buildings with Conditional no Adverse Impact</b>
<b>Backstretch</b>					
Oklahoma	47	32	15	0	4
Oklahoma Annex	7	3	4	0	1
The Lowlands	0	0	0	0	0
Horse Haven	65	50	15	0	11
Superintendent’s Residence & Recreation Unit	6	4	2	0	1
Backstretch	39	29	10	0	13
DuPont	31	23	8	0	10
Madden Court	18	14	4	0	2
Clare Court	10	10	0	0	5
Sanford	4	3	1	0	1
<b>Backstretch TOTAL</b>	<b>227</b>	<b>168</b>	<b>59</b>	<b>0</b>	<b>48</b>
<b>Frontside</b>					
Main Race Course	3	0	3	0	0
Reading Room	1	1	0	0	0
Autopark Area	0	0	0	0	0
Union Avenue Entrance and Backyard	7	0	7	0	0
Grandstand/ Clubhouse Complex	1	1	0	0	1
Wright Street Entrance	3	1	2	0	0
Paddock and Saddling Area	7	2	5	0	2
Clark’s Cottage	2	2	0	0	1
Stakes Barn	1	1	0	0	0
<b>Frontside TOTAL</b>	<b>25</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>4</b>
<b>Project Site TOTAL</b>	<b>252</b>	<b>176</b>	<b>76</b>	<b>0</b>	<b>52</b>

### *BACKSTRETCH*

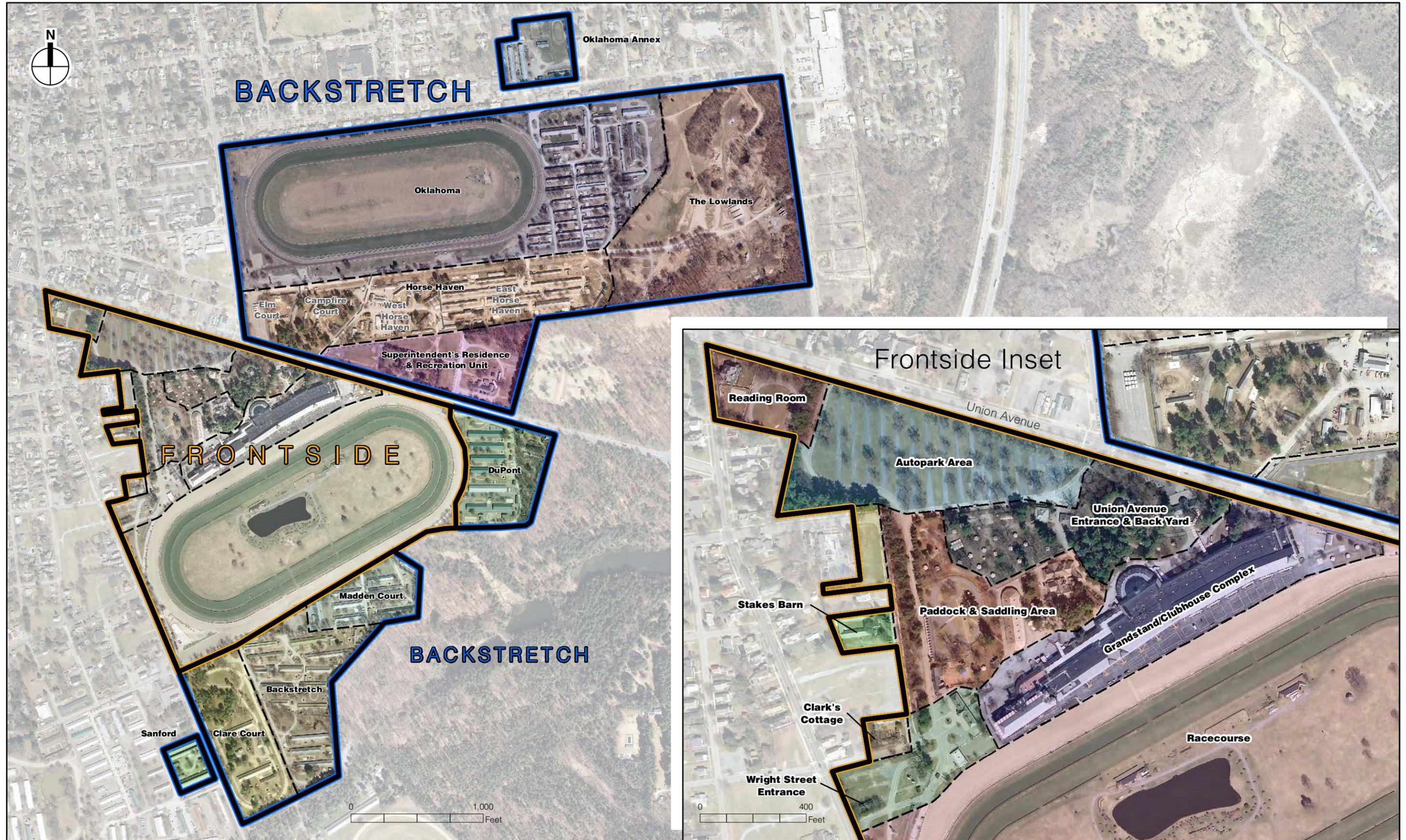
As described in Chapter 1, “Project Description,” the Backstretch comprises 228 acres and is located both north and south of Union Avenue (see **Figure 15-2**). The Backstretch portion of the site contains the Race Course’s support facilities such as a garage and carpenter’s shop as well as stables for the horses and dormitories for the grooms. The Backstretch also contains the Oklahoma Practice Track, a recreation area for the grooms, and the track maintenance area. The earliest portion of the Race Course, now known as Horse Haven is located within the Backstretch. The Backstretch is divided into 10 Areas described below. The location of these ten areas is shown on **Figure 15-2**. Figures illustrating the boundaries of and contributing buildings within each area are provided in **Figures 15-3 through 15-20**.

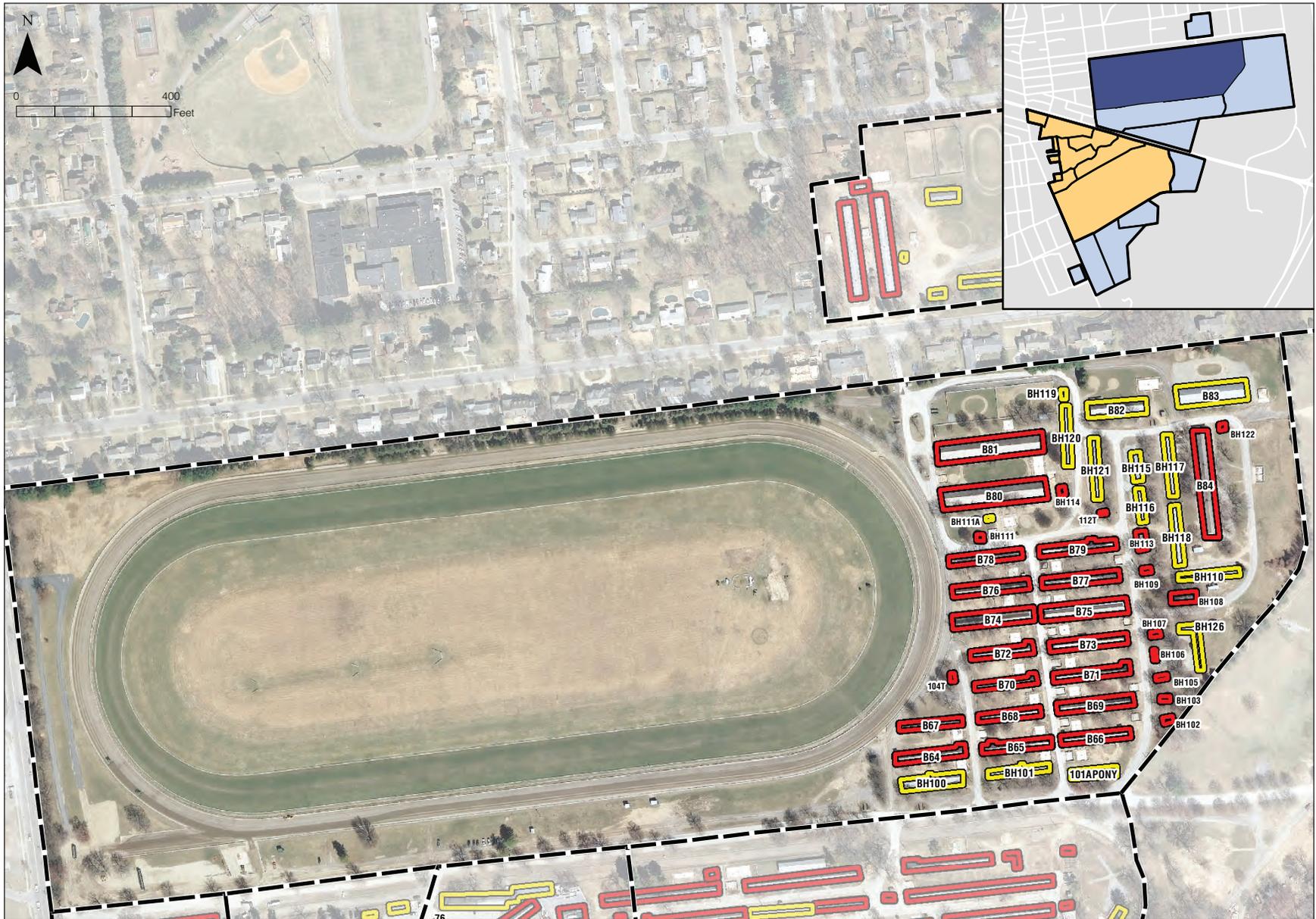
#### *Oklahoma*

The Oklahoma area, located immediately south of Fifth Avenue and east of East Avenue in the northern portion of the Project Site, includes the Oklahoma Practice Track and an adjacent area to the east containing barns and dormitories, comprising 22 acres in total (see **Figure 15-3**). As head of the Saratoga Association, which managed the Race Course, William C. Whitney purchased this area in 1902. The Oklahoma Training Track was created soon after the purchase; prior to that time, the Horse Haven track had been used as the Race Course’s practice track. The complex of buildings to the east of the track currently represents the largest single stabling area in the Race Course and also includes a large number of dormitories. A number of the buildings in this area were developed in the early 1920s based on plans drawn by engineer S.J. Mott. In the early 20th century, the landscape was heavily treed and planted. The origin of the name Oklahoma is not known, but it has generally been assumed that it refers to the relatively great distance of the area in relation to the main Race Course. There are 47 buildings in the Oklahoma area, 21 of which are barns, 19 of which are bunkhouses, and seven of which serve other functions such as restrooms and offices. The majority of the contributing buildings were constructed between 1902 and 1932. Fifteen of the buildings in the Oklahoma area are modern (less than 50 years old) and non-contributing, including two of the barns, 12 of the bunkhouses, and one of the other function types. Landscape features within the Oklahoma area that help define character of the overall historic landscape include the layout of the Training Track itself; the layout of exercise rings and existing historic buildings not moved since the period of significance; and mature trees near stall openings. Views to the Oklahoma Training Track and to the hills to the east from within the Oklahoma area are also considered part of the character of the historic landscape.

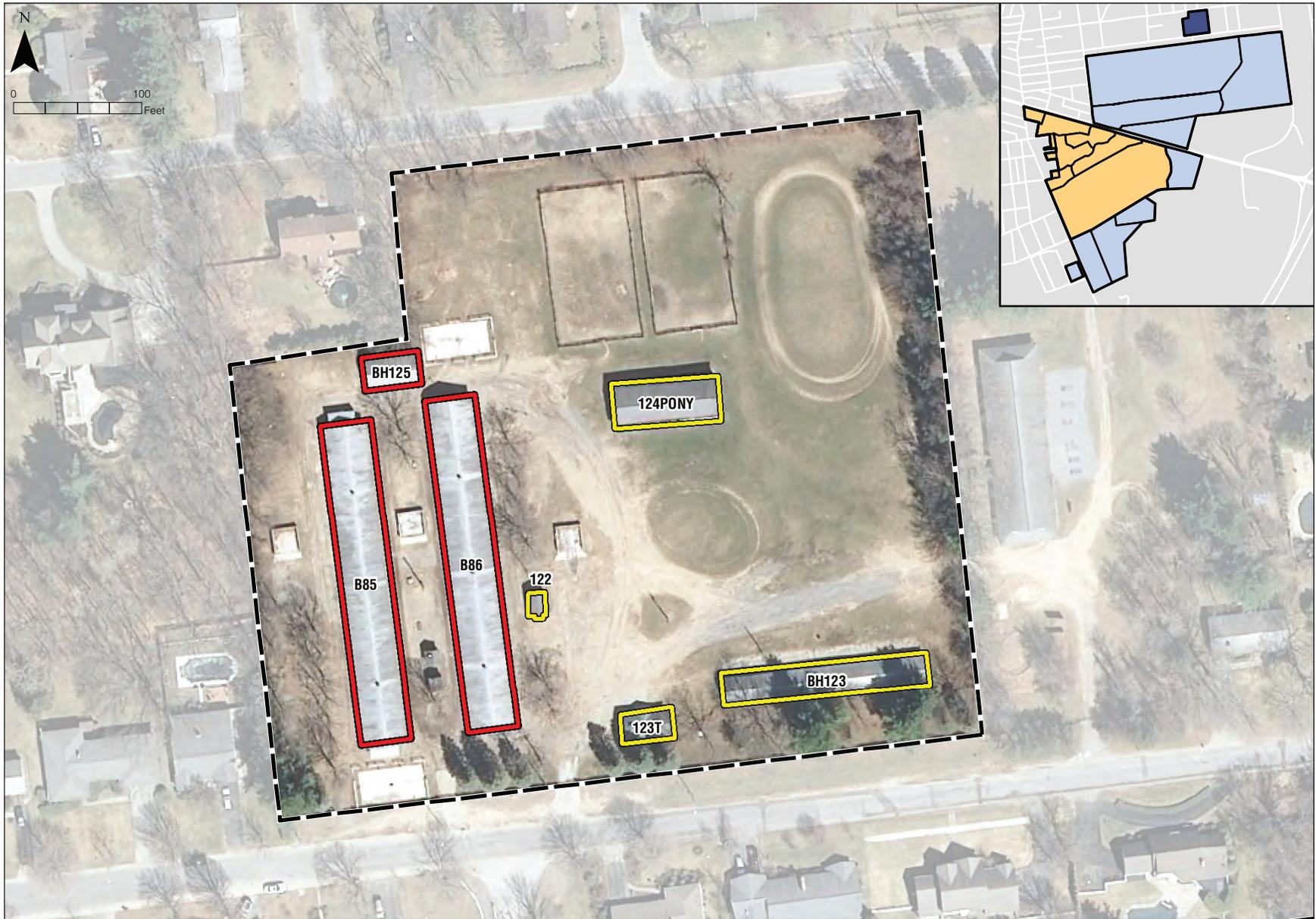
#### *Oklahoma Annex*

The Oklahoma Annex is located across Caroline Street from the main body of the Race Course (see **Figure 15-4**). This area was acquired and developed by the Fasig-Tipton Company, a thoroughbred auction company, in 1926; the two barns currently standing in the area were built during that period. The area was conveyed to the Saratoga Association, which then managed the Race Course, in 1939. There are seven buildings in the Oklahoma Annex, three of which are contributing. The buildings in the Oklahoma Annex include two barns (contributing), two bunkhouses (one contributing), and three other buildings (a pony barn, a restroom, and an office), all non-contributing. The contributing buildings, many originally Fasig-Tipton sales stables, were built ca. 1926. Character-defining landscape features include two square paddocks along the northern edge of the area and two dirt and turf exercise rings in the eastern portion of

