Saratoga Springs Preservation Foundation
Saratoga Race Course Cultural Resource Inventory
Phase 3
Buildings

The Saratoga Springs Preservation Foundation (Foundation) seeks the services of a consultant with demonstrated experience in the field of historic preservation to undertake a historic cultural resource inventory assessment and prepare treatment recommendations at the Saratoga Race Course.

Established in 1863, the Saratoga Race Course is comprised of over 200 structures on 350 acres and is listed on the National Register of Historic Places as part of the Union Avenue Historic District. As a condition of the 25-year franchise agreement between the State of New York and the New York Racing Association (NYRA) in 2008, there was an unfunded mandate that an inventory of all structures and landscape attributes at Saratoga Race Course be completed by the Local Advisory Board. Phases One and Two of the cultural resource inventory focused on areas of the Backstretch (2010) and the Frontside (2011), the public area of the track that includes the main track, grandstand, and clubhouse. Phase Three (see attached map) continues this important work by focusing on the structures that are located north of Union Avenue that are known as the Superintendent's Residence parcel, the recreation area, and the area east of the Oklahoma Track. In total there are approximately 22 barns and 37 buildings, including various smaller accessory structures. New buildings such as the Marylou Whitney Pavilion, Saratoga Backstretch Clinic, dormitories, viewing stands, clocker's stand. and Faith's House, a child Care Center only need to be photographed and mapped. See attached site plan of areas to be inventoried.

Scope of Work

Adopting a similar format that was used in Phases One and Two (see attached examples), the Phase Three cultural resource inventory will reference historical materials collected in the prior phases along with other materials where available.

For Phase Three of the Saratoga Race Course Cultural Resource Inventory, the consultant agrees to undertake and complete the following tasks:

1. Research and Documentation
    - Research and review historic and recent written and graphic materials relating to the buildings in the three identified areas to understand their historic development and evolution during various eras and to determine their individual periods of significance.
    - Prepare a written and illustrated executive summary.
2. Documentation and Assessment of Existing Conditions
    - Document the existing conditions of the Phase Three areas using digital photography and the AutoCAD base plan to produce a series of maps/plans that note the findings of the assessment.
    - Develop graphic and written condition assessments based on field investigations.
    - Define the periods of significance for the subject areas and structures and identify character-defining features and preservation issues (e.g., physical deterioration, inappropriate use, or obsolete).

3. Treatment Recommendations
    - Based on research and assessment, develop a series of written and graphic recommendations for treatment to guide maintenance, restoration, and/or expansion and redevelopment of specific and general areas and structures.

4. Project-Related Administration and Final Report Production
    - Hold three progress meetings – kick-off, mid-point, and final review – with Foundation staff/committee members and/or NYRA representatives.
    - Produce and assemble six (6) hard and digital files of the final report and supporting materials.

Schedule and Products

As with Phases One and Two, this work will require on-site investigation and full access to the property. The goal for completion of the draft report is four (4) months from the start of the contract, with the final report submitted by the end of the fourth month.

Deliverables

The consultant will use a similar format to Phases One and Two and at completion of the Phase Three study will submit the *Saratoga Race Course Cultural Resource Survey Phase Three Report* compiled in an 8 ½" X 11" format for the Architectural Resource Survey. A total of 6 printed copies (New York Racing Association, New York State Historic Preservation Office, Saratoga Room, Saratoga Springs Public Library – each to receive one copy), with one in a three-ring binder, will be submitted along with digital files. All materials produced will be owned by the Foundation.