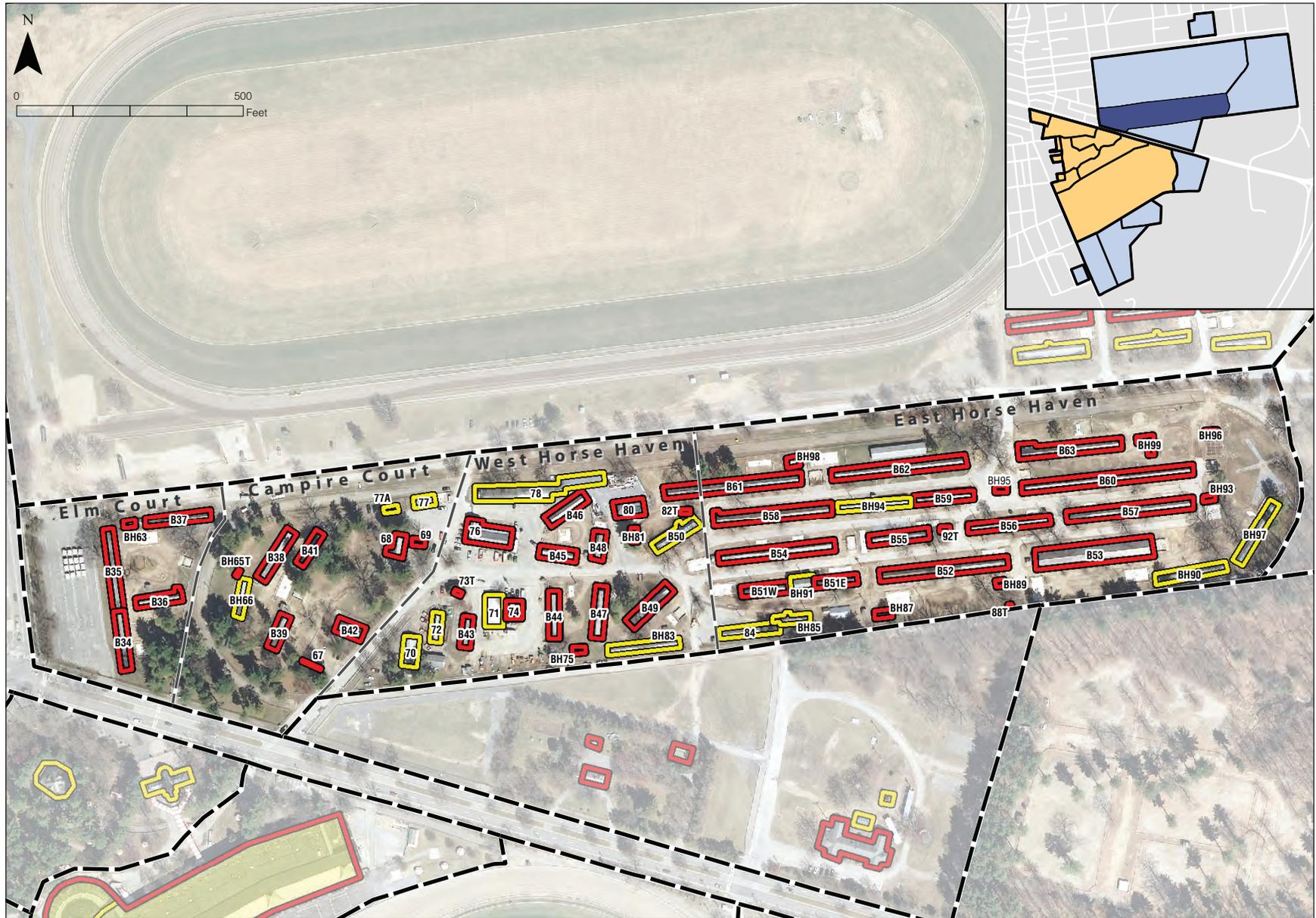




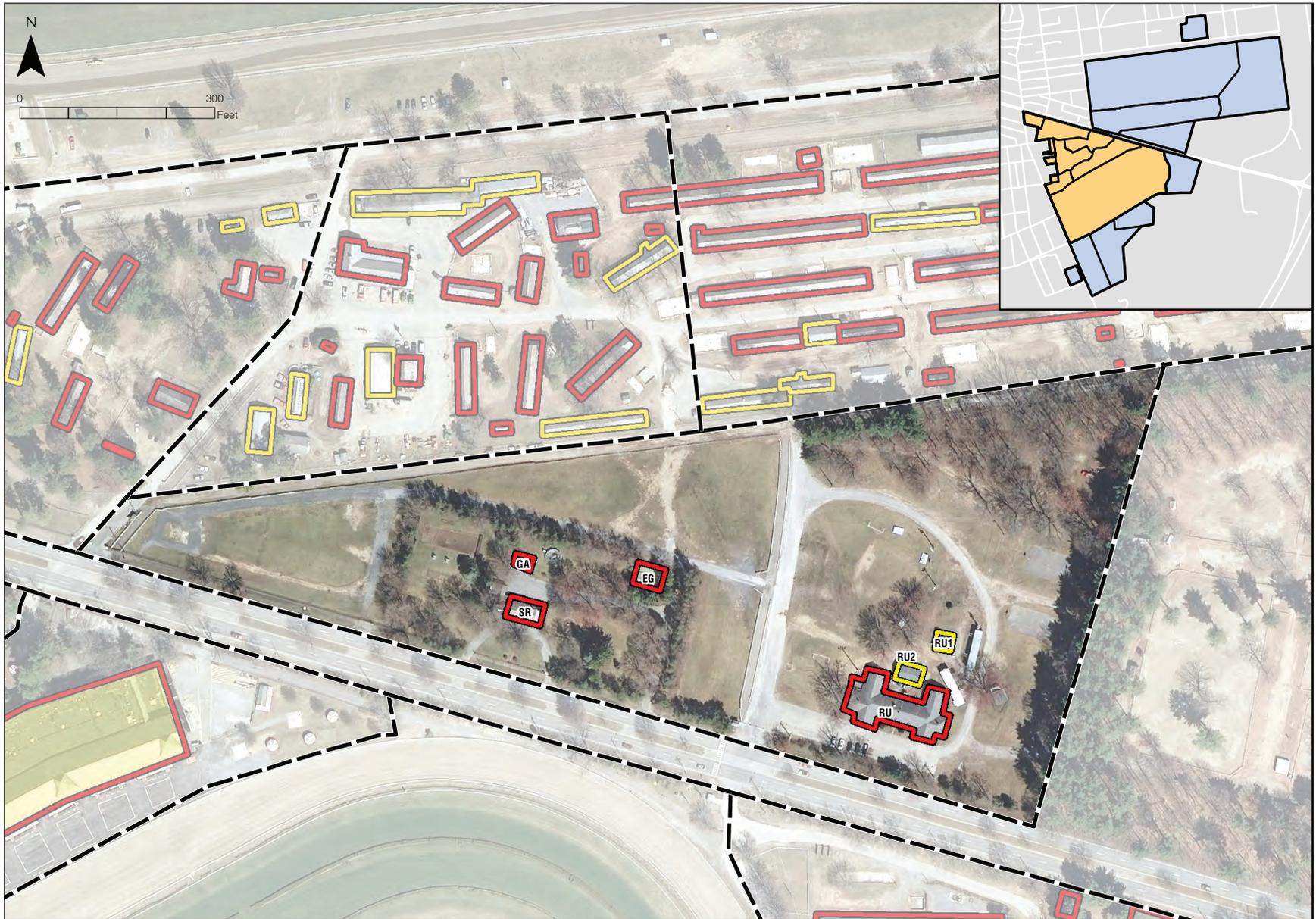
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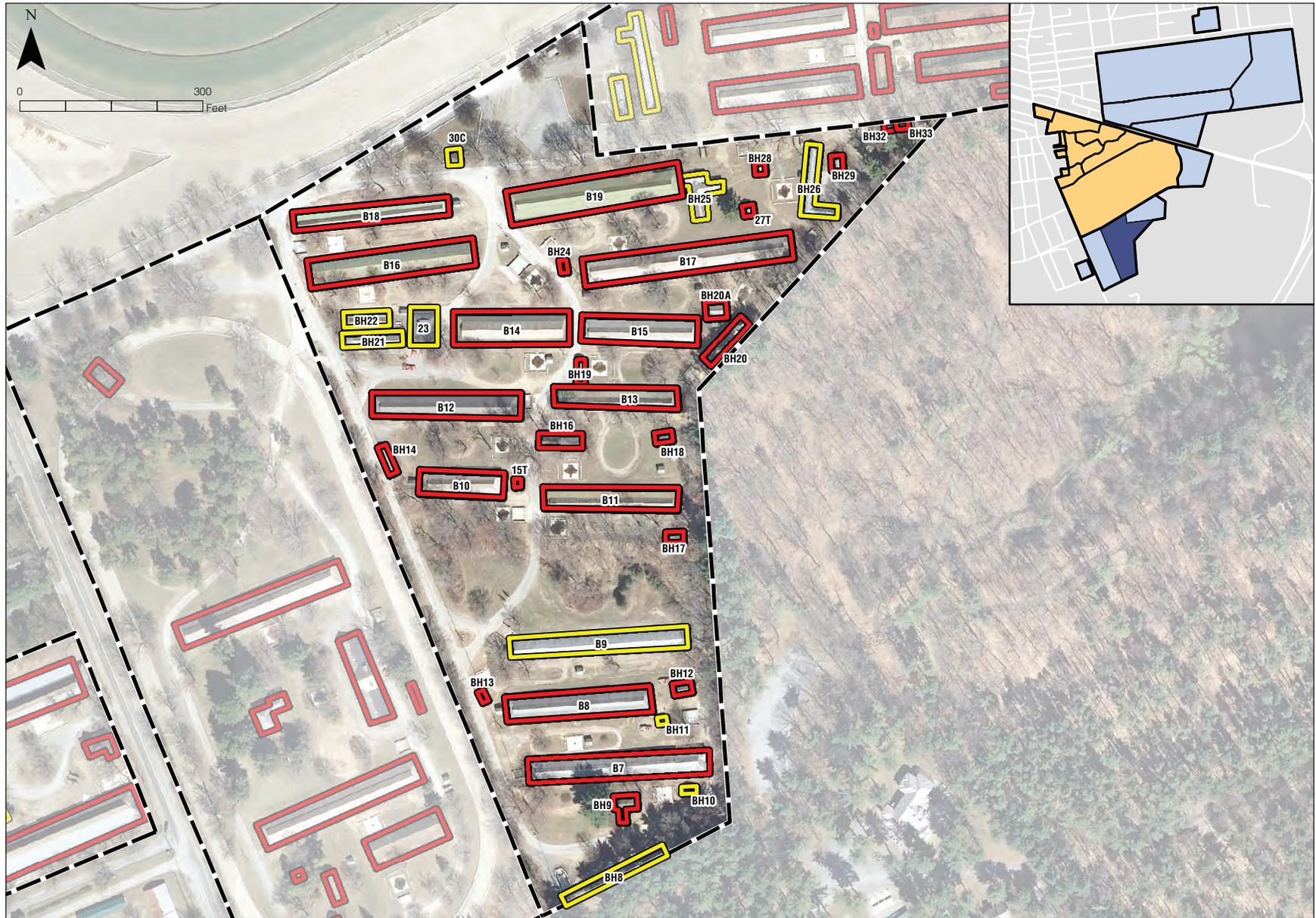


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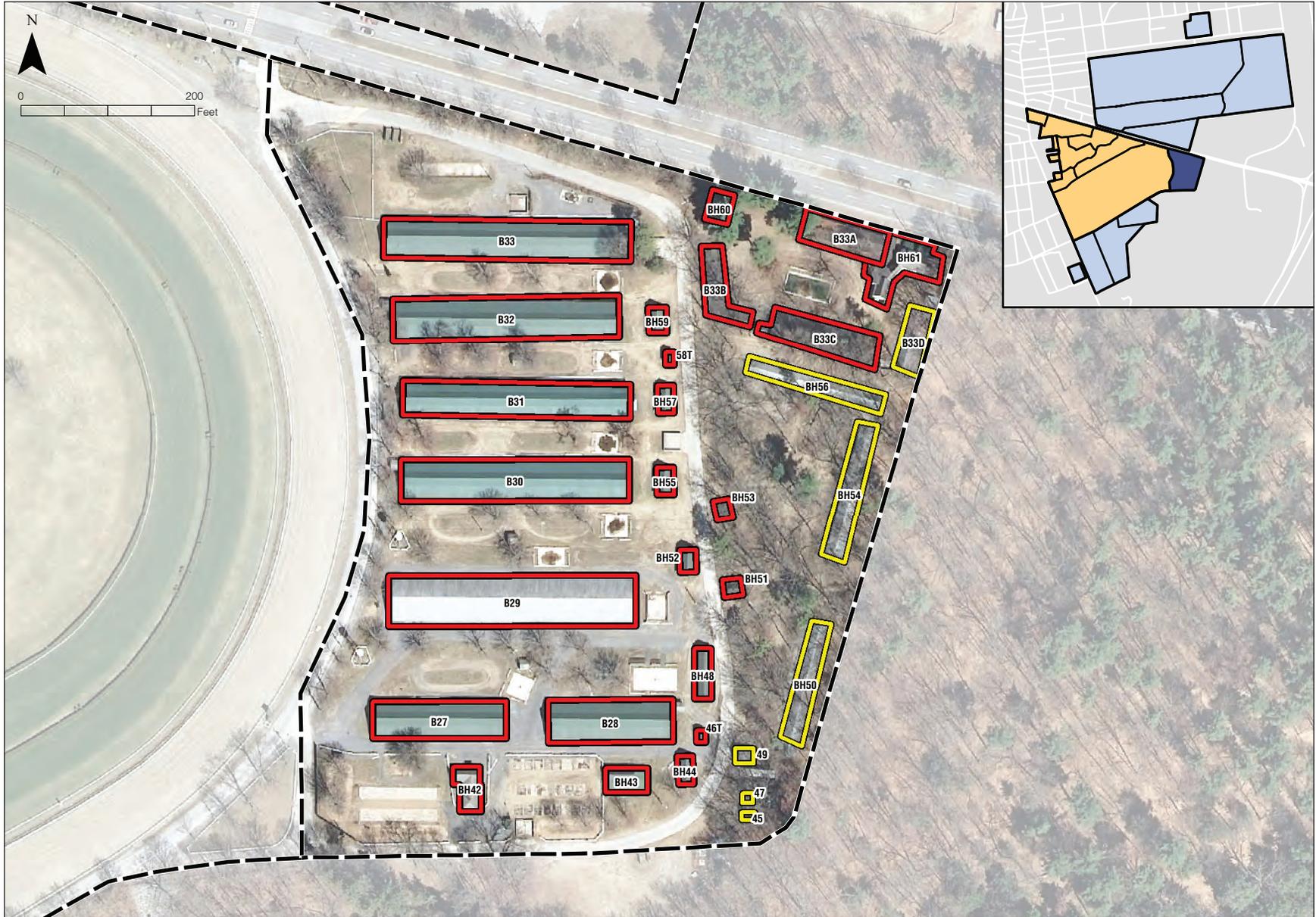


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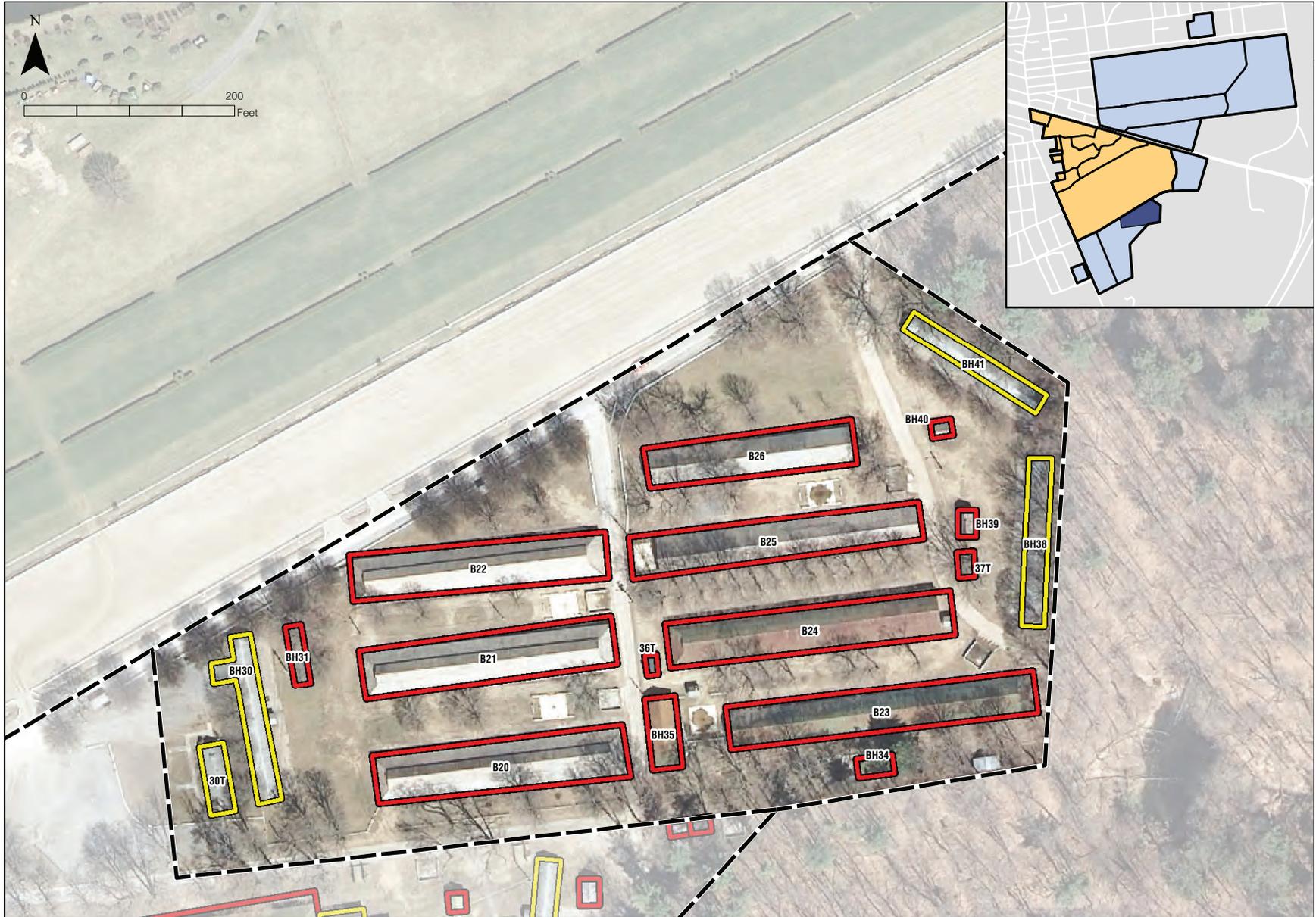
Backstretch • Superintendent's Residence and Recreation Unit  
Figure 15-6



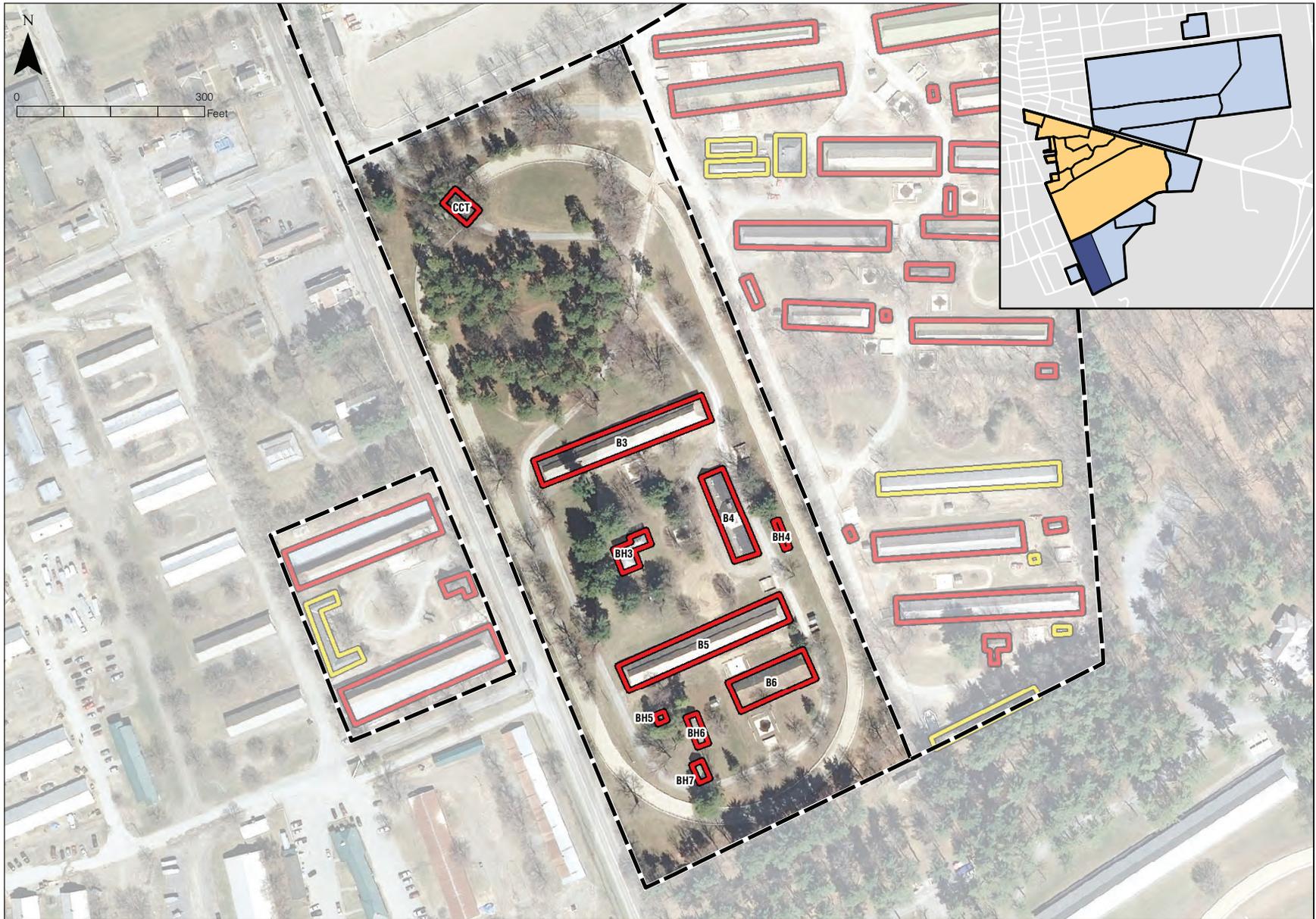
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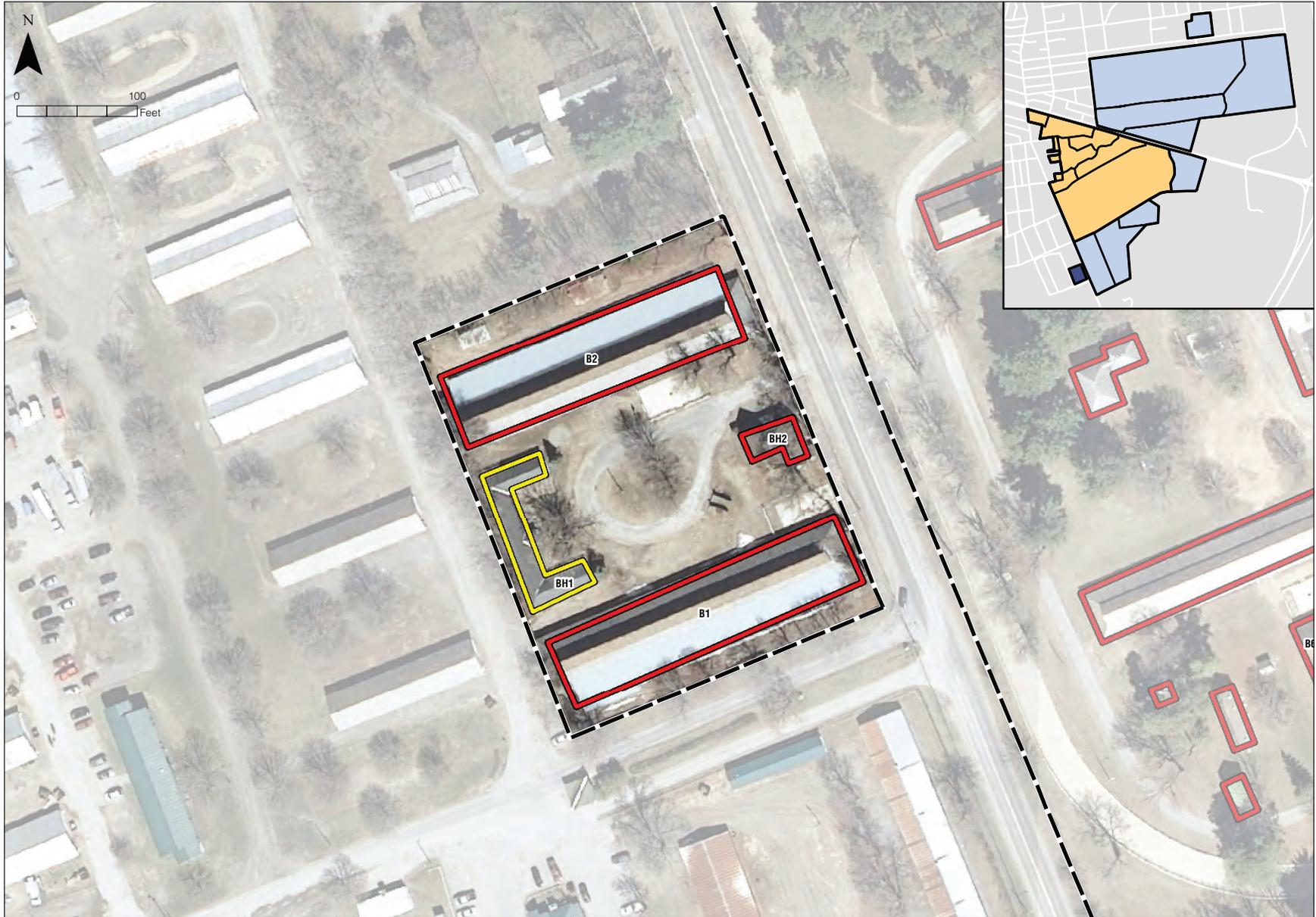
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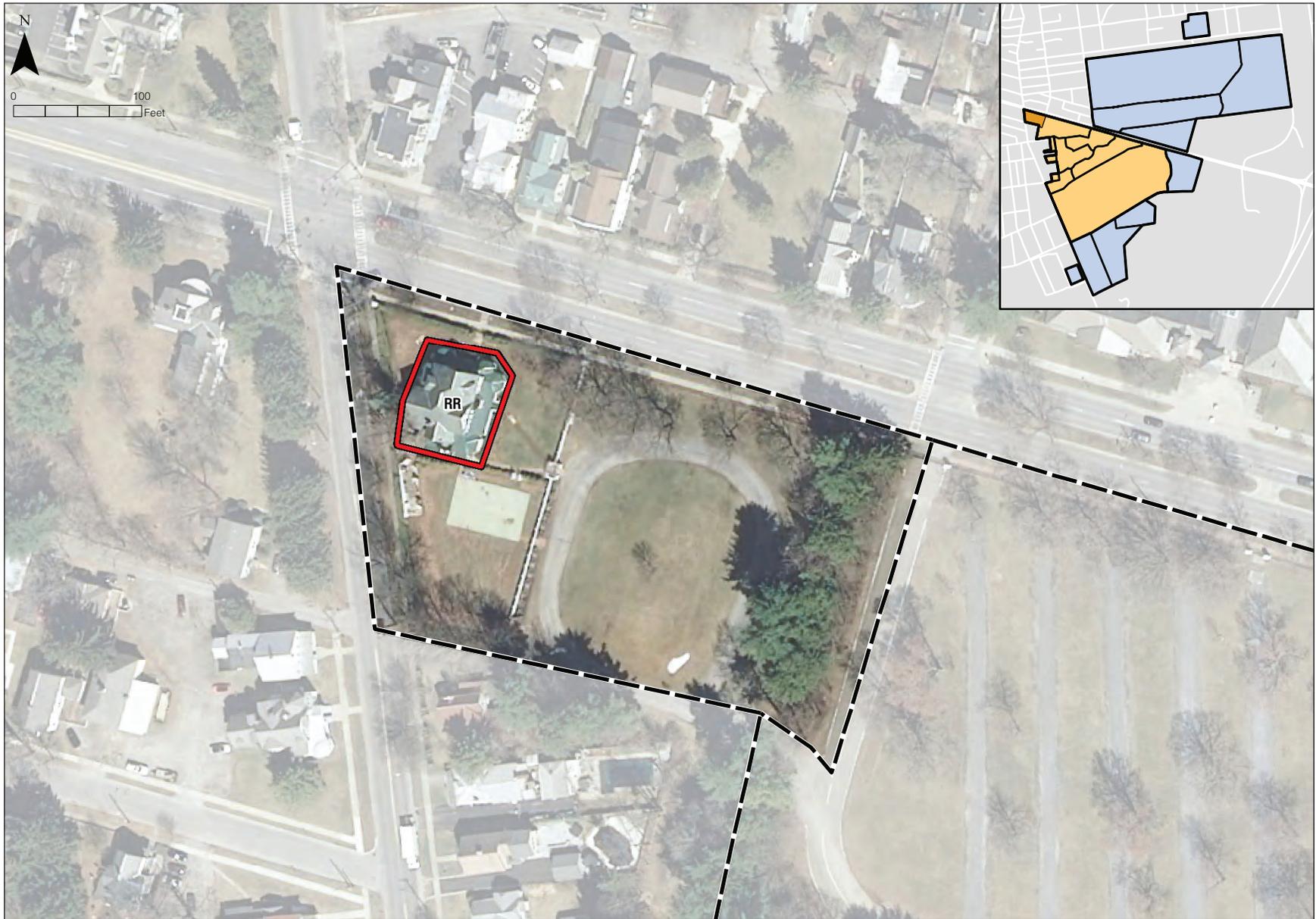
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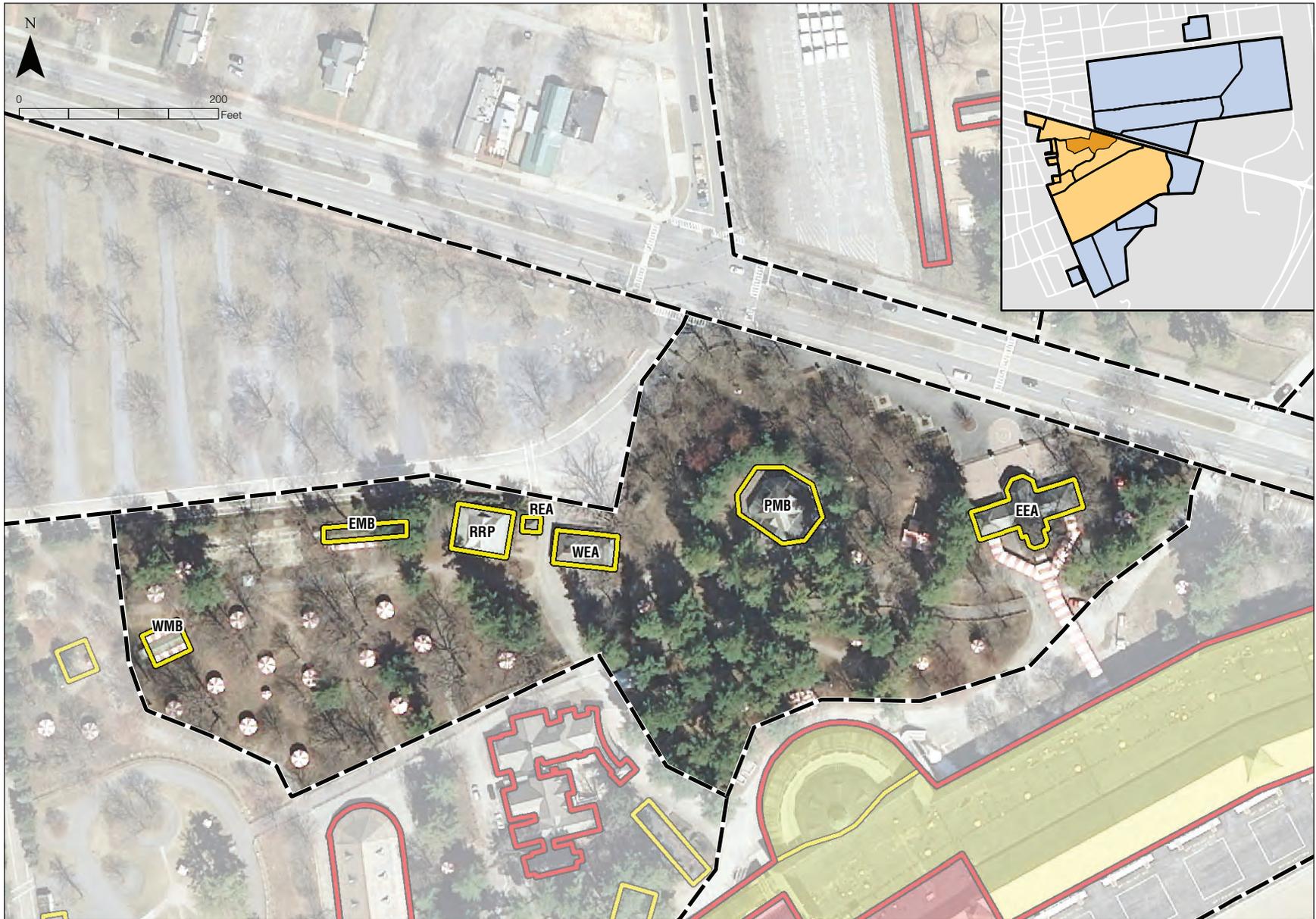
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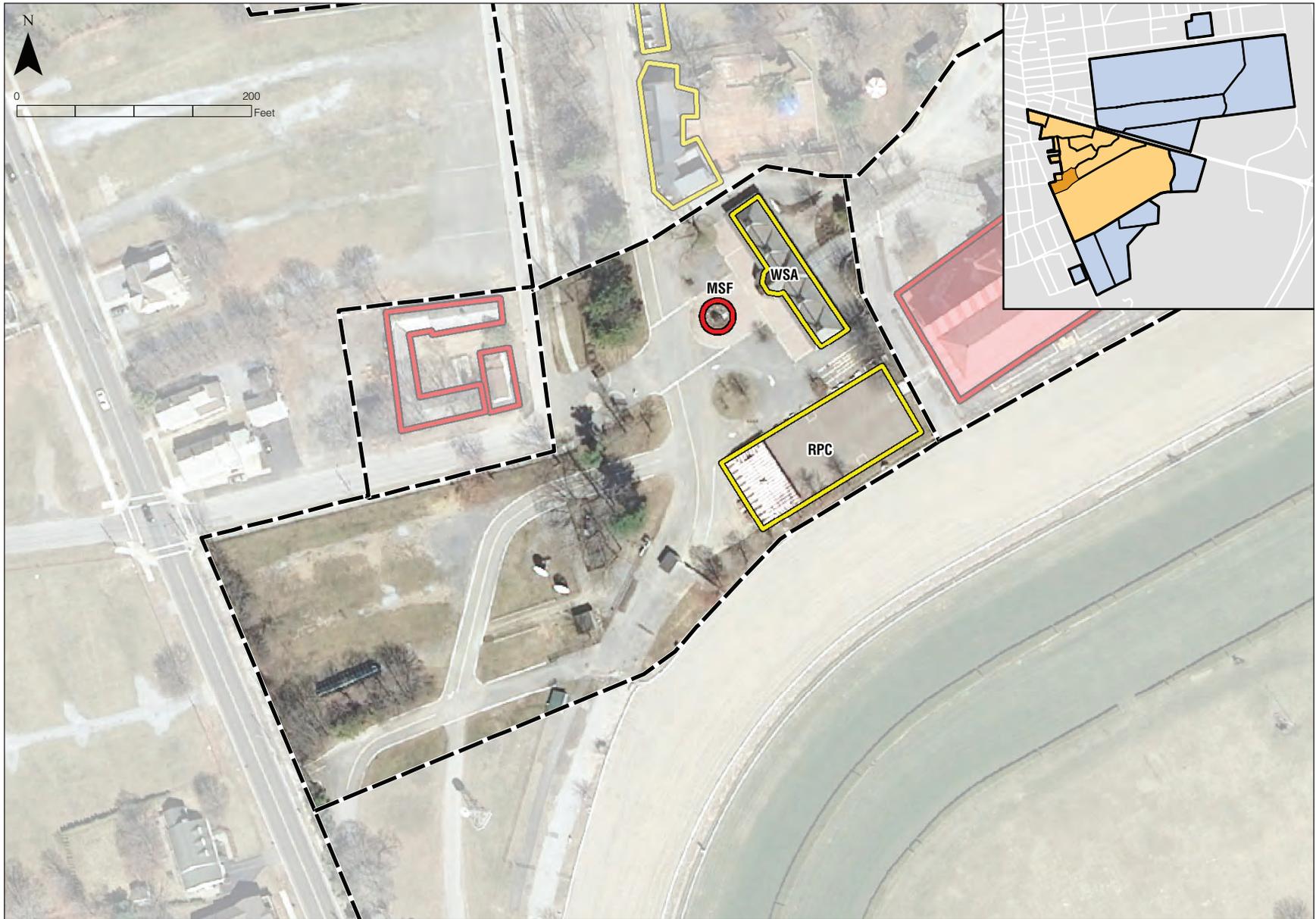


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Frontside • Union Avenue Entrances and Backyard East  
Figure 15-15



Frontside • Grandstand/Clubhouse Complex  
**Figure 15-16**

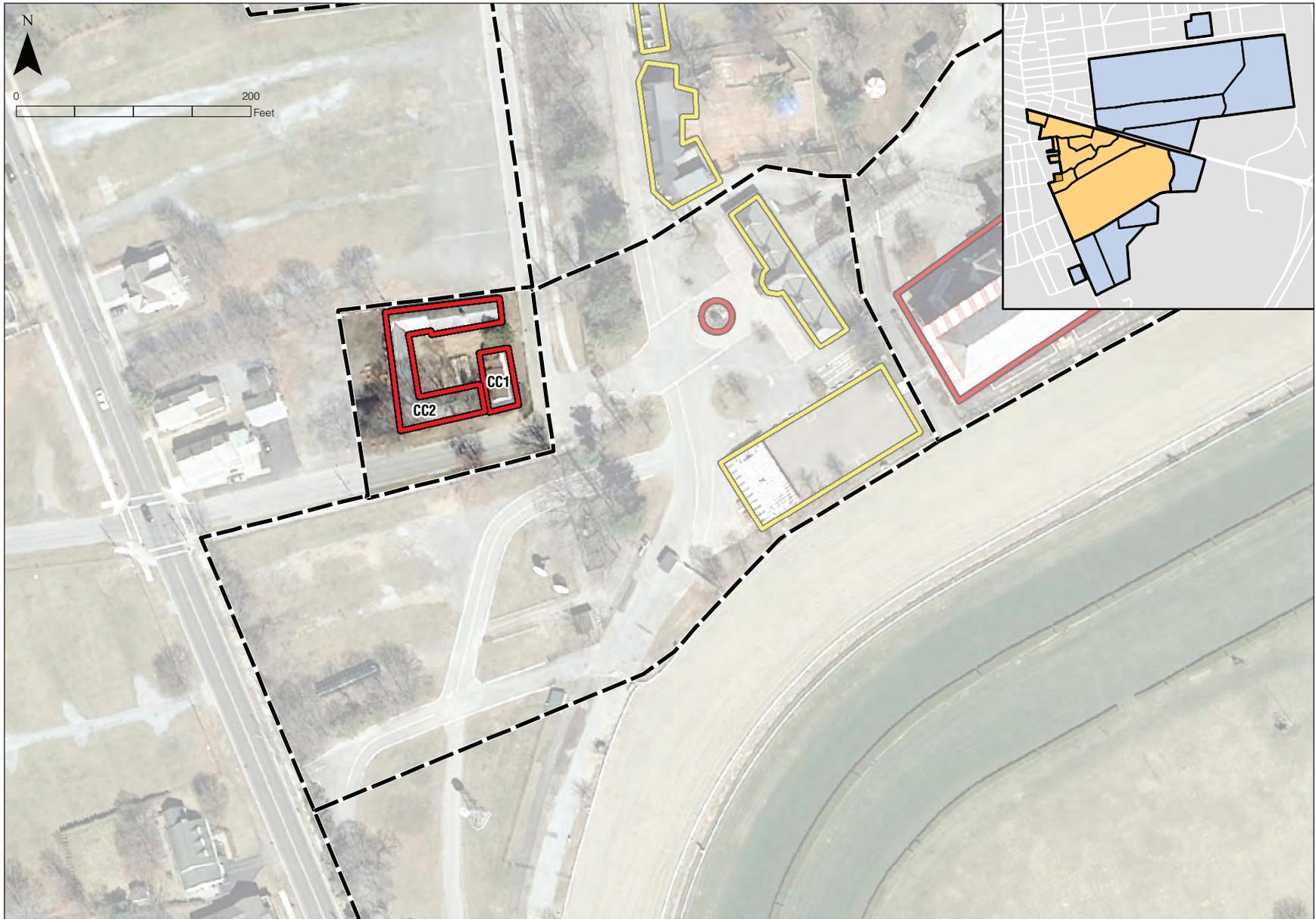


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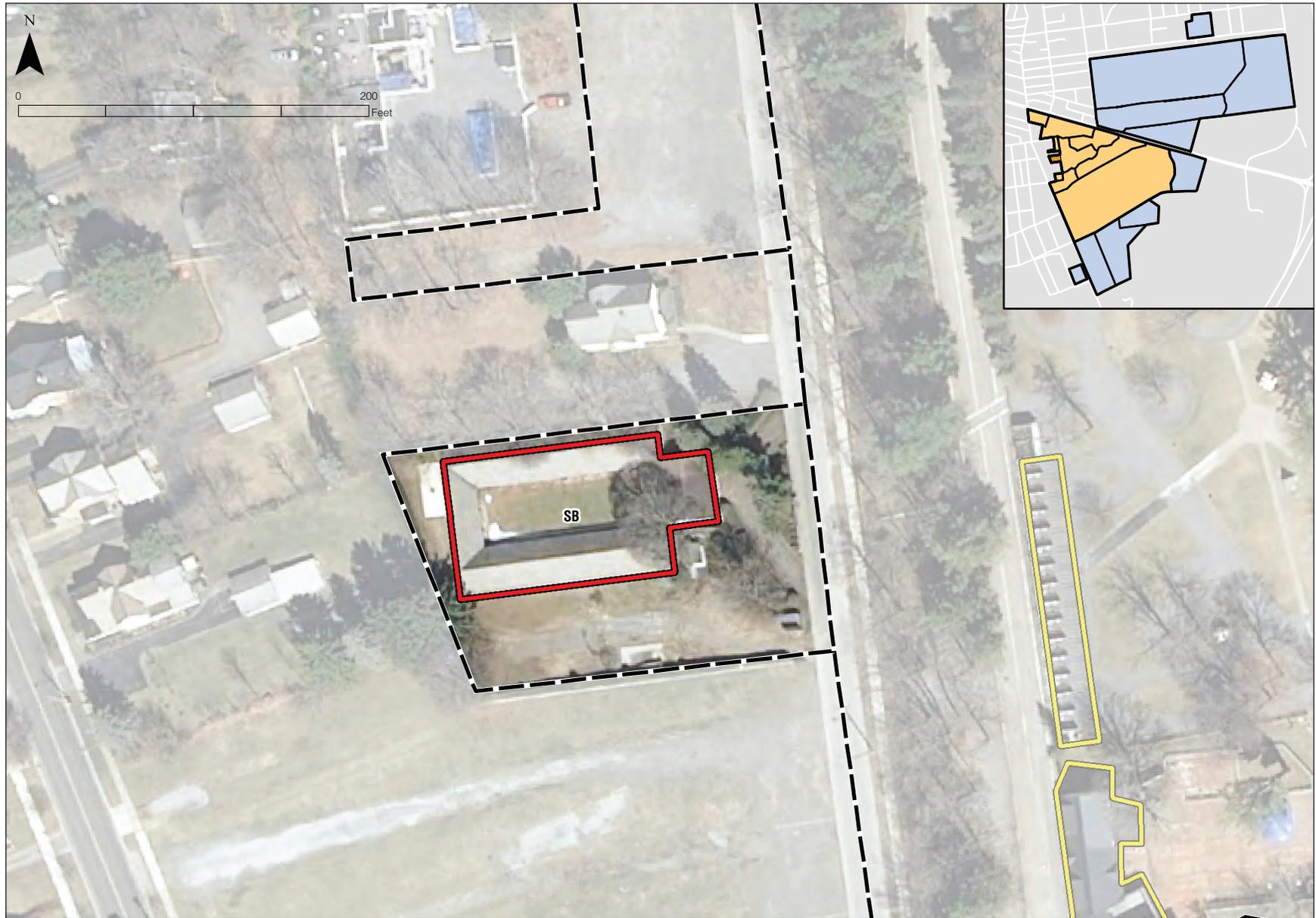


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Frontside • Paddock and Saddling Area  
**Figure 15-18**



 *Contributing*       *Non-Contributing*



 *Contributing*       *Non-Contributing*

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the area. Surviving early shade trees located along the east and west sides of the barns and the row between also contribute.

### *The Lowlands*

The partially wooded maintenance area located east of the Oklahoma area is known as the Lowlands. No information has been found to suggest that this part of the Project Site was ever developed with buildings. Historic maps depict the area as vacant land. Today, the area is used in part as a maintenance area, where soil and other materials are stored. Several small wetlands are located in this area (see Chapter 6). There are no buildings or historic built landscape features in the area.