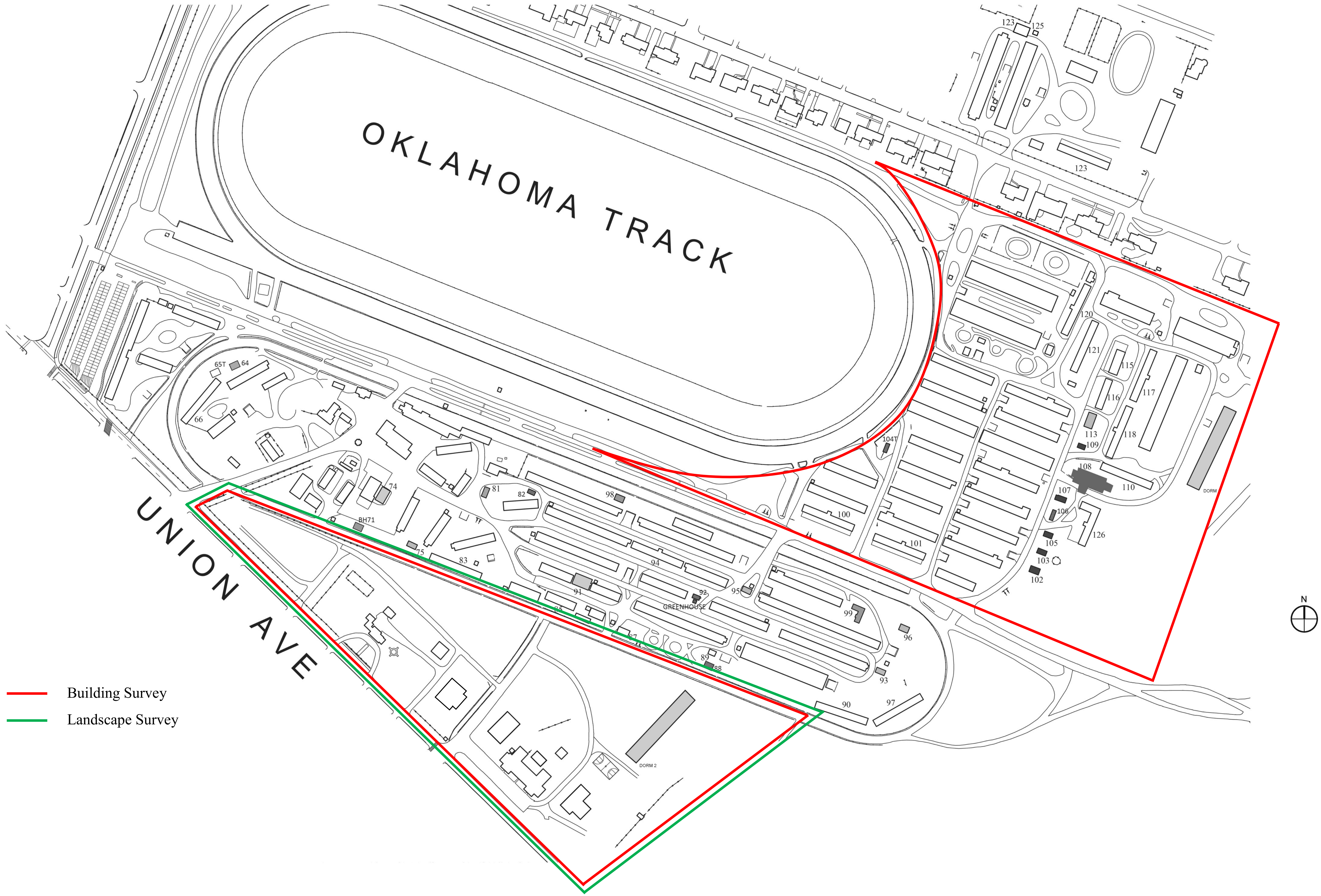
RFP Submittal Information

Please include the following in your bid proposal:

1. A cover letter indicating your understanding and acceptance of the Scope of Work and your contact information.
2. A bid proposal fee component in the form of a lump-sum fee for the proposed work. Provide a fee schedule that includes a summary of staff time, project-related expenses, and a per meeting cost for any meetings that exceed the number identified in the scope of work (see Task #4, Scope of Work).
3. Resumes of involved principals and staff.
4. Examples and descriptions of a minimum of three related architectural resource surveys in which the involved principals cited above played a key role.
5. Identify any suggested modifications to the scope of work described above.

Submittals are due by **Monday, June 9, 2025,** and should be addressed to and emailed to **admin@saratogapreservation.org:**

Samantha Bosshart, Executive Director
Saratoga Springs Preservation Foundation
112 Spring Street, Suite 203
Saratoga Springs, New York 12866



Building Survey
Landscape Survey

Saratoga Race Course Structure Inventory Form

(267 Union Avenue, Saratoga Springs, NY 12866 Saratoga County)

BUILDING IDENTIFICATION:

Building Name: Barn #30 Number: B30

Area: Millionaire Row

Function: Stable Original use: & number: stable, number 57

Date built / renovated: c. 1905-09 – on 1909 updated 1900 Sanborn showing Dupont Estate to east.

Notes:

BUILDING CHARACTERISTICS:

Dimensions: 42'Wx255'Lx21'H, 13'D shed Stall size: 10'W x 14'6"D x 10'6"H

Wall Materials: 1x6"vertical tongue & groove beaded boards on outer shed & gable end walls.

Roof Materials: Standing seam metal – Kynar finish Shape/Configuration: I-shaped, single-loaded, wrap. shed

# of Rooms or Stalls: 26 stalls plus 1 tack rooms @ Stalls #13??

Floor Finish: Planks in 24 stalls & tack, dirt in 2 stalls &shed Paint Scheme: Dark Green with White trim

Other: Double sloped gable roof with 4 gable end stalls each end. Drywall walls and ceilings, lockers in Tack Room

CHARACTER-DEFINING FEATURES (windows, stall doors, hardware, ventilation elements)

- Interior walking ring around center row of stalls
- Fully open loft at center, enclosed lofts over end stalls. Wall ladders to lofts (4)
- 6x6 shed posts without chamfered corners & diagonal bracing on square concrete piers
- Clipped or rounded corners of center row of stalls
- Hinged Dutch Stall doors (4'x8') constructed of vertical T&G boards – old iron latches and newer hinges
- Distinct double-pitched roof – witch's cap
- Open rectangular transoms over stall doors
- No interior stall wall protection
- Screened openings with shutters and sliding 2-lite transom windows (most missing) on rear stall walls
- 1/1 double hung window in gable ends
- Lower 2' of exterior walls replaced with new mismatched tongue & grooved boards (1968)

CONDITION ASSESSMENT: (Excellent=new/restored condition; Good= doesn't require immediate maintenance; Fair=requires repair/maintenance, inappropriately modified; Poor=severely deteriorated, needs restoration or reconstruction, non-existent=compromised or missing, needs replacement)

Roof: Good Walls: Good–recently painted w/much overspray

Framing: Good - 2x4 walls