### *Horse Haven*

Horse Haven, the oldest portion of the Saratoga Race Course, is located between Union Avenue and the Oklahoma area (see **Figure 15-5**). Horse Haven is comprised of four subareas, known as Elm Court, Campfire Court, West Horse Haven, and East Horse Haven. Beginning in the 1820s, Saratoga Springs began hosting County Fairs. Horse racing increasingly became a centerpiece of these fairs as it was discovered that when presented as a country agricultural show, it was possible to circumvent anti-wagering laws that prohibited racing in other contexts. A series of agricultural fairs were hosted in Saratoga during the second quarter of the 19th century. In 1847, Saratoga hosted the New York State Fair, and invested resources in creating grounds and buildings on lands formerly owned by John Clarke, who held a large tract east of downtown Saratoga Springs. What is now Horse Haven area was the site of a Trotting Course first developed by Alfonso Patten and James M. Cole in 1847 to coincide with the State Fair; it was also built on former Clarke land. The Trotting Course, which initially hosted various equine events including harness racing and jumping, was operated successfully through the early 1860s. In 1863, the first thoroughbred horse meet occurred there and its popularity paved the way for the future of the Race Course. Immediately following the event, the famous John Morrissey, with his partners William Travers, Commodore Vanderbilt, and others took over Race Course ownership as the Saratoga Association, determined that the existing track was too small for thoroughbreds, and constructed a larger track south of Union Avenue in 1864 (roughly on the site of the current Main Race Course). The oval-shaped dirt path that still exists around the perimeter of the Horse Haven marks the original footprint of the Race Course used during the first two decades of the facility's operation. The track became known as the "old track" and was used as a practice track until the Oklahoma Training Track was developed ca. 1902. Many of the buildings that stand in Horse Haven today, particularly the irregularly laid out buildings in Campfire Court and West Horse Haven, date to the earliest period of racing, between the 1840s and 1860s. Some of these are timber-framed buildings with detailing typical of the Greek Revival style. Horse Haven was given its name in the 1880s when the area became known as the rest and retreat area for horses; the area within the track was fully developed with barns by the 1880s and groves of pines provided shade for the stables. Elm Court, the westernmost portion of Horse Haven is located immediately outside the Horse Haven track and is thought to have been developed in the 1860s-1880s. The buildings in this area are arranged in an orderly cluster. East Horse Haven's development generally came slightly later in the 19th century than the other sections. The barns and bunkhouses in East Horse Haven are laid out in linear rows forming avenues named after famous thoroughbreds. During the Waldbaum era of the 1890s, the track around the perimeter of Horse Haven was extended slightly further east to make it a full mile and additional buildings were added to this area.

There are 65 buildings in Horse Haven as a whole, 15 of which are considered non-contributing. The contributing buildings in Horse Haven include the earliest extant buildings within the Race Course property, some of which, built in the 1840s, are believed to immediately predate the establishment of the Race Course. Within Elm Court there are four barns and one bunkhouse; all five of these buildings date to the 1860s-1880s and are considered contributing resources. There are 11 buildings in Campfire Court, including four barns, one bunkhouse, and six buildings serving other functions (such as restrooms, offices, and maintenance buildings). Three buildings within Campfire Court (one bunkhouse and two maintenance buildings) are considered non-contributing. The contributing buildings in the subarea principally date to the mid- to late-19th century. There are 19 buildings within West Horse Haven, eight of which are barns, two of which are bunkhouses, and nine of which serve other functions (principally maintenance-related). Six are non-contributing; those that do contribute chiefly date to the mid- to late 19th century. Within East Horse Haven there are 30 buildings, including 14 barns, 12 bunkhouses, and four other buildings (three restrooms and a kitchen). Six of the buildings in this subarea are modern and are considered non-contributing, including five bunkhouses and a kitchen, all constructed of concrete block. Contributing buildings in this subarea principally date to the late 19th and early 20th centuries.

As the oldest historic landscape of the Race Course, Horse Haven includes some of the most significant early landscape features on site. Chief amongst these is the layout of the Horse Haven track (the original 1840s race course) and the single-rail cedar fencing along its perimeter, where extant. The layout of existing historic buildings, where original, and the layout of the East Avenue Drive along the north perimeter of Horse Haven are also contributing aspects. Stands of pines near the entry to Horse Haven and many of the mature trees throughout the interior of the area are also historic. Many shade trees that originally stood in this area are no longer extant.

#### *Superintendent's Residence and Recreation Unit*

Two small adjacent subareas, the Superintendent's Residence and the Recreation Unit, are located along the north side of Union Avenue, immediately south of the Horse Haven area (see **Figure 15-6**). This area was part of the property of William C. Whitney in ca. 1900. The Superintendent's Residence and associated garages appear to date to this period or slightly later. Based on historic maps, the land on which the residence stands was added to the Race Course by 1922. The land on which the Recreation Unit now stands is labeled on a 1922 map prepared by civil engineer S.J. Mott as being part of the Spencer Trask estate. It is not clear when this property was annexed to the Race Course but that certainly occurred prior to 1960.

The area contains a total of six buildings. Three of these are in the Superintendent's Residence portion of the area and include the turn-of-the-century Colonial Revival-style Superintendent's Residence and two associated garages; all contributing. The Recreation Unit area also includes three buildings, including the Recreation buildings itself, an early 20th century Neoclassical gymnasium (contributing), and a kitchen and pavilion, both non-contributing. Character-defining landscape features include the picket fence along the Union Avenue perimeter near the Superintendent's Residence and mature trees surrounding the buildings.

#### *Backstretch*

This 17.3-acre area within the larger Backstretch of the Race Course is also referred to as the Backstretch (see **Figure 15-7**). It is located along the backstretch of the Main Race Course, and also borders Madden Court. Barns were constructed in this area in the late 19th century. By 1902, the area had been developed with 12 barns and a perimeter roadway. There are a total of

39 buildings in this subarea. Thirteen barns, only one of which does not contribute, largely date to the early 20th century. Twenty-two bunkhouses, seven of which do not contribute. Contributing bunkhouses date to the first three decades of the 20th century. Four other buildings include two non-contributing kitchen buildings and two contributing restroom buildings.

The layout of the barns and exercise rings in this area are considered character-defining landscape features in the area. Mature shade trees arranged in allees and clusters of mature pines are also historic features. Some of the original trees in this area have not survived.

### *DuPont*

DuPont is located immediately east of the Main Race Course of the Frontside. For the purposes of this document, DuPont is defined as the roughly 11-acre area that encompasses two subareas (see **Figure 15-8**). The first is a smaller 1.15-acre subarea within the larger DuPont area, which borders Yaddo to the east and Union Avenue to the north. Its stables and dormitories are arranged in a courtyard configuration. This was part of Spencer Trask's property in the 19th century, part of the DuPont Estate in the early 20th century and was known in the later 20th century as Fox Catcher Farm. It was not annexed to the Race Course until after 1961. The larger (9.9-acre) subarea that forms the bulk of the larger Dupont area is sometimes known as Millionaire's Row. This area was part of the Race Course by ca. 1900 and was developed with barns and bunkhouses laid out in a regular pattern soon after that time.

There are 31 buildings in the larger DuPont area, most of which were built during the first decade of the 20th century. Eleven of these are barns, only one of which is considered a non-contributing resource. Fifteen buildings in DuPont are bunkhouses, four of which are considered non-contributing. Five buildings serve other functions, such as restrooms and maintenance buildings; three of these do not contribute.

Character-defining landscape features throughout the area include the layout of contributing barns and bunkhouses and exercise rings and the gateway-style entrance formed by bunkhouse and barns in the Dupont subarea. The layout of Whiskaway Avenue in the Millionaire's Row subarea, where original, is a contributing feature, as is the narrow dirt road in the DuPont subsection. Wood-board fencing in the Dupont subarea and wood two-rail fencing in the Millionaire's Row subarea, where original, is also considered a character-defining feature. Many of the historic tree plantings along Whiskaway Avenue and allees of shade trees in barn areas are early features that contribute to the overall historic landscape.

### *Madden Court*

Madden Court is a 6.5-acre area located east of the Backstretch area and south of the Main Race Course (see **Figure 15-9**). The area was first developed as a private stable for thoroughbreds owned by J.E. Madden prior to 1901. A small square-shaped area along the eastern edge of this area was owned by W.C. Whitney during the same period and developed for similar purposes. When these parcels were annexed to the Race Course, they were combined into a single area. Eighteen buildings currently stand in Madden Court. These include barns, which date to the late 19th or early 20th century; are all considered contributing features. Eight bunkhouses, three of which do not contribute; contributing examples date to the early 20th century. Three restroom buildings are located in this area: two likely date to the early 20th century and have been identified as contributing resources; the third structure is modern and does not contribute.

Character-defining landscape features in Madden Court include the layout of barns, bunkhouses, and exercise rings, the grassy lawn areas, and the two-rail wood fencing used throughout the

area. Mature deciduous trees along the roadways and near the barns also contribute to the overall historic landscape.

#### *Clare Court*

Clare Court is bordered by Nelson Avenue on the west and by the Backstretch Area on the east; it is immediately south of the Main Race Course in the Frontside (see **Figure 15-10**). Originally known as the Belmont Surcingle, this area was developed by August Belmont Jr., in 1902 as a farm for his horses and trainers. It included barns arranged in a courtyard, with an exercise track surrounding them; the Belmont cottage (which later became a women's dormitory) stood in the center. The property was generously planted and was renowned for its unique design. The Belmont property appears to have been annexed to the Race Course between 1922 and 1939. The area includes ten buildings total, all of which are contributing elements. They consist of four barns and five bunkhouses dating to the early years of the 20th century. Another contributing element, the concrete Clare Court Tunnel dates to Belmont's original development of the area, and allows access to the interior of Clare Court beneath the oval exercise track that runs along the perimeter of the area.

The historic landscape in this area, like the buildings, is relatively intact. Character-defining features include the courtyard layout, and the routes of the pathways, including the paths running above and below the historic Clare Court Tunnel. In addition, the exercise track and the single-rail wood post fence surrounding it are largely original. Remnants of a formal garden, including mature hemlocks that once served as a hedge, are located around the women's dormitory. Stands of pines in the area and plantings around the Clare Court Tunnel entrance are also remnants of original plantings. Many of the mature trees throughout the area may also date to the first period of development of the area.

#### *Sanford*

Sanford is located on the west side of Nelson Avenue, separated by that road from the main body of the Race Course (see **Figure 15-11**). This area was developed by Stephen and John Sanford in 1901, and consisted of two barns arranged in a courtyard fashion with a residence in the center. The Sanfords, who owned a successful carpet factory in Amsterdam, were also thoroughbred racing enthusiasts and raced horses at Saratoga from the 1880s through the 1910s. The complex was intended to serve as the Sanford family's home and stable during racing season. The Sanford area was annexed to the Race Course in 1946. Four buildings in total are located in this area, including two contributing barns, both ca. 1901. One bunkhouse, the former Sanford cottage, built ca. 1901 in a simple late Victorian style, and one non-contributing bunkhouse ca. 1960.

Character-defining landscape features include the overall layout of barns and bunkhouses. Distinctive water spigots mounted on wood posts have also been identified as early features. Several large sugar maples in this area also contribute to the overall character of the historic landscape.

#### *FRONTSIDE*

The Frontside portion of the Saratoga Race Course is 109 acres and is located entirely south of Union Avenue. The Frontside is essentially the public portion of the Race Course and includes the Grandstand/Clubhouse Complex, the Main Race Course, the Paddock, the Backyard, as well

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as restrooms, picnic areas, concessions, and mutuels. For organizational purposes, the Frontside is divided into nine Areas, summarized below (see **Figure 15-2**).

### *Main Race Course*

The Main Race Course refers to what is now the primary track at Saratoga Race Course, located roughly in the center of the Project Site, south of Union Avenue (see **Figure 15-12**). As noted earlier, the original racecourse, the Trotting Course, developed by John Morrissey in the 1840s, was located on the site of the dirt path surrounding Horse Haven. A new, larger, kite-shaped track located south of Union Avenue was developed in 1864. This new track, designed by Charles H. Ballard of Saratoga Springs, was three-quarters of a mile in length and had a diagonal chute in the middle to allow for different length races. The current Grandstand and other buildings were constructed on the north side of the course in the 1890s. When William C. Whitney took the helm of the Race Course in 1901, one of his first orders of business was to hire noted architect Charles Wellford Leavitt to design a new, larger, track on the site of the existing one. The new track was rotated 25 degrees and shifted westward. It was one and one-eighth miles long, with chutes for seven-eighths and one-mile races. The track itself was constructed of a bed of fine clay overlain by soil. Buildings along the track, including the Grandstand, were shifted to improve their orientation to the track. The track has been altered in smaller ways since that time, including changes to the surface of the course and addition of landscaping in the 1920s. The pond that now occupies the infield was likely added at that time. There are three buildings within this area, all of which are non-contributing. These include a gazebo dating to the 1970s, and two low concrete buildings within the infield that also date to the second half of the 20th century. Landscape features considered to contribute to the overall character of this area include the existing location and layout of the Race Course, the pond and aerating fountain at the center of the infield and the grassy expanse characterizing the infield. In addition, remnants of the steeplechase course in the infield (dating to the 1920s) are considered historic components of the landscape.

### *Reading Room*

The Reading Room area, which includes one contributing building, is located at 148 Union Avenue, in the northwest corner of the Race Course property (see **Figure 15-13**). The two-story wood-frame late Victorian mansion now serves as the private clubhouse for horse owners, trainers, and breeders. It was constructed as a private residence at the turn of the century, and was annexed to the Race Course in 1944. The metal picket fence along the Union Avenue perimeter is considered a character-defining landscape feature in this area, as well as surviving mature trees and hedges.

### *Autopark Area*

This 6.7-acre parcel is located on the south side of Union Avenue between the Backyard and the Reading Room (see **Figure 15-14**). There are no buildings within the Autopark Area, however, an early steel picket fence lines the Union Avenue perimeter of the site and within the site, gravel strips and mature deciduous trees are partial remnants of the early 20th century parking area. This area was annexed to the Race Course in 1919 as part of a land acquisition known as the Sheehan-Wells purchase. In the early 1920s, the engineer S. J. Mott's plans for improvements to the Race Course featured the "auto parking space." As designed by Mott, the area consisted of a Race Course entry and eight gravel strips allowing vehicles to access parking spots; vehicles would park on the turf between the gravel strips. Shade trees were also part of Mott's plan. Several changes to the Autopark Area were made between 1966 and

2002, including the closure of the entry gates in this area and the creation of additional gravel strips. Trees were also removed or died during this period. Although the area has been altered with new circulation pattern and additional gravel strips, the Autopark Area is considered a historic landscape within the overall Race Course landscape as an early parking area with extant landscape features. Character-defining landscape features include the surviving mature trees, remaining original gravel strips, perimeter hedgerows, metal picket fence, and brick entry gates.

#### *Union Avenue Entrances and Backyard East*

This 6.4-acre area consists the two Race Course entry gates along Union Avenue and the eastern portion of the so-called Backyard; an area used by racegoers as a picnic and viewing area (see **Figure 15-15**). From the time that the Race Course developed south of Union Avenue in the 1860s, through the 19th century, entrances to the Race Course were concentrated along Union Avenue. In the 19th and early 20th century, few structures were located in this area, and guests entered along walkways through a heavily treed landscape.

There are currently seven buildings within this area, none of which are considered contributing features. Three of these buildings were added to the Race Course ca. 2000: the East and West Entrances and the adjacent Re-entry Gate. The remaining buildings were constructed between 1966 and 1984, including an octagonal pari-mutuel building and two smaller rectangular-plan mutual buildings, as well as a restroom pavilion. In addition to these structures, a number of temporary and/or small modern structures, including concession stands, a children's playground, and simulcast umbrellas dot the grounds and as a whole are considered to detract from the once open character of the landscape. Landscape features that date to the period of significance and help define the character of the overall historic landscape include the locations of the East and West entrances and the routes of the entry paths immediately surrounding them; the horse path layout; the metal picket fence; and mature evergreen and deciduous trees.

#### *Grandstand/ Clubhouse Complex*

The Grandstand and Clubhouse Complex area consists of one contiguous building complex, perhaps the most iconic structure at the Race Course, which is considered a contributing resource (see **Figure 15-16**). The large turreted slate-roofed complex is comprised of five main subcomponents, built in different time periods. These include three sections that contribute to the historic character of the complex: the original Grandstand (constructed 1892 according to design of Herbert Langford Warren); the Clubhouse (built ca. 1929 according to the design of Lafarge, Warren & Clark); and a 1937-1945 two-story rear addition to the complex added in the 1940s based on the late-1930s designs of Marcus Reynolds. Two subcomponent sections of the buildings are considered not to contribute to the historic character of the complex. These include a large 1960s steel-frame addition to the east end of the Grandstand and the Carousel, a semi-circular structure housing a food court which was appended to the rear of the Grandstand in 1991. The apron surrounding the Grandstand/Clubhouse complex has experienced many alterations since the period of significance, including the removal of a judge's stand and the addition of canopies and modern fencing.

#### *Wright Street Entrance*

This 3.8-acre area includes the Race Course entry at the intersection of Wright Street and Nelson Avenue and terminates at the Grandstand/Clubhouse complex to the west (see **Figure 15-17**). This area appears to have been undeveloped prior to its annexation to the Race Course during the Whitney era in ca. 1902, and remained undeveloped for some time to come. All of the formal

Race Course entry points at that time were located along Union Avenue. A gate is depicted at Wright Street on maps of the Race Course dating to the early 1920s; it appears to be a pedestrian entryway with no formal structures. In the late 1920s, a fountain was added and the gate became a direct access point to the newly constructed Clubhouse. In the 1940s, a loop road to a new landing stage that provided access to the Clubhouse was constructed; the loop road was embellished with plantings. However, the area remained relatively unencumbered with structures, allowing for a relatively open view from the Wright Street entry point towards the Main Race Course. Today, the area includes three structures, only one of which (the Marvin Square Fountain) is considered a contributing resource. The fountain, which was first sited on the Race Course in the 1880s, was moved to its present location ca. 1928; the landscaping that now surrounds the fountain was added in ca. 2000. The other buildings, the ca. 2000 At-the-Rail Pavilion Complex (a kitchen and adjoining tent) and the Wright Street Admissions Gate, also constructed in 2000, do not contribute. Landscape features in the area that date to the period of significance and help define the character of the overall historic landscape include the loop road entrance layout and the alignment of the adjacent Wright Street and Frank Sullivan Place (formerly High Street). The original horse path leading to the paddock, an elongated pedestrian loop pathway, and mature trees are no longer extant.

### *Paddock and Saddling Area*

This area occupies a 7.8-acre swath of the Frontside extending from Nelson Avenue on the west to the Union Avenue Entrances and Backyard East to the east. When John Morrissey developed what is now the Frontside of the Race Course, he included a paddock in his original 1860s plan (see **Figure 15-18**). Documentary evidence suggests that by the 1880s if not earlier, the paddock was sited in roughly the same location as it is at present. A ca. 1900 photograph depicts the area as well treed and including an open pavilion-type saddling shed. Between 1900 and 1902, the current Old Saddling Shed and Jockey House were standing. There are currently seven buildings in this area, two of which are considered contributing features: the Old Saddling Shed, a large wood-frame slate-roofed pavilion constructed ca. 1902; and the Jockey House Complex, built ca. 1900 and altered with several additions in later years. The remaining non-contributing buildings are late 20th and early 21st century additions, including the New Saddling Structure (a steel frame and tent), the Shake Shack Building (a recently added concession), and a restroom building and maintenance/utility building. The exception is the Big Red Spring Building, a mid-19th century pavilion that once stood over Excelsior Spring, but which was moved to the Race Course in the 1970s. Although the building retains historical and architectural merit, it is not considered contributing since it was moved out of its original context. In addition to these buildings, many temporary concession tents as well as simulcast umbrellas are located in this area. These features are considered to detract from what was historically a relatively open and expansive landscape defined by trees and turf lawns. The current perimeter roadway is a straightened version of the original and is not considered to contribute. Existing landscape features that date to the period of significance and help define the historic character of the area include the overall spatial relationship of the paddock and the historic structures within it, such as the Old Saddling Shed and the Jockey House; mature trees; and, the route of the horse path that leads from Horse Haven through the Back Yard and into the paddock.

### *Clarks Cottage*

Located at the corner of Wright Street and Frank Sullivan Place, adjacent to the Wright Street Entrance, the Clark's Cottage area contains two buildings, both of which are contributing resources (see **Figure 15-19**). These include the so-called Clark's Cottage, a two-story wood-

frame that appears to date to the third quarter of the 19th century. The barn complex associated with the residence, likely dating to the turn of the century, is comprised of four barn components arranged contiguously in a U shape. The Clarks Cottage area was not a part of the Race Course property when the wood-frame residence and barn complex were built. It stands on land once owned by John Clarke, who owned much of the land that the Race Course now occupies. The cottage appears to date to ca. 1870, however, the original owner is not known. The location was annexed to the Race Course in 1961. The courtyard layout of the barns to the rear of the cottage is considered a character-defining aspect of this portion of the Race Course's historic landscape.

#### *Stakes Barn*

The Stakes Barn Complex, which houses horse stalls and several bunkrooms, is comprised of four gable-roofed single-story barns arranged in a U-shaped courtyard (see **Figure 15-20**). A fifth one-and-a-half-story gable-roofed barn is located on the east side of the complex, fronting Frank Sullivan Place. The barn complex with all of its main building components appears on the 1932 Sanborn map, and may have been constructed in the 1920s. This area was not a part of the Race Course property when the complex was built; it was annexed to the Race Course later in the 20th century. The area's courtyard layout and the small loop drive at the Frank Sullivan Place entry to the complex date to the period of significance and help define the character of the Race Course's historic landscape.

### *PROJECT IMPACT AREA*

#### *Previously Identified Architectural Resources*

Three previously identified architectural resources are located within the Project Impact Area, including two S/NR-listed Historic Districts and one National Historic Landmark. These are listed and described briefly below. Their locations are illustrated on **Figure 15-1**.

#### *Union Avenue Historic District (S/NR-listed)*

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

#### *East Side Historic District (S/NR-listed)*

The S/NR-listed East Side Historic District (including portions of Caroline Circular, Court, and George Streets and Lake, Fifth, Nelson and Madison Avenues) is located within the

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

### *Yaddo (NHL)*

The Yaddo property, which is a contributing resource within the S/NR-listed Union Avenue Historic District since that Historic District was listed in 1977, was individually designated as a National Historic Landmark in March 2013. The 207-acre property includes 61 contributing buildings and 10 non-contributing buildings. Yaddo Mansion, a large masonry Normaneseque structure with four-story tower and masonry terrace, was constructed by Spencer and Katrina Trask in 1892-3 in collaboration with architect William Halsey Wood. The extensive grounds were laid out in large part by Spencer Trask himself, and include landscaped gardens, walks, fountains, and several ancillary buildings. The Trasks also built a model farm, south of the mansion. As the Trasks had no surviving children, in 1901, Katrina Trask formed a corporation to develop the estate into an artists’ retreat. Many great American writers, artists, and composers have spent time at Yaddo. The property remains a retreat, with its gardens open to the public. The mansion is used as a communal dining and gathering place, with bedrooms and writers’ studios on the upper floors; the buildings associated with the model farm were adapted for artists’ use and still stand. Because NHL designations are concerned only with the aspects of the property that make it nationally significant, the property is considered significant under NHL Criterion 1 as one of the country’s earliest artists retreats and for its association with the many great artists that spent time there; the period of significance for the NHL was established as 1926-1962.

### *Potential Architectural Resources*

Based on a reconnaissance-level field survey, 14 architectural resources that may meet the NR Criteria (defined earlier in this chapter) but which have not been previously reviewed by OPRHP have been identified in the Project Impact Area. These potential architectural resources are described briefly below. Their locations are shown on **Figure 15-1** and photographs are provided in **Figures 15-21 through 15-27**.

### *Saratoga Casino and Raceway*

The Saratoga Casino and Raceway has formerly been known as the Saratoga Gaming and Raceway, as Saratoga Harness, and as the Saratoga Equine Sports Center and is sometimes called the Racino or simply the Raceway (see **Figures 15-1 and 15-21**). It consists of a 160-acre property with entrances on Nelson Avenue, Jefferson Street, and Crescent Avenue. The facility was established in 1941 as Saratoga Harness, and was the third track to offer pari-mutuel harness racing (after Batavia Downs in Batavia, New York, and Roosevelt Downs in Westbury, Long

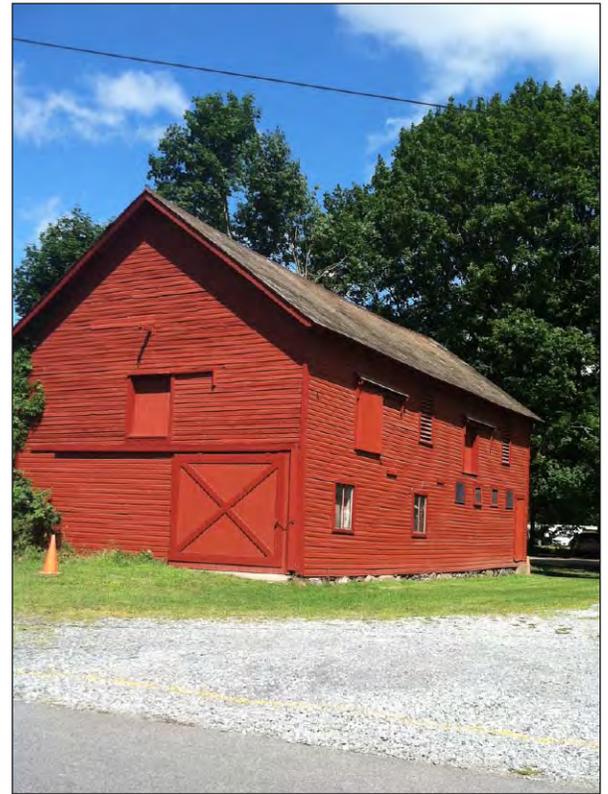
The Saratoga Casino and Raceway, also known as Saratoga Harness or simply the Raceway, is a 160-acre facility established in 1941 as the third track to offer pari-mutuel harness racing and the first track in the country built exclusively for that purpose. At least one extant building on-site was designed by Marcus Reynolds.

1



The Fasig-Tipton complex is located along Madison and George Streets and Tipton Lane between Ludlow Street and East Avenue, immediately across East Avenue from the Project Site. The Fasig-Tipton Company, a thoroughbred auction company, established a permanent presence on this site in 1917, selling the famous Man O' War at their 1918 auction. The property includes nine barns, many of which were built ca. 1917. A complex of modern structures is also located along ton the property.

2



Race View at 75 Nelson Avenue, is a two-story Second Empire-style brick structure facing Nelson Avenue; a wood-frame barn is located at the rear of the property. Likely constructed during the third quarter of the 19th century, the brick mansion has long served as a hotel and rooming house known as Race View and may have been built for that purpose.

3



The Former Jock Whitney Estate, also known as Greentree Stables, is located at 36 Nelson Avenue, immediately south of the Race Course. This 106-acre estate includes two-story mansion built for John Hay "Jock" Whitney, the son of Payne Whitney and grandson of William C. Whitney, who was instrumental in shaping the Saratoga Race Course at the turn of the century. The property also includes stables, a large horse exercise track, and another two-story building. The mansion and exercise track are believed to date to 1926. The property could not be accessed as part of this survey and thus could not be fully evaluated; the Nelson Avenue entry is pictured here.

4



This single-story wood-frame gambrel-roofed house at 33 Nelson Avenue is surrounded on three sides by the Casino and Raceway and is across Nelson Avenue from the Project Site. Constructed in the early 20th century, it is an example of the Dutch Colonial Revival style.

5



The residence at 360 Caroline Street is a wood-frame two-story Queen Anne-style structure with a cross-gable form, constructed in the late 19th century. It is located immediately adjacent to the Oklahoma Annex area of the Race Course, between Caroline Street and Fifth Avenue.

A smaller horse barn, located on the north side of Caroline Street, with an address at 357 Caroline Street, appears to be part of the same property, and likely dates to the turn of the century.

6



The residence at 40 Schuyler Drive is a two-story wood-frame Queen Anne-style structure clad in wood clapboards. It has an octagonal tower featuring decorative wood panels beneath the windows.

7



The neighboring residences at 73 and 77 Wright Street, between Nelson Avenue and Jackson Street, are the sole structures on their block and both date to the turn of the century. The two-story wood-frame structures are clad in wood clapboard, and exhibit variations on late Victorian styles.

8

Cultural Resources  
Photographs  
Figure 15-24



The large two-story Queen Anne-style residence at 151 Nelson Avenue, now apartments, dates to ca. 1900. It is located directly across Nelson Avenue from the Project Site. It features a complex roofline with a turret and multiple projecting gables with decorative exhibits elements of Tudor Revival and Neoclassical styles.

9



A two-story wood-frame front-gable residence located directly across Nelson Avenue from the Project Site, 147 Nelson Avenue is a turn-of-the-century building distinguished by decorative gable treatment including a decorative floral band above the upper story windows.

10



152 Nelson Avenue is a one-and-a-half-story stucco-clad residence dating to ca. 1920. Its design evokes an Arts and Crafts interpretation of an English Cottage style.

11



122 White Street is a two-story front-gable brick residence located on the south side of White Street between Nelson Avenue and Stratton Street. It is one of several similarly designed late 19th century buildings on this portion of White Street, and appears to be the most intact.

12

Cultural Resources  
Photographs  
Figure 15-26



A grouping of approximately seven buildings near the intersection of Nelson and Webster Avenues appears to represent a relatively intact collection of 19th and early 20th century residential styles. **13**



The photographs above illustrate views of a possible Historic District on Fifth Avenue between East Avenue and Schuyler Drive. Both sides of Fifth Avenue between East Avenue and Schuyler Drive are populated chiefly by residences on relatively small lots constructed during the first half of the 20th century. The houses located along the south side of Fifth Avenue immediately about the Project Site. **14**

Island, neither of which are extant). It is said to be the first facility in the country that was specifically constructed for harness racing. Harness racing gained popularity as a sport in the decades that followed the establishment of Saratoga Harness. In response to increased visitorship, alterations and expansions to the facility occurred in the 1960s, including additions to the clubhouse and mezzanine. Harness racing at Saratoga reached its peak of popularity in 1970, declining after off-track betting was introduced in 1973. The scope of the facility was increased over the following decades, featuring winter racing, simulcasts of other races, and concerts and other events. In 2004, it expanded to include video lottery terminals (VLTs) and other forms of video-based gaming such as roulette and poker. The facility also contains a nightclub, restaurant, and other attractions. The property maintains its original Grandstand and Clubhouse in modified form. These buildings stand at the side of the original ½-mile oval harness race course. There are also over a dozen barns on site. Some of the original structures on the site, such as the Grandstand, were reportedly designed by Marcus T. Reynolds, who was responsible for many early to mid-20th century architectural components at the Saratoga Race Course. Several large buildings have been added to the Saratoga Casino and Raceway in recent years. Sufficient access to the Raceway site was not gained as part of this project to make a thorough evaluation of the historic integrity of the buildings and the property as a whole; however, due to the historical importance of the facility and its purported association with a noted architect, it has been considered a potential architectural resource that may be eligible for the S/NR under NR Criteria A and C.

#### *Fasig-Tipton Barns*

The Fasig-Tipton complex is located along Madison and George Streets and Tipton Lane between Ludlow Street and East Avenue, immediately across East Avenue from the Project Site (see **Figures 15-1 and 15-21**). The Fasig-Tipton Company, a thoroughbred auction company, was formed in New York City in 1898 by William B. Fasig and Edward A. Tipton. Fasig-Tipton established a permanent presence on this site in Saratoga Springs in 1917, selling the famous Man O' War at their 1918 auction. The property includes one large rectangular-plan barn (with two cross-gable sections added within the last 50 years) between Tipton Lane and Madison Street, and eight barns located between Madison and George Streets. A complex of modern structures is also located along the north side of George Street, dominated by the Humphrey S. Finney Sales Pavilion, constructed in 1968 and renovated in 2010. The barns between Madison and George Streets were likely constructed ca. 1917 and appear to largely retain their original appearance and configuration. The long, narrow, rectangular-plan structures are arranged paired and in a grid pattern. All nine of the barns within the complex are wood-frame structures clad in wood clapboard, with gable roofs featuring exposed rafter ends. The eastern two barns appear on the 1950 Sanborn, but do not appear to have been part of Fasig-Tipton at that time; they are labeled as "S. J. Smith's Stables." Historic maps also show that a sales/auction area was originally located where its modern counterpart currently stands. In 2008, Fasig-Tipton was purchased by Synergy Investments Ltd., a Dubai-based company headed by Abdulla Al Habbai and continues to operate the site as a prominent thoroughbred auction facility. This property may be eligible for the S/NR under NR Criterion A its role in local history and Criterion C for its architectural characteristics.

#### *Race View, 75 Nelson Avenue*

The buildings at 75 Nelson Avenue at the corner of Crescent Street, located immediately across Nelson Avenue from the Project Site, consist of a two-story Second Empire-style brick structure facing Nelson Avenue and a wood-frame barn clad in wood clapboards to the rear of the

property (see **Figures 15-1 and 1-22**). Likely constructed during the third quarter of the 19th century, the brick mansion has long served as a hotel and rooming house known as Race View and may have been built for that purpose. The cross-gable building has a slate-clad mansard roof with segmental-and pointed-arch dormers and bracketed eaves. The three-bay façade with offset entry retains its original entry porch, door surround, and door. A porch with ornamented posts occupies the angle formed by the main block and the cross-gable section. While the windows contain one-over-one-light double-hung sash (likely replacing earlier window sash), on the whole, the structure appears to retain a high degree of historic integrity. The 1900 Sanborn map shows the property, with mansion and barn identified as “Race View Crescent,” a rooming house. The building was operated by Ann Gorman of County Cork, Ireland, as the Race View Motel beginning in the 1940s. It is said to have been a popular hotel and nightclub featuring live entertainment in the 1940s and 1950s. The building, featuring a prominent sign with the words “Race View” still takes on boarders during racing season. This property may be eligible for the S/NR under NR Criterion A its association with racing and culture in Saratoga Springs and Criterion C as an example of the Second Empire style.

### *Former Jock Whitney Estate, Greentree Stables, 36 Nelson Avenue*

This 106-acre estate includes two-story mansion built for John Hay “Jock” Whitney (1904-1982), as well as stables, a large horse exercise track, and another two-story building (see **Figures 15-1 and 15-22**). The mansion and exercise track are believed to date to 1926. Whitney was the son of Payne Whitney and grandson of William C. Whitney, who was instrumental in shaping the Saratoga Race Course at the turn of the century. Greentree Stable was a thoroughbred racing stable and breeding concern with multiple locations, first established by Payne Whitney in 1914. Operation of the Stable was taken over by Jock Whitney and his sister Helen Hay Payson after Payne Whitney’s death in 1927. Jock Whitney was publisher of the *New York Herald Tribune*, venture capitalist, entertainment producer, and US Ambassador to the United Kingdom, as well as a horseracing enthusiast. Whitney and his family spent racing seasons at the estate, which afforded them convenient access to the Race Course, where they often entered horses in the races. Whitney died in 1982 and his second wife, Betsey Cushing Roosevelt Whitney, died in 1998. The following year, her estate sold the property to Stonerside Stable, a Texas-based group owned by Robert C. McNair, according to an article in the October 22, 1999 issue of *The Daily Gazette*. In 2007, the estate was sold to the Darley Stud Farm, a breeding operation owned by Sheikh Mohammed bin Rashid al Maktoum, the Prime Minister and Vice President of the United Arab Emirates and constitutional monarch of Dubai. The latter is said to have restored the former Whitney mansion. The site is not publically accessible and is set back from Nelson Avenue distantly and obscured from view by trees. Therefore, a full analysis of the historic integrity of the property was not made. From aerial photographs, it appears that the mansion and two large barns are in their original positions and layouts. A second two-story structure and a smaller building between the two barns appear to have been built within the last fifty years. Although access to the site and additional research would be necessary to confirm the historic significance and integrity of the property, it may meet NR Criterion A for its association with significant themes in the history of Saratoga Springs, Criterion B for its association with the Whitney family, and Criterion C, for its architectural characteristics.

### *Residence at 33 Nelson Avenue*

This single-story wood-frame gambrel-roofed house on west side of Nelson is surrounded on three sides by the Casino and Raceway and is across Nelson Avenue from the Project Site.

Constructed in the early 20th century, it is an example of the Dutch Colonial Revival style (see **Figures 15-1 and 15-23**). It features a doorway with paneled door, flanked by sidelights and surmounted by an elliptical fan light emblematic of the Colonial Revival style. The residence has ribbon windows and appears to be clad in wood shingles. The roof appears to be clad in slate and features several gable dormers with six-over-six-light double-hung sash windows. This property may meet Criterion A for its association with patterns of development of Saratoga Springs in the early 20th century and Criterion C as an example of Dutch Colonial Revival architecture that appears to retain a relatively high degree of historic integrity.

*Residence and Barns at 360 Caroline Street*

The residence at 360 Caroline Street is a wood-frame two-story Queen Anne-style structure with a cross-gable form, constructed in the late 19th century (see **Figures 15-1 and 15-23**). It is located immediately adjacent to the Oklahoma Annex area of the Race Course, between Caroline Street and Fifth Avenue. The house is clad in patterned wood shingles and has a wrap-around porch with an octagonal section at the northeast corner. The windows throughout the structure, including paired windows in the gable field, contain six-over-one-light double-hung sash. A horse barn is located to the rear (south) of the house; this long rectangular-plan wood-frame structure has a gable roof with overhanging porch roofs on the gable ends. This large barn cannot be clearly seen from the road, and its period of construction is not certain. A smaller horse barn, located on the north side of Caroline Street, with an address at 357 Caroline Street, appears to be part of the same property, and likely dates to the turn of the century. The wood-frame barn is set back from the road. It is clad in wood clapboards and has a gable roof clad in slate. A porch roof with a lower pitch, supported by turned posts, wraps around all four sides of the barn. This property may meet Criterion A for its association with patterns of development of Saratoga Springs at the turn of the century and Criterion C as an example of Queen Anne-style architecture.

*Residence at 40 Schuyler Drive*

The residence at 40 Schuyler Drive is a two-story wood-frame Queen Anne-style structure clad in wood clapboards (see **Figures 15-1 and 15-24**). It has an octagonal tower featuring decorative wood panels beneath the windows. Turned posts support an entry porch on the front façade. The structure has been altered with asphalt roof cladding, a standing-seam metal porch roof, and one-over-one-light windows, but retains much of its original form, ornamentation, and overall appearance. This property may meet Criterion A for its association with patterns of development of Saratoga Springs at the turn of the century and Criterion C as an example of Queen Anne-style architecture.

*Residences at 73 and 77 Wright Street*

The neighboring residences at 73 and 77 Wright Street, between Nelson Avenue and Jackson Street, are the sole structures on their block and both date to the turn of the century (see **Figures 15-1 and 15-24**). The two-story wood-frame structures are clad in wood clapboard, and exhibit variations on late Victorian styles. The residence at 77 Wright Street to the east has a cross-gable roof with vergeboard ornamentation on the gables. It has a wrap-around porch with decoratively bracketed posts and turned spindle railing. The roof appears to have been clad in asphalt shingles and the six-over-six-light window sash may be modern retrofits. The house's neighbor at 73 Wright Street has a gable roof with modillion brackets along its projecting eaves. It has a hip-roofed front porch supported by turned posts and a projecting bay window. The window sash throughout the structure appear to have been replaced. These properties may meet Criterion A

for their association with patterns of development of Saratoga Springs in the late 19th century and Criterion C as examples of late Victorian architecture.

### *Residence at 151 Nelson Avenue*

This large two-story Queen Anne-style residence, now apartments, dates to ca. 1900 (see **Figures 15-1 and 15-25**). It is located directly across Nelson Avenue from the Project Site. It features a complex roofline with a turret and multiple projecting gables with decorative panels and other ornamental treatment in the gable field reminiscent of the Tudor Revival style. Neoclassical elements are also exhibited in the original design of the house, including a wrap-around porch supported by Ionic columns with turned balusters and an upper-story balcony with a sweeping roof also supported by Ionic columns. While the one-over-one-light window sash throughout the house may be more recent retrofits, the wood-shingle-clad residence appears to retain much of its original appearance. This property may meet Criterion A for its association with patterns of development of Saratoga Springs at the turn of the century and Criterion C as an example of Queen Anne-style architecture.

### *Residence at 147 Nelson Avenue*

A two-story wood-frame front-gable residence located directly across Nelson Avenue from the Project Site, 147 Nelson Avenue is a turn-of-the-century building distinguished by decorative gable treatment including a decorative floral band above the upper story windows (see **Figures 15-1 and 15-25**). The late Victorian structure has a shed-roofed front porch and a brick chimney. Modern alterations have compromised the integrity of the structure somewhat; including retrofitted one-over-one-light window sash and alterations to the porch. This property may meet Criterion A for its association with patterns of development of Saratoga Springs at the turn of the century and Criterion C as an example of late Victorian architecture.

### *Residence at 152 Nelson Avenue*

This one-and-a-half-story stucco clad residence dates to ca. 1920 (see **Figures 15-1 and 15-26**). Its design evokes an Arts and Crafts interpretation of an English Cottage style. The façade is defined by a front-gable section with a sweeping asymmetrical roofline terminating in a sprung eave. The front doorway is surmounted by a round-arch fanlight. There is a projecting bay window on the lower story and a paired window with six-over-six-light sash above it. The roof is clad in red slate. The masonry chimneys, like the rest of the façade, are parged with stucco. This property may meet Criterion A for its association with patterns of development of Saratoga Springs in the early 20th century and Criterion C as an example of the English Cottage style.

### *Residence at 122 White Street*

This two-story front-gable brick residence is located on the south side of White Street between Nelson Avenue and Stratton Street (see **Figures 15-1 and 15-26**). It is one of several similarly designed late 19th century buildings on this portion of White Street, and appears to be the most intact. The brick structure has a three-bay façade and is symmetrically fenestrated, with a central doorway and a paired gable window. The doorway and all of the windows are capped with segmental arches. The windows appear to retain their original two-over-two-light double-hung sash. This property may meet Criterion A for its association with patterns of development of Saratoga Springs in the late 19th century and may meet Criterion C as a relatively intact example of its architectural type.

*Group of Residences on Nelson Avenue at Webster Avenue*

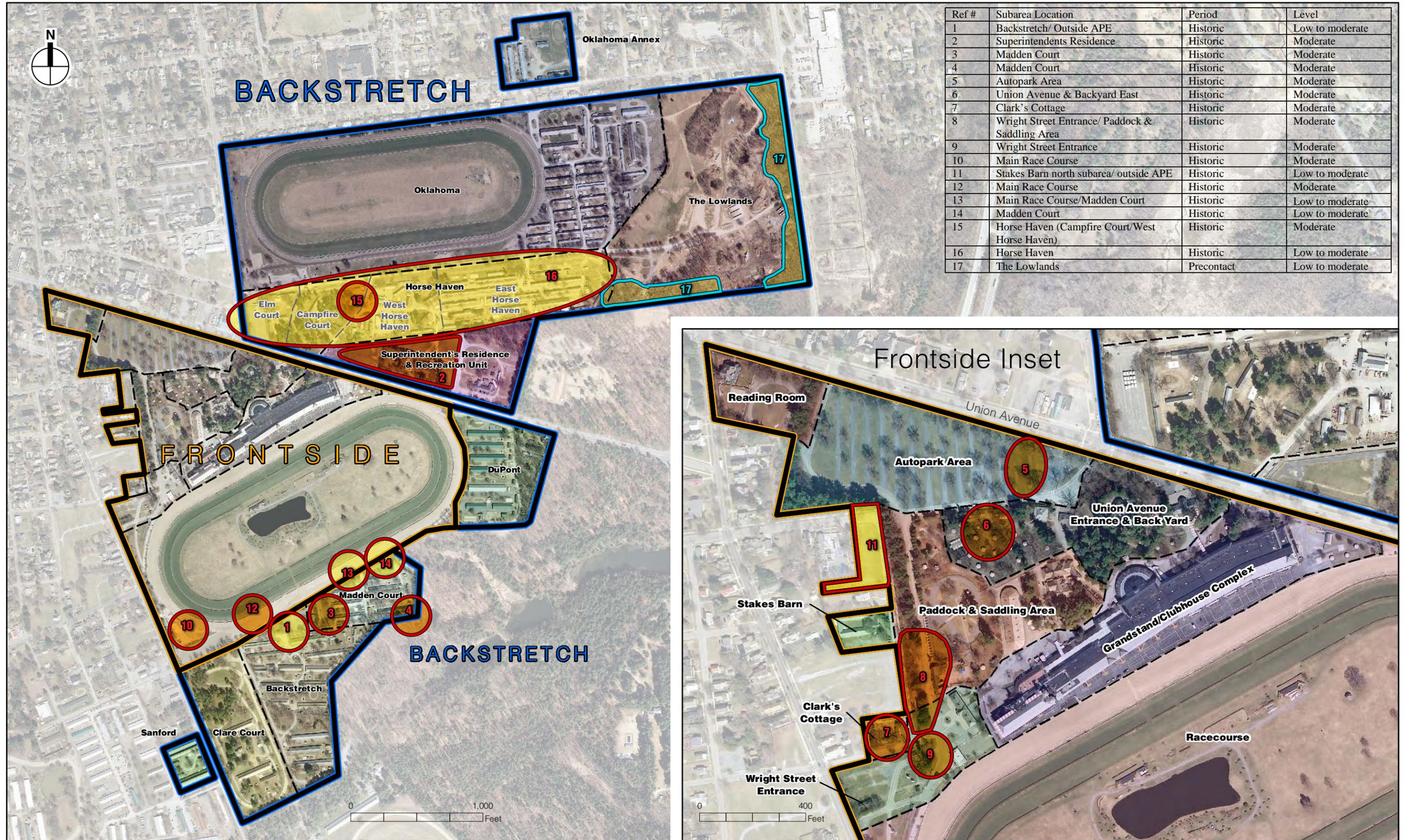
A grouping of approximately seven buildings near the intersection of Nelson and Webster Avenues appears to represent a relatively intact collection of 19th and early 20th century residential styles (see **Figures 15-1 and 15-27**). Included in this possible grouping are the following four residences along the east side of Nelson Avenue adjacent to the terminus of Webster Avenue: 130 and 132 Nelson Avenue are both brick residences. 132 Nelson Avenue appears to date to the first quarter of the 20th century, with a boxy form, cross-gable roof, Neoclassical porch, and wood-shingle treatment in the gable field. Like its neighbor, 130 Nelson Avenue has a cross-gable roof and decorative wood-shingle gable treatment; it may predate its neighbor, having possibly been updated in the early 20th century. 134 Nelson Avenue, a wood-frame cross-gable gambrel-roofed structure, exhibits elements of the Arts and Crafts and Dutch Colonial Revival styles. The residence at 126 Nelson Avenue, south of the intersection on the east side, is a two-story wood-frame Queen Anne-style residence with a cross-gable roof and wood shingle and clapboard siding. On the southwest corner of Nelson and Webster Avenue, two additional two-story wood-frame Queen Anne-style houses, 125 and 127 Nelson Avenue, appear to retain integrity. The former features wood clapboards, decorative scalloped shingles, projecting bays, modillion brackets, and porches with turned posts and spindles. Its neighbor is less elaborately ornamented but is distinguished by a slate roof with an unusually complex slate pattern. On the northwest corner of the intersection, a single-story wood-frame Craftsman-style bungalow at 129 Nelson Avenue retains its original windows, porch, and decorative eaves treatment. Further north on the block, 135 Nelson Avenue is the earliest building in the immediate area, a two-story front-gable Greek Revival-style building, the façade of which retains pilasters, cornice, and wood shingle siding. This building has been substantially altered, however, with modern window sash and changes to the front porch and entryway. This grouping of properties may meet Criterion A for its association with patterns of development of Saratoga Springs in the 19th and early 20th centuries and may meet Criterion C as a relatively intact grouping of 19th and early 20th century architectural styles.

*Possible Historic District on Fifth Avenue between East Avenue and Schuyler Drive*

Both sides of Fifth Avenue between East Avenue and Schuyler Drive are populated chiefly by residences on relatively small lots constructed during the first half of the 20th century (see **Figures 15-1 and 15-28**). The houses located along the south side of Fifth Avenue immediately about the Project Site. While many intrusions and structures that have lost historic integrity are found within this area, the majority of the residences on these two blocks were built in the Colonial Revival and Tudor Revival styles and many retain integrity. The East Avenue Historic District terminates at the eastern boundary of the possible historic district, however, the houses between East Avenue and Schuyler Drive are generally later in date and humbler in scale than those in the existing Historic District and do not share the same history of development. While it is considered outside of the scope of the present analysis, additional future research would be necessary to confirm whether these residences possess sufficient historic significance and integrity to qualify as a potential historic district. They may meet Criterion A as a grouping of residences that relates to the early 20th century development of Saratoga Springs and Criterion C as a grouping of early 20th century architectural styles.

## **ARCHAEOLOGICAL RESOURCES**

An archaeological documentary study area (Phase 1A study) was prepared to assess the potential for the Project Site to contain archaeological resources that could be impacted by this or future



— Historic Period Sensitivity Boundary    
 — Pre-Contact Period Sensitivity Boundary    
  Low to Moderate Sensitivity    
  Moderate Sensitivity

○ 1-17    
 \* NOTE: Areas outside Historic and Pre-Contact Sensitivity Boundaries are categorized as Low Sensitivity

Areas of Archaeological Sensitivity  
**Figure 15-28**

**Saratoga Race Course Redevelopment Plan DGEIS**

projects. This study was prepared to follow the requirements of the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) and the guidelines of the New York Archaeological Council (NYAC). No field testing was undertaken as part of this analysis. The Phase 1A Study was submitted to OPRHP on September 9, 2014. OPRHP concurred with the Phase IA Study in a letter dated September 29, 2014 (see **Appendix F-3**). The Phase 1A Study is appended to this Draft GEIS as **Appendix F-2**.

Based on historical research using primary and secondary documentary sources, topographical analysis, a site walkover, and a review of modern ground disturbance on the site, the Phase 1A Study concluded that portions of the Race Course are sensitive for historic and precontact period archaeological resources. A total of 17 areas of archaeological sensitivity were identified within the Project Site. Areas of archaeological sensitivity were categorized as low sensitivity; low to moderate sensitivity; and moderate sensitivity, as illustrated on **Figure 15-28** and **Table 15-2**.

**Table 15-2**  
**Archaeological Sensitivity Summary Table**

<b>Sensitivity Area ID</b>	<b>Subarea Location</b>	<b>Period</b>	<b>Level</b>	<b>Potential Project Impacts</b>
1	Backstretch/ Outside APE	Historic	Low to moderate	None anticipated
2	Superintendents Residence	Historic	Moderate	Improvements to Superintendent's Residence Rear Yard
3	Madden Court	Historic	Moderate	None anticipated
4	Madden Court	Historic	Moderate	Proposed new buildings in Madden Court
5	Autopark Area	Historic	Moderate	Backyard Expansion; East Avenue Gate House
6	Union Avenue & Backyard East	Historic	Moderate	Picnic Area
7	Clark's Cottage	Historic	Moderate	Nelson Avenue Service Building
8	Wright Street Entrance/ Paddock & Saddling Area	Historic	Moderate	Nelson Avenue Service Building; Wright Street Gate Modifications; New Jockey House; Paddock Modifications
9	Wright Street Entrance	Historic	Moderate	Nelson Avenue Service Building; At-the-Rail Building; Wright Street Gate Modifications
10	Main Race Course	Historic	Moderate	None anticipated
11	Stakes Barn north subarea/ outside APE	Historic	Low to moderate	None anticipated
12	Main Race Course	Historic	Moderate	None anticipated
13	Main Race Course/Madden Court	Historic	Moderate	None anticipated
14	Madden Court	Historic	Moderate	Proposed new buildings in Madden Court
15	Horse Haven (Campfire Court/West Horse Haven)	Historic	Moderate	None anticipated
16	Horse Haven	Historic	Low to moderate	None anticipated
17	The Lowlands	Precontact	Low to moderate	None anticipated
<b>Note: *See Figure 15-28 for Reference</b>				

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

The areas of sensitivity for historic-period archaeological resources (Area ID No.s 1 through 16) are sensitive for their association with residential properties that historically occupied the site and in most cases were constructed before their location was included in the Race Course property. These areas are primarily sensitive for domestic shaft features, such as former privy and well pits, that may remain intact or only slightly truncated below ground disturbance that occurred as part of grading, landscaping, and other construction associated with the Race Course. Area of Sensitivity 16, which includes the entirety of the Horse Haven area, comprises the area that was the original Saratoga Trotting Course, established in the 1840s and which may have been the site of agricultural fair activities and/or domestic habitation immediately prior to the establishment of the Trotting Course. This area is considered sensitive for domestic shaft features (such as privy or well pits) associated with early occupancy and use of the site as a racing venue and residence. Any other archaeological deposits relating to the early use of the site, including buried paths, drainage features, or refuse deposits dating to the early use of the Horse Haven area, may have the potential to yield historical information relating to the early operation and use of the site.

#### **D. FUTURE WITHOUT THE PROPOSED PROJECT**

In the future without the Proposed Project (also referred to as the “No Build” condition), it is expected that the Background Projects identified in “Chapter 1, Project Description”, such as routine repairs and maintenance, the refurbishment of non-contributing buildings, alteration of landscape features identified as non-character-defining features, and excavation in areas identified as possessing low archaeological sensitivity would be implemented as needed. These projects are typically carried out in coordination with OPRHP and with the input of the Saratoga Springs Preservation Foundation, and as routine maintenance projects, typically would not adversely affect cultural resources.

In addition, a comprehensive review of other public and private development projects anticipated by No Build analysis year of 2024 was compiled and is presented in Chapter 2, “Land Use, Zoning, and Public Policy.”

It is possible that in a future without the Proposed Project, the potential architectural resources identified within the Project Impact Area may be determined eligible for listing on the S/NR. Architectural resources that are listed on the National Register or that have been found eligible for listing are given a measure of protection from the effects of federally sponsored or assisted projects under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and construction process. Properties listed on the State Register are similarly protected against impacts resulting from state-sponsored or state-assisted projects under the State

Historic Preservation Act. Private property owners using private funds can, however, alter or demolish their properties without such a review process.

## **E. POTENTIAL IMPACTS OF THE PROPOSED PROJECT**

### **ARCHITECTURAL RESOURCES**

#### *PROJECT SITE OVERVIEW*

One of the key overall goals of the proposed project is to enhance and promote the historic character of the Saratoga Race Course, and as such, the Proposed Project's overall impact on the historic character of the Race Course is expected to be beneficial. The historic character of the Race Course is recognized not only as a contributing feature within an S/NR-listed historic district, but as a characteristic of the Race Course that is key in attracting visitors and defining the quality of their experience at the Race Course. Therefore, the preservation and/or rehabilitation of the historic character of the Race Course and contributing buildings and character-defining landscape features was a driving force behind the development of the proposed improvements. As described in detail in Chapter 1, "Project Description," the Proposed Project includes both specific planned elements that have established design criteria (primarily for the Frontside area) and several conceptual or more generic improvements (i.e., the addition of new barns or dormitories as well as the conversion of existing barns or dormitories in the Backstretch) that will be further refined or scheduled for implementation into the future.

No unavoidable adverse impacts have been identified in the future with the proposed Project. None of the planned elements or conceptual/generic improvements would result in the demolition or removal of contributing buildings nor would they substantially change the overall historic landscape of the Race Course. As part of the array of potential Project improvements, modifications to some of contributing resources and character-defining landscape features would occur. However, this analysis concludes that provided that the design of these Project elements is compatible with the historic character of the Race Course and its contributing resources, these modifications would not result in adverse impacts and therefore have been identified as Conditional No Adverse Impacts. Because the project involves ongoing design and refinement of selected improvements, a Draft LOR between NYRA, FOB, OGS, and OPRHP has been prepared (see **Appendix F-1**), which sets forth a process for avoiding adverse impacts to contributing resources. The Draft LOR will provide guidance on the following types of Conditional No Adverse Impacts:

- **Physical Alterations to Contributing Buildings:** Proposed Project elements that would impact contributing resources (through rehabilitation or alteration, for example), but the impact of which is not expected to be adverse, provided that the final design and construction are carried out in a manner that is sensitive to the historic resource and its context. The LOR provides specific guidelines for sensitive design and sets forth a procedure for consultation with OPRHP to obtain OPRHP's approval of the design.
- **Constuction of New Buildings and Alteration of Non-contributing Buildings:** Proposed Project elements that would introduce a new feature within the historic Race Course or alter existing non-contributing buildings. These Project elements are not expected to adversely impact the overall historic character of the Race Course, provided that the final design and construction are carried out in a manner that is sensitive to the historic context. The LOR

- provides specific guidelines for sensitive design and sets forth a procedure for consultation with OPRHP to obtain OPRHP's approval of the design as needed.
- Alterations to Historic Landscape Features: Proposed changes to character-defining landscape features that would not result in an adverse impact on the overall historic landscape of the Race Course. The LOR provides guidance on avoiding or minimizing incompatible changes to character-defining landscape features.

Further, in cases where construction would occur in the immediate proximity of a contributing resource, provisions have been included in the LOR for a Construction Protection Plan (CPP) to ensure that no inadvertent construction-period impacts to contributing resources occur. Project elements involving the proposed demolition non-contributing buildings within the Race Course (as described in Tables A-1 and A-2) would have no adverse impact on historic resources and would not require further review or agency coordination. Project elements involving the alteration of non-contributing buildings through renovation or other modifications are also inventoried in Tables A-1 and A-2. Alterations to non-contributing buildings are also considered to have no potential for adverse impacts on the Race Course provided their design is in keeping with the design guidelines set forth in the LOR, which ensure that alterations are compatible with the character of the Race Course setting.

A brief review of Proposed Project elements and their potential for impacts is provided below, organized by the subareas located in the Backstretch and Frontside of the Race Course. Out of the 176 contributing buildings located on the Project Site, no adverse impacts such as demolition or relocation have been identified on the Backstretch or the Frontside. Contributing buildings that would be subject to physical alterations but would not be adversely affected provided compliance with the stipulations of the LOR comprise 52 buildings; 48 are located within the Backstretch and four on the Frontside.

Changes to landscape features that help define the overall character of the historic Race Course landscape (which is itself considered a contributing feature to the Historic District) are discussed below and inventoried in Table A-3. The potential for the proposed improvements to affect the overall historic character and appearance of each area is also addressed. Potential changes to landscape features that are considered character-defining components of the historic landscape have been identified in three areas, including the Autopark Area and Union Avenue Entrances on the Frontside and the Oklahoma Annex on the Backstretch. The LOR outlines a process for minimizing these limited changes to character-defining landscape features and avoiding an adverse impact on the overall historic landscape of the Race Course.

As noted in Table A-3, many of the trees and hedges found throughout the site date to the period of significance and help define the character of the overall historic landscape of the Race Course. A Tree Management Plan has been prepared for the Backstretch (The LA Group: September 2014), which sets forth a phased plan for retaining, removing, and restoring trees within the Backstretch landscape. This Plan was prepared with a sensitivity to the historic landscape and used the Phase I and II cultural landscape inventories and the summary landscape assessment presented in Table A-3 as a source of information and a partial basis for the tree management strategy. The Tree Management Plan was submitted to the Saratoga Springs OPRHP and was approved on January 13, 2015 (**Appendix F-3**). In areas addressed by the Tree Management Plan, tree management actions that are in keeping with the Plan are considered to be appropriate and would have no adverse impact on the landscape of the Race Course. In areas not covered by the Tree Management Plan where a specific tree management strategy has not yet been identified, any proposed removal of mature trees or hedges in these areas should be evaluated

when proposed Project elements involving tree management are further developed. The LOR contains general guidelines for tree management, a protocol for the avoidance of inappropriate changes to this category of resource, and a guidance on when further consultation with OPRHP is necessary in regards to tree management.

### *BACKSTRETCH*

As described in Chapter 1, the Proposed Project provides for a long-term initiative to upgrade, restore, and replace the critical facilities necessary to provide for workers and horses that underpin the Race Course operations. The plan represents a full complement of potential changes for the Backstretch although it is noted that based on need and funding availability, program elements may be eliminated or reduced in scale and scope. Figures 1-45 and 1-46 illustrate proposed improvements in the Backstretch. No demolition or relocation of contributing buildings has been proposed and no unavoidable adverse effects have been identified. Forty-eight contributing buildings within the Backstretch would be refurbished or altered in some way but would not be adversely affected provided that the design and construction of the alterations are sensitive to historic fabric and comply with the provisions of the LOR. The schematic design of typical proposed new barns and dormitories is illustrated in Figures 1-47 and 1-48, respectively. No new dormitories would exceed two stories. The proposed designs are in keeping with the existing scale and overall form of the majority of existing buildings in the Backstretch. The proposed barn forms would maintain continuity with existing historic typologies in the Backstretch, including double- and single-loader barn forms. The materials used would include board-and-batten and vertical board siding and standing seam metal roofs consistent with many of the existing buildings on the Backstretch. The design of new buildings constructed in the Backstretch would be refined in coordination with OPRHP and according to the provisions of the LOR.

### *Oklahoma*

Two new dormitories are proposed within the Oklahoma Area (see Figure 1-45). No existing buildings would be demolished. Four contributing bunkhouses would be refurbished, but would not be adversely impacted provided compliance with the LOR.

The following additional changes to the landscape of the Oklahoma Area are proposed: Removal/Rerouting of portions of the existing vehicular circulation to provide consistent perimeter vehicular circulation; restoration of central portions to turf and horse circulation only; creation of walking rings and central turf areas at each barn; and provision of central wash pads at new barns. The proposed improvements are not expected to adversely impact character-defining landscape features. The layout of existing historic barns would not substantially change, as the two proposed new buildings would be located east of the existing buildings in Oklahoma, at the edge of or overlapping with the Lowlands area. Other character-defining landscape features, including exercise rings and historic view corridors, would not be affected.

### *Oklahoma Annex*

The following improvements are proposed in the Oklahoma Annex, as illustrated on Figure 1-45: three new barns and one new dormitory would be constructed. Three non-contributing buildings would be removed (BH123, restroom building 123T, and 124 PONY [also known as Barn 125B]). One contributing building, BH125, would be refurbished. No adverse impacts to the building would occur provided compliance with the LOR. Two character-defining landscape features, two square paddocks along the northern edge of the area and two exercise rings south

of the paddocks, would be directly impacted by the construction of the new barns and dormitories. In keeping with the LOR, NYRA, OGS, and FOB would evaluate measures to avoid or minimize impacts to these components of the historic landscape.

*The Lowlands*

No structures are proposed within the Lowlands Area as part of the Proposed Project, except to the extent that portions of the two proposed dormitory buildings to be constructed at the eastern edge of the Oklahoma area would overlap somewhat with the Lowlands. The Lowlands area would continue to be used for seasonal overflow parking soil and sand stockpiles for track maintenance, dumpsters, and stormwater infrastructure. In the future with the proposed project, an area in the central/western portion of the Lowlands may see expanded use a seasonal overflow parking area though no improvements or grading are anticipated. No buildings or character-defining landscape features have been identified in this area; therefore, in terms of architectural resources, there is no potential for adverse impacts.

*Horse Haven*

Within East Horse Haven, no new buildings would be constructed and no existing buildings would be demolished. Six contributing buildings (BH87, BH89, BH95, BH98, BH99 and Building 88T) would be refurbished, but would not be adversely impacted provided compliance with the LOR.

Within the West Horse Haven Area, no new buildings would be constructed and no existing buildings would be demolished. Three contributing buildings (BH75 and Maintenance 74 and 76) would be refurbished, but would not be adversely impacted provided compliance with the LOR.

In Elm Court, no new buildings would be constructed and no existing buildings would be demolished or altered.

In Campfire Court, no new buildings would be constructed and no existing buildings would be demolished. Two contributing buildings (Buildings 67 and 68) would be refurbished, but would not be adversely impacted provided compliance with the LOR.

In total, eleven contributing buildings in Horse Haven would be refurbished and/or altered, but would not be adversely impacted provided compliance with the LOR. No new buildings would be constructed in Horse Haven and no existing buildings would be demolished. No adverse impacts to character-defining landscape features identified in Horse Haven are anticipated.

*Dupont*

In the Dupont area, one new barn and one new dormitory would be constructed. No existing buildings would be demolished or relocated. Eight contributing bunkhouses and two contributing restroom buildings would be refurbished. These would not be adversely impacted provided compliance with the LOR. The proposed changes in the Dupont area would not directly impact character-defining landscape features. While two new buildings would be constructed, these buildings would be sited and oriented in a manner that is in keeping with the existing layout of the area.

*Madden Court*

In Madden Court, two new dormitories would be constructed. Two non-contributing buildings would be demolished, but no contributing buildings would be demolished. Two contributing

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buildings (BH31 and 36T) would be refurbished, but would not be adversely impacted provided compliance with the LOR. No character-defining landscape features would be adversely impacted as part of the proposed improvements. The proposed new buildings are located at the eastern edge of Madden Court and would be of a similar size and orientation to the non-contributing buildings they would replace.

### *Backstretch*

Within the Backstretch area, one new barn would be constructed, but no existing buildings would be demolished. Thirteen contributing buildings would be refurbished and/or altered, but would not be adversely impacted provided compliance with the LOR. Character-defining landscape features would not be impacted by the proposed improvements. The one new barn proposed would be located in the northwest portion of this area, positioned with an orientation and location that in keeping with the character of the existing historic layout.

### *Clare Court*

In Clare Court, no existing buildings would be demolished and no new buildings would be constructed. The former historic Belmont Summer House (BH3) would be refurbished and used as a female dormitory or married couple housing, and four bunkhouses (BH4, BH5, BH6, and BH7) would be refurbished and used as trainer/tack rooms. These five contributing buildings would not be adversely impacted provided compliance with the LOR. No physical changes to character-defining landscape features within Clare Court are proposed and therefore no adverse impacts have been identified.

### *Sanford*

In Sanford, no existing buildings would be demolished and no new buildings would be constructed. One contributing bunkhouse (BH2) would be refurbished and used as trainer/tack rooms. The bunkhouse that would be refurbished would not be adversely impacted provided compliance with the LOR. No improvements are proposed that would alter character-defining landscape features in this area, and therefore, no adverse impacts to historic landscape features have been identified in this area.

### *Superintendent's House and Recreation Unit*

As part of the Proposed Project, the house would be renovated to accommodate small corporate parties visiting the Race Course. The renovation project would create a private hospitality venue unique to the Saratoga Race Course and not currently available. The interior rooms of the house would be renovated and modified to accommodate large gatherings and an exterior patio and porch would be added to the backside of the house. Space for a fifty by seventy foot tent that could potentially hold up to 150 people is proposed south of the house (see Figures 1-44). No adverse impacts to the contributing Superintendent's House or associated landscape features are anticipated provided compliance with the LOR to ensure that the alterations are made in a manner that is sensitive to the historic fabric and context of the area. The other buildings in this area would not be directly affected. Compliance with the LOR would also ensure that there would be no adverse contextual impacts on the two contributing garages adjacent to the Superintendents Residence. No changes to the Recreation Unit subarea are proposed as part of the project and no adverse impacts to these buildings would occur.

### *FRONTSIDE*

Based on the analysis presented below for each area within the Frontside, the Proposed Project would not remove any contributing buildings from the Frontside. Four contributing buildings within the Frontside would be altered, including Clark's Cottage, the Grandstand/ Clubhouse Complex, the Old Saddling Shed, and the Jockey House. However, if designed in a manner sensitive to the buildings' historic fabric and historic context in keeping with the provisions of the LOR, no adverse impact would occur as a result of the Frontside improvement projects. In limited instances, the potential to directly impact character-defining landscape features has been identified, such as the removal the gravel strips and trees within the Autopark Area (which would be impacted by the Backyard Expansion project). The LOR outlines a process for minimizing these changes to character-defining landscape features and avoiding an adverse impact on the overall historic landscape of the Race Course. Several new buildings are proposed within the Frontside, including the Nelson Avenue Service Building, the At-the-Rail Complex, and the New Jockey House, among others. While these structures will introduce new and prominent elements into the historic landscape of the Frontside, sensitive design appropriate to the historic context in keeping with the guidelines set forth in the LOR will ensure that no adverse impacts to the overall historic landscape and character of the Frontside will result.

### *Main Race Course*

The Proposed Project does not include any changes to the Main Race Course area; therefore, no direct impacts to the Main Race Course would occur. Adjacent Proposed Project elements include improvements and additions to the Grandstand/Clubhouse complex, discussed elsewhere in this section. While some of these projects, such as the replacement of the existing non-contributing At-the-Rail Complex with a new and larger At-the-Rail Building would result in new elements immediately adjacent to the Main Race Course, these changes would not be adverse, provided that the design of these features complies with the provisions of the LOR, as described in other sections. The new At-the-Rail Building would introduce a new building into the immediate context of the Main Race Course, but its design would be in keeping with the existing Grandstand/ Clubhouse complex and would not change the overall character or feeling of the Race Course landscape in the vicinity of the Main Race Course.

### *Reading Room*

The Proposed Project does not include any changes to the Reading Room area, and no direct impacts to the contributing Reading Room building or associated landscape features would occur. The Backyard Expansion would be located chiefly in the Autopark area, which is immediately adjacent to the Reading Room area to the east. However, the Reading Room is separated from the proposed Backyard Expansion improvements by the exercise track located east of the Reading Room building and by the western portion of the Autopark Area for which no changes are proposed. Therefore, no substantial changes to the immediate setting or context of the Reading Room are expected in the future with the proposed project.

### *Autopark Area*

The proposed Backyard Expansion would be located in the Autopark area. The existing area known as the Backyard of the Saratoga Race Course includes the entire Union Avenue Entrance and Backyard Area, as well as portions of the Auto Park Area and the Paddock and Saddling Area. The proposed Backyard Expansion would allow existing Backyard activities and venues to expand north into the Autopark area (see Figure 1-36). The modifications to the Backyard would

include a number of renovation and landscape projects. These improvements would result in a reorganization of the Backyard facilities, improved seating areas, enhanced food offerings, and better organized retail spaces as well as more organized mutuels and video/TV areas. Overall, it is expected that these improvements would enhance the appearance of the Frontside and establish a more cohesive experience of the Backyard. As illustrated on Figure 1-37, aspects of the Backyard Expansion that would occur in the Autopark area include removal of the gravel strips, construction of an amphitheater with large-screen televisions and sponsorship booths, a new children's playground and a new bathroom building, as well as new landscaping.

The Backyard Expansion would retain the existing historic fence along the Union Avenue perimeter of the Autopark Area and would leave the western portion of the Autopark Area unchanged. However, the removal of landscape features that date to the period of significance and help define the character of the Race Course's historic landscape, such as gravel strips and mature trees planted as part of the original design of the area, would compromise the integrity of the historic landscape in this area of the Race Course. The proposed improvements would alter the historic character of the Autopark area through the introduction of buildings and landscape features that are out of keeping with the historic character of this portion of the Race Course. However, the proposed impact to this specific area landscape would be minimized through the retention of the western portion of the Autopark Area, including its existing gravel strips and mature trees. The preservation of a portion of the Autopark landscape would allow for the continued interpretation of the area as an early 20th century parking lot. Further, although the proposed project would result in changes to the Autopark's landscape, the impact to the overall historic landscape of the Race Course (which as a combined whole is considered a contributing feature within the Historic District) would be minimal and would not constitute an adverse impact to the contributing Race Course landscape as a whole. As set forth in the LOR, if the Backyard Expansion is advanced, NYRA, OGS, and FOB would coordinate with OPRHP to evaluate measures to avoid or minimize changes to the Autopark Area's historic character. As stated above, while the proposed Backyard Expansion would impact landscape features in the Autopark Area, the impact of this Backyard Expansion on the historic landscape of the Race Course as a whole is not considered adverse. Further, by expanding the Backyard and better organizing functions such as televisions and concessions, it would be possible to remove non-contributing features, such as simulcast umbrellas, that give other portions of the Race Course site a cluttered appearance that detracts from the overall historic landscape of the Frontside.

#### *Union Avenue Entrances and Backyard East*

Multiple improvements are proposed within this area, including improvements to the East Avenue Entrance, the Grandstand Garden, and the Picnic Area. The Backyard Expansion would involve changes at the northern edge of this area, but would chiefly occupy the Autopark Area and is discussed in that section.

The existing East Avenue Entrance, also known as the West Entrance at Union Avenue, is located along Union Avenue at East Avenue. Improvements to the existing entrance would provide new landscaping, pedestrian pathways and a new semi-circular drive in front of the gate, which would create an easier and safer guest drop-off and pick-up area by providing a buffer between the gatehouse and Union Avenue (see Figure 1-38). New landscaped paths from the central location of the entrance along Union Avenue would create easy connections to interior functions in the backyard and allow for a clear and straight path to the Grandstand and Clubhouse. Modifications to the existing non-contributing gatehouse would also be made in order to incorporate changes in technology and ticketing (see Figure 1-39). There are no

contributing buildings in this area of the Race Course, and therefore, no contributing buildings would be impacted. However, several character-defining landscape features have been identified, including the routes of early pedestrian paths, the route of the horse path between Horse Haven and the Paddock, the location of the East and West Entrances, and the fence along the Union Avenue perimeter. This proposed project element would retain the horse path, the entrance locations, and the fence along Union Avenue, but would alter the system of pedestrian paths somewhat. The route of the wide path/roadway leading from the West Entrance southwest towards the Clubhouse, which was laid out in the early 20th century, would be altered as part of this project. It would be replaced by a system of two narrower paths with a park area between them. While this change would alter a character-defining landscape feature (the path leading southwest from the West Entrance), the overall this landscape design and the related East Avenue improvements are expected to restore more of the historic feeling of the entry area by reducing asphalt and visual clutter and replacing them with a more parklike treed setting.

The proposed Grandstand Garden would also be located within the Union Avenue Entrance and Backyard East Area. It is conceived as a repurposing of a part of the Race Course that is currently under-utilized. Under the Proposed Project, a portion of the lawn where guests currently picnic will be developed into a beer garden with large tables and improved food service. The existing East Entry Gate would be renovated to kitchen, concessions, mutuels and a bar, and a seating area would be created that would seat about 300 people (see Figures 1-40 to 1-41). While the function of the existing non-contributing Entry Gate would be changed, the location of the entry gate (which is considered a character-defining landscape feature) would not change. The proposed elements to be introduced in this area would introduce a new element into the landscape but would not affect contributing buildings or historic landscape features and would revitalize this section of the Frontside. Further, by removing non-contributing features (such as simulcast umbrellas and canopied walkways) that clutter the landscape and replacing existing asphalt and parking areas with landscaped areas, the Proposed Project would restore a landscape more in keeping with the historical character of the Backyard than is presently manifested.

The proposed Picnic Area occupies portions of the Union Avenue Entrance and Backyard Area as well as the Paddock and Saddling Area. It is defined as the Backyard space between the new Lincoln Avenue Entrance location and the proposed the Grandstand Garden, and includes landscaping, the addition of picnic areas, and removal of simulcast umbrellas (these would be replaced with flat screen televisions in a limited number of sponsorship tents located in the Paddock and adjacent to the East Entrance at Union Avenue). A new pathway would be created in the Paddock area, discussed later in this section. The proposed Picnic Area improvements were designed to create a more cohesive architectural aesthetic as well as improved seating and better organized services and concessions (see Figure 1-42). It is not anticipated that this proposed improvement would affect any existing landscape elements identified as character-defining features. The addition of picnic shelters and sponsorship kiosks are expected to have a minimal effect on the overall historic setting and appearance of this portion of the Race Course. The removal of simulcast umbrellas and other non-contributing features from throughout the Backyard would reduce the feeling of clutter than currently detracts from the area's historic character.

Overall, while multiple changes are proposed to the Union Avenue Entrances and Backyard East area, the proposed project is expected to have an overall positive effect on this portion of the Frontside. With the exception of the path leading from the West Entrance at Union and East Avenues, which could be altered as part of the East Avenue Entrance improvements, no

character-defining landscape features or contributing buildings would be directly impacted. As project planning progresses, the design of the proposed features discussed in this section would be refined according to the process outlined in the LOR to ensure that adverse impacts to historic landscape features in this area are avoided.

*Grandstand/ Clubhouse Complex*

As discussed earlier, the Grandstand/Clubhouse Complex is a contributing feature and one of the most prominent and iconic historic buildings within the Frontside. It is comprised of five main subcomponents, three of which contribute to the historic character of the complex and two of which were added after the period of significance and are considered non-contributing components. There are multiple proposed improvements that would occur within or adjacent to the Grandstand/Clubhouse Complex. These include the Historic Clubhouse modifications; the Pressbox and Press Standing Area relocation; Grandstand/Carousel Modifications; Top of the Stretch Club; and the proposed apron modifications.

The Clubhouse modifications would involve reprogramming existing hospitality spaces within the Clubhouse (a contributing component of the contributing Grandstand/Clubhouse Complex) and renovating existing dining and box seats and kitchen space on all levels. Clubhouse restrooms would also be renovated and expanded (see Figures 1-12 to 1-14). Guest spaces throughout the clubhouse would be reoriented to face the Race Course wherever possible. Outdoor patio seating would be increased and the existing administrative offices would be relocated to the new Nelson Avenue Service Building. Overall, the proposed improvements to the Clubhouse are expected to preserve historic fabric within the building and improve the visitors' experience of the building, partly by better showcase its historic character. To ensure that historic fabric is preserved wherever possible while achieving the essential goals of the improvements, the final design will be developed in compliance with the provisions set forth in the LOR. This process would also ensure that new features are designed in a manner that is sensitive to the historic setting. Therefore, these modifications would not adversely impact the Grandstand/Clubhouse Complex.

The Pressbox and Press Standing Area would be relocated from their current setting, which is presently only reachable by catwalk within the Grandstand roofline (west of the Judges Tower), to a new Press Box at the center of the clubhouse accessible from the main 4th floor. The Judge's Tower is proposed to remain in the same location as the existing tower but would be improved to better integrate the rooflines of the tower with the Clubhouse's historic roof profile. New service stairs would also be added to access the space. According to the Phase II Survey, the existing Judge's Tower, was constructed in 1909 and was incorporated into the original 1929 design of the Clubhouse. The proposed alterations to the Press Box, Press Standing Area, and Judge's Tower are expected to improve the function of the Grandstand/Clubhouse Complex and improve visitors' experience of the Complex, and are not expected to detract from its historic character. Although the Judge's Tower dates to the building's period of significance and is visible from the exterior of the building, the modifications, if designed with a sensitivity to the historic context, are not expected to diminish the historic appearance of the Grandstand/Clubhouse Complex. To ensure that the design is compatible with the historic structure and that historic fabric is preserved wherever possible while achieving the essential goals of these improvements, the final design will be developed in compliance with the provisions set forth in the LOR. This process would ensure that the proposed alterations to the Grandstand/Clubhouse Complex do not adversely impact the contributing resource.

The Grandstand/Carousel Modifications proposed to the Grandstand are intended to restore, as well as highlight the historic character of the structure and create a more enjoyable guest experience through select reprogramming of both its guest and operational spaces (see Figures 1-15 to 1-17). The proposed modifications would result in the reprogramming of space on all three levels of the Grandstand and the lower level of the Grandstand would be reorganized and renovated (see Figure 1-18). The proposed improvements would also include new escalators, which would replace escalators currently at the rear of the Complex, which detract from the historic character of the building. The majority of the Grandstand's non-guest spaces, including the administrative offices, would be moved to the East End of the building. The kitchen that is currently located in the North End of the building would be moved to the new Nelson Avenue Service Building to allow this space to be used for the mutuels offices. A new bar/lounge area would be added in the middle of the (non-contributing) East End of the Complex and a sports bar would be added on the second level of the non-contributing Carousel. Many of the proposed improvements would occur in the non-contributing components of the complex, including the Carousel and the 1965 Addition on the East End. These improvements would not have the potential impact the overall historic character of the Complex. Improvements to contributing components of the Grandstand/Clubhouse Complex, if designed and implemented in a manner that is sensitive to retention of historic fabric and context, are not expected to diminish the historic integrity of the Grandstand/Clubhouse Complex. To ensure that result in no adverse impact to the Complex, the final design will be developed in compliance with the provisions set forth in the LOR.

The proposed Top of the Stretch Club improvements would involve the redesign of the service area at the East End of the Grandstand combined with the construction of a new 3,000 sf addition adjacent to the East End (see Figures 1-19 to 1-21). As noted above, the East End of is a 1965 steel-frame addition to the Grandstand/Clubhouse Complex, and is considered a non-contributing component. Large portions of the East End would be reprogrammed to include a new kitchen and restrooms, concessions, a new open-air patio, and a variety of new seating choices. The new addition to the building would be attached to the East End and would repurpose and cover the existing loading area, which would be relocated to the new Nelson Avenue Service Building (see description above). This would result in the infill of this underutilized and minimally visible area. The new open-air addition would also include new seating and a hospitality suite. A total of 206 additional seats would be created through the repurposing of the existing space and the new addition. The proposed improvements associated with the Top-of-the-Stretch Club would directly affect only non-contributing portions of the Grandstand/Clubhouse. Construction immediately adjacent to the East End of the Complex, to the east, would occur in an area where no contributing buildings or character-defining landscape features are located. These improvements are not expected to detract from the historic character of the Grandstand/Clubhouse Complex or diminish its integrity. To ensure that the proposed improvements result in no adverse impact to the Complex, the final design will be developed in compliance with the provisions set forth in the LOR.

The Race Course apron is the paved area outside the Grandstand adjacent to the Main Track where guests can view each race. The current apron layout does not provide enough viewing opportunities for guests to stand on the apron and watch the races without being hampered by obstructions. The proposed apron modifications would improve views of the Race Course by modestly increasing the slope of the apron (up to 3 percent over the entire width of the apron) to improve visibility for both standing and seated guests (see Figure 1-22). As part of the improvements, the pitch of the apron would be designed to allow the apron's impermeable

surfaces to drain as needed. New stone pavers would be installed to improve the aesthetics of the apron and the stairs leading from the stadium seating to the apron would also be redesigned. The new stairs would include wide landings to accommodate spectators and allow for better trackside viewing. In addition, the winner's circle would be relocated and enlarged allowing guests greater visibility and access to the horses, jockeys and owners and an enhanced racing experience. These proposed changes would not directly impact any character-defining landscape features identified in the Race Course apron. The proposed improvements are not expected to detract from the historic character of the Grandstand/Clubhouse Complex or adjacent Race Course. To ensure that result in no adverse impact to the Complex, the final design will be developed in compliance with the provisions set forth in the LOR.

In addition to the proposed improvements described above, the At-the-Rail Building is a proposed new building, which would be located within the Wright Street Entrance area, between the proposed new Nelson Avenue Service building and the Grandstand/Clubhouse Complex. It would be connected via a covered walkway to the west side of the Clubhouse portion of the Grandstand/Clubhouse Complex (see Figure 1-9). The proposed 34,000 sf three-story building would replace the existing semi-temporary non-contributing At-the-Rail Building and would provide a variety of high-end banquet areas, restaurant and party suites, with balconies overlooking the Race Course as well as outdoor dining terraces (see Figures 1-10 and 1-11). The building's service areas would be oriented into the rear corners of the building to provide visitors with maximized views of both the Race Course and the Backyard. The building would replace the existing non-contributing At-the-Rail Complex within the Wright Street Entrance Area, as described in the section relating to that area below. In terms of its relationship to the Grandstand/Clubhouse Complex, while the new building would add a visually prominent new feature into the immediate vicinity of the Grandstand/Clubhouse, the proposed At-the-Rail Building has been designed to harmonize with existing contributing buildings in the immediate vicinity, particularly the Grandstand/Clubhouse Complex. While its prominent slate-clad hipped roofs and boxy form create a sense of continuity with the adjacent Grandstand/Clubhouse Complex, more subtle modern aspects of its design, such as large glass windows recessed behind overhanging eaves and verandahs, make an appropriate distinction between it and the adjacent historic building. With a height slightly lower than that of the Grandstand/Clubhouse, the proposed At-the-Rail Building does not dwarf or diminish the prominence of the adjacent building or detract from the viewer's sense that the Grandstand/Clubhouse is a centerpiece in views surrounding the Main Race Course. Provided that the final design of the proposed At-the-Rail Complex is developed in coordination with OPRHP as set forth in the LOR, the construction of this building would have no adverse effect on the Grandstand/Clubhouse Complex.

#### *Wright Street Entrance*

Multiple Project elements are proposed within the Wright Street Entrance area, including the Nelson Avenue Service Building; the Wright Street Gatehouse; and At the Rail Building.

The Nelson Avenue Service Building is a proposed new building that would house the site's central receiving, administrative offices, and a new production kitchen (see Figures 1-6 through 1-8). The new building would be sited in an existing parking area located at the corner of Nelson Avenue and Wright Street and would also provide a new central loading dock area, a new covered connection to the proposed new At the Rail Building, a new parking area for broadcast trucks, a new screen wall with plantings along Nelson Avenue, and a new utility courtyard and enclosure with a planting area to screen the utility courtyard. The proposed building would be

two stories and a total of 32,655 sf. The first floor of the building would include a central production kitchen, NYRA shipping/receiving, and an entry lobby all serviced by a covered loading dock. The second floor of the Nelson Avenue Service Building would house offices relocated from the existing Clark's Cottage (allowing Clark's Cottage to be used for Horseman's functions), and from an office trailer. The loading area that would replace some of the existing loading docks currently located on the lower level of the Grandstand and would accommodate service activities now located in the Grandstand, allowing for a more appealing guest experience at the Grandstand.

The proposed Nelson Avenue Service Building would introduce a large new structure into an area where no existing or previous Race Course structures stood. This area was historically undeveloped and no contributing features exist in this location, with the exception of the alignment of Nelson Avenue and Wright Street, which would not change. The proposed design of the Nelson Avenue Service Building is compatible with the character of existing historic architecture within the Race Course. Stylistically, it references late Victorian roof forms and decorative gable treatment comparable to other buildings on the Race Course, and it employs materials such as slate roofing and board-and-batten siding compatible with the majority of contributing Race Course buildings on both the Frontside and Backstretch. While its scale is relatively large, it is not out of keeping with other buildings on the Frontside. Its massing is relatively low and horizontally oriented and the building would not alter significant historic view corridors. The Nelson Avenue Service Building would occupy a space that is currently underutilized and does not contribute to the historic character of the Race Course. The proposed building would not obstruct historic view corridors or block important historic views to or from contributing features. Provided that its design progresses in accordance with the provisions of the LOR it is not expected to have an adverse effect on the Race Course or its contributing components.

The proposed Wright Street Gatehouse Modifications would revitalize the existing Wright Street Gate Entrance by creating more space between the gate and the horse path (see Figure 1-9) This additional space would improve the safety of the horses and the guests viewing the horses by moving the gate out toward Nelson Avenue away from the horse path. The historic fountain would be retained *in situ* and new landscaping would be installed to create a more formal, well-designed gateway to the Race Course that would help to funnel crowds into the Backyard. It was not until after the period of significance that an admissions structure was built near the intersection of Wright Street and Nelson Avenue and thus the slight shift in the structure's location would not alter a historic layout or affect historic elements. No other contributing features are located in the Wright Street Entrance area, with the exception of the loop road at the Wright Street entrance, which is considered a character-defining landscape feature though its integrity is compromised. This circular island in front of the Wright Street entrance on which three trees are growing would be left in place. A new pedestrian drop-off loop would be created nearer the intersection of Wright Street and Frank Sullivan Place. The horse path leading from the Paddock area towards the Clubhouse would be slightly reshaped; the existing horse path in this area is not in its precise historic location and the proposed improvement would bring it closer to earlier precedents by shifting it towards the Clubhouse. The Wright Street Gatehouse modifications would have no adverse impacts on any contributing features in this area and would not change the overall landscape in a manner that would detract from the historic setting.

The At the Rail Building is a proposed new building which would be located immediately south of the Wright Street Entrance Gate and between the proposed new Nelson Avenue Service building (connected via a covered walkway) and the west side of the historic Clubhouse (see

Figure 1-9). As described under “Grandstand/Clubhouse Complex” earlier in this section, the proposed three-story building would replace the existing non-contributing At-the-Rail Building and would provide a variety of amenities, including restaurants and outdoor dining terraces (see Figures 1-10 and 1-11). The proposed construction of the At-the-Rail Building would introduce a large new building into the Wright Street Entrance Area. The building would replace the existing non-contributing At-the-Rail Complex, and would not directly affect any contributing buildings or historic landscape features in this area. The Phase II Survey notes that while there is historic precedence for a building in this area, the current At-the-Rail Building with its temporary nature and modern materials detracts from the historic setting. The proposed At-the-Rail Building has been designed to harmonize with existing contributing buildings in the immediate vicinity, particularly the adjoining Grandstand/Clubhouse Complex, as discussed earlier in this section. Therefore, provided that the final design of the proposed building is developed in keeping with the provisions of the LOR, no adverse impacts would result from the construction of this building.

#### *Paddock and Saddling Area*

Multiple improvements are proposed for the Paddock and Saddling Area, including Modifications to the Paddock; Saddling Shed Modifications; improvements to the existing Jockey House and Administration buildings; the construction of a New Jockey House; and the proposed new Lincoln Avenue Entrance. In addition, the Backyard Expansion and Picnic Area improvements, described under the Autopark Area and the Union Avenue Entrances and Backyard East, would occur partially within or immediately adjacent to the Paddock and Saddling Area.

Modifications to the Paddock are proposed to increase the visibility of the jockeys and horses before the races by creating an amphitheater-like spectator area to enable visitors to view the walking circle. Historically, Race Course guests were provided greater visual and physical accessibility to horses and jockeys than in recent decades. As part of the Paddock Modifications, a slightly raised berm of up to four feet is planned to surround and create elevated views into the Paddock. Other proposed improvements within the Paddock, described below, such as the new Jockey House and the Saddling Shed Modifications will be integrated into the Paddock design through necessary changes to the Paddock circulation paths (see Figures 1-23 and 1-24). The proposed changes to the landscape of the Paddock are not expected to directly affect any character-defining landscape features identified in the Paddock and Saddling Area. With the exception of the contributing horse path, which would not be altered, the existing circulation patterns have experienced substantial modifications after the period of significance. The proposed improvements are expected to restore an historic sense of proximity and accessibility to horses and jockeys, and would restore more expansive views within the Paddock. To ensure that the proposed improvements result in no adverse impacts to the character-defining landscape features in the Paddock, the final design will be developed in compliance with the provisions set forth in the LOR.

Constructed in 1902, the Old Saddling Shed is one of the earliest and most significant buildings within the Frontside; however, the building was enclosed to accommodate pari-mutuel windows and offices in 1963, partially compromising its historic integrity. The proposed Saddling Shed Modifications would remove many of the elements that were added after the period of significance and would preserve historic characteristics of the structure. The Proposed Project would restore the Saddling Shed to an open-air pavilion and allow for clear views across the Paddock. The timber framing and trusses of the Saddling Shed, long hidden by the addition of

the pari-mutuel windows at the structure's core enable visitors to appreciate the construction and character of the historic building (see Figures 1-25 to 1-27). The new outdoor venue and mutuels proposed at the Saddling Shed would involve modifications to the structure's current programming. The existing racing offices would be moved to the New Jockey House and a champagne bar with 100-120 seats centered under the Saddling Shed structure would be constructed. The bar would contain center seating with high-top tables and standing rail areas and would offer a unique venue currently not available at the track. The proposed modifications would remove the existing mutuels and replace them with two low-profile bays on either side of the champagne bar. The proposed modifications to the Old Saddling Shed would restore the historic character of the contributing feature by removing non-contributing elements and improving accessibility to the interior of the building. The final design of the improvements would be prepared in compliance with the LOR to ensure that impacts to historic fabric are avoided and new elements are designed in a manner sensitive to the historic context.

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

The New Jockey House would be constructed adjacent to the paddock and would bring the horses and Jockeys closer to the viewers (see Figures 1-28 to 1-32). The new facility would provide a more adequate and efficient space for overall business operations of the Race Course. The total proposed square footage of the new Jockey House would be 14,356 square feet, which would include 16 horse stalls, male and female jockey facilities, common areas, and offices. The new jockey house would be a modified amphitheater in plan. The façade has been designed to evoke a large horse barn with open stalls along the ground story. The building would use materials characteristic of contributing buildings on the Race Course. While the new Jockey House and Paddock area alters the existing landscape, the new design is intended to restore the historic value viewing opportunities into the paddock area and saddling boxes. No contributing buildings or character-defining landscape features within the Paddock and Saddling Area would be directly affected by the proposed improvements. The final design of the building would be developed in keeping with the LOR and in coordination with OPRHP to ensure the design is compatible with the historic setting.

The proposed new Lincoln Avenue Entrance would create a major access point along Lincoln Avenue. The Lincoln Avenue Entrance would be located within the Paddock and Saddling area and its central location would make the entry an easy access point from all areas of the Frontside (see Figure 1-35). It would alleviate pedestrian and vehicular traffic coming from Union Avenue creating a safer and more accessible entrance to the Race Course. The Lincoln Avenue Entrance design incorporates a paved space in front of the proposed new gatehouse to allow guests to gather while waiting in line to buy tickets. A roundabout is proposed to slow traffic down and function as a guest drop-off area. The center of the proposed median would be landscaped creating an additional gateway for the Race Course. The proposed landscaping and streetscape improvements would enhance the overall appearance of the Backyard Area. The Lincoln Avenue Entrance would replace the existing Union Avenue Entrance, which would be converted to the Grandstand Garden (project 2.8). The introduction of a new entry point to the Race Course where no entry existed historically represents a change to the overall circulation pattern of the

historic property. However, this change is not expected to adversely impact the historic character or substantially diminish the historic integrity of the Paddock and Saddling Area or the Race Course as a whole. No contributing buildings or character-defining landscape features would be directly impacted as part of this proposed project. The design of the proposed Lincoln Avenue Entrance Building, which is currently at the schematic stage, would be developed in keeping with the provisions of the Draft LOR and in coordination with OPRHP to ensure that the final design of the proposed Entrance is sensitive to its historic setting.

Proposed Backyard Expansion and Picnic Area improvements would allow existing Backyard activities and venues to expand north into the Auto Park and would involve a number of renovation and landscape projects in the area known as the Backyard (see Figure 1-37 and Figure 1-42). These improvements would occur largely within the Union Avenue Entrance and Backyard East Area and the Auto Park Areas, and detailed discussion of the improvements is provided in those sections. Alterations to the landscape of the Paddock and Saddling Area as part of these projects would be limited and would principally involve the removal of non-contributing elements that create visual clutter within the Paddock, such as simulcast umbrellas. However, a new sponsorship kiosk would be added to the Paddock and Saddling Shed area as part of these improvements and a new pathway between the Lincoln Avenue Gate and the Paddock would be introduced. These improvements are not expected to directly impact contributing buildings or character-defining landscape features. Provided the final design of these elements is carried out in keeping with the provisions of the LOR, no adverse impacts to the area are expected as a result of the Backyard Expansion and Picnic Area projects.

#### *Clark's Cottage*

In the Clark's Cottage Area, the existing uses would be moved to the new Nelson Avenue Service Building and Clark's Cottage would be restored and renovated and used for Horseman's activities. The first floor of the house would be converted into a Horseman's Lounge including mutuels, concession and restrooms. The second floor would include Vet ID and Horseman's ID staff as well as restrooms and storage (see Figure 1-43). The only other building in this area, the Clark's Cottage Barn, would not be affected. In rehabilitating this contributing structure in keeping with the provisions of the LOR, the Proposed Project would have no adverse impact on the Clark's Cottage, its adjacent barn, or the overall character of this area.

#### *PROJECT IMPACT AREA*

Three known architectural resources and 14 potential architectural resources have been identified within the Project Impact Area. Although some of these properties are located in close proximity to proposed improvements on the Race Course, no potential adverse impacts to architectural resources in the Project Impact Area are anticipated as a result of the proposed project, as described below.

#### *Known Resources*

##### *Union Avenue Historic District (S/NR-listed)*

Because the Race Course (Project Site) is located within the S/NR-listed Union Avenue Historic District, the Proposed Project would directly impact the Historic District as a whole; however, these impacts would not be adverse. No unavoidable adverse impacts to individual contributing resources within the Race Course site have been identified with the proposed project. While some potential changes to historic landscape features have been identified, such changes would not constitute an adverse impact on the overall character and integrity of the Saratoga Race

Course's historic landscape or the Union Avenue Historic District as a whole. The larger new buildings that would be constructed at the Race Course, such as the Nelson Avenue Service Building, At-the-Rail Building, and New Jockey House, would be relatively far removed from contributing elements within the Union Avenue Historic District other than the Project Site itself. Landscape treatments that would be visible from other contributing resources along Union Avenue, such as the improvements to the Union Avenue entrances and the Backyard Expansion, would not substantially change the setting of these adjacent resources. Yaddo, a contributing property within the Union Avenue Historic District, would experience no indirect impacts as a result of the Proposed Project.

*East Side Historic District (S/NR-listed)*

No potential for adverse impacts on the East Side Historic District has been identified. The Historic District is relatively far removed from proposed project improvements and no substantial changes in the visual character or setting of contributing resources in the East Side Historic District are anticipated.

*Yaddo (NHL)*

Yaddo is immediately adjacent to the Project Site to the east; however, it is relatively far removed from the majority of the proposed improvements at the Race Course. New barns and bunkhouses proposed for the eastern edges of the Dupont area and Madden Court would occur in close proximity to the Yaddo property. However, wooded buffers between the proposed new buildings and Yaddo would screen the proposed buildings from the view from actively used portions of the Yaddo property. No adverse impacts to the Yaddo property's historic character would occur.

*Potential Architectural Resources*

The majority of the potential architectural resources identified in the Project Impact Area are far removed from proposed improvements in the Project Site and do not have the potential to be directly or indirectly affected by the proposed improvements. The Saratoga Casino and Raceway and the Residence at 33 Nelson Avenue are located to the southeast of the Race Course and are not expected to experience views to or other substantial changes in setting as a result of the proposed changes on the Project Site. Similarly, the Fasig-Tipton Barns, the Residence at 40 Schuyler Drive, and the Potential Historic District along Fifth Avenue, are located proximal to the Race Course, but are far removed from portions of the site in which improvements are proposed.

The Residence at 122 White Street is also relatively far removed from proposed improvements on the Race Course and is expected to experience no substantial change in setting or other indirect impacts as a result of the proposed project. Nearby, but further east, the Residences at 151 and 147 Nelson Avenue are located approximately 250 feet west of the Autopark Area, where the Backyard Expansion would occur and approximately 400 feet west of the proposed Lincoln Avenue Entrance. However, because a substantial buffer intervenes between these residences and proposed elements, the potential resources would not be impacted by the Proposed Project.

Across Nelson Avenue to the east from the residences described above, the Residence at 152 Nelson Avenue is immediately adjacent to the Project Site, its rear yard abutting the Reading Room and Autopark areas. Although the Backyard Expansion would result in substantial changes to the character of the Autopark through the introduction of new landscaping and other features, a buffer would be left at the western end of the Autopark Area in which no

improvements are proposed. Therefore, the residence at 152 Nelson Avenue is not expected to be affected by the proposed Backyard improvements. The residence is also within 250 feet of the proposed Lincoln Avenue Entrance. However, the residence is oriented away from the proposed entrance and is not expected to experience views or substantial changes in context as a result of the proposed project element.

The Former Jock Whitney Estate at 36 Nelson Avenue is immediately adjacent to the southern edge of the Project Site. No new buildings are proposed in close proximity to the property and none of the proposed Project elements are expected to be visible from the Former Jock Whitney Estate. Therefore, no adverse impacts to the Former Jock Whitney Estate would occur.

The Residence and Horse Barns at 360 Caroline Street are immediately adjacent to the Oklahoma Annex, where five new buildings are proposed. The proposed new buildings would be similar in design and use to the buildings that currently occupy the site and the introduction of new horse and Race Course related features into a landscape already characterized by such structures, would not adversely affect the setting of the potential historic resource. If construction occurs within 100 feet of the buildings at Barns at 360 Caroline Street, a Construction Protection Plan would be prepared and implemented to ensure that the resource is not inadvertently impact during the construction period, as set forth in the LOR.

The Residences at 73 and 77 Wright Street are located approximately 200 feet west of the proposed Nelson Avenue Service Building. While the construction of that building would introduce a prominent new feature into the potential resources' setting, the residences on Wright Street are removed from Nelson Avenue and face southward, away from the proposed building, and would likely not experience views to the new building. Further, the proposed building would be in keeping with the design and uses already characterizing the Race Course site and thus would not substantially change or adversely affect the setting of the residences. Similarly, the Group of Residences on Nelson Avenue at Webster Avenue are located in proximity to the proposed Nelson Avenue Service Building and to the Backyard Expansion improvements in the Autopark Area. However, due to the configuration of the streets in the immediate vicinity, these residences are not expected to have direct views to the proposed improvements. The changes that would result from the proposed project would not be out of keeping with the existing setting, architectural characteristics, or uses that currently characterize the Race Course site.

Race View at 75 Nelson Avenue, a historic hotel and/or boarding house is located across Nelson Avenue from the Main Race Course. As the resource's name implies, views from the boarding house to the Race Course are likely an important aspect of the 19th century building's character. No views from Race View to the Race Course would be blocked or obscured by the Proposed Project. Both the Nelson Avenue Service Building and the proposed At-the-Rail Complex would be visible from Race View. However, because these buildings would be designed in a manner sensitive to their historic context, the overall character of the Race View's setting and relationship to the historic Race Course would not be adversely affected.

## **ARCHAEOLOGICAL RESOURCES**

Based on information currently available, this analysis has identified eight archaeologically sensitive areas that may be affected by specific Proposed Project elements (see **Table 15-2**). These include seven areas possessing "moderate" sensitivity for historic-period archaeological deposits and one area possessing "low to moderate" sensitivity for historic-period archaeological resources. Three of these areas are on the Backstretch and five are on the Frontside. No project-

related impacts would occur in the one area identified as possessing precontact period archaeological sensitivity.

The analysis recommends that prior to undertaking ground-disturbing activities such as excavation in areas possessing “low to moderate” or “moderate” sensitivity, field testing should be undertaken to determine the presence or absence of potentially significant archaeological resources. If potentially significant archaeological resources are encountered, additional field testing may be necessary to determine their significance. If proposed project elements would have unavoidable adverse impacts to significant archaeological resources, measures to minimize or mitigate those impacts would be developed in consultation with OPRHP. A more detailed protocol for the identification, avoidance, and mitigation of any impacts to archaeological resources as part of the Proposed Project is provided in the Draft LOR. In areas possessing low sensitivity for archaeological resources, no further archaeological investigation or consultation is considered necessary prior to undertaking ground-disturbing activities.

### **MITIGATION**

As described above, because the project involves ongoing design and refinement of selected improvements, a Draft LOR between NYRA, FOB, OGS, and OPRHP has been prepared, which sets forth a mechanism to avoid potential adverse impacts. It is expected that compliance with the LOR will result in the avoidance of adverse impacts to architectural resources. No unavoidable adverse impacts have been identified. Therefore, it will not be necessary to devise and implement mitigation measures relating to potential adverse impacts on architectural resources.

In terms of archaeological resources, several areas of archaeological sensitivity have been identified on the Race Course that may be impacted by the Proposed Project. Until Phase IB/II archaeological field testing is completed in these areas, it is not known whether significant archaeological resources are present that may be adversely impacted by the Proposed Project. If an adverse impact to an archaeological resource cannot be avoided, mitigation measures would be identified and implemented by NYRA in consultation with FOB, OGS, and OPRHP and in compliance with guidelines set forth in the Draft LOR. Possible mitigation measures relating to potential impacts to archaeological resources would depend on the type and condition of resource impacted, but could include additional field investigation and documentation (known as data recovery or Phase III survey) or a public exhibit or on-site interpretive feature focusing on the history of the site. \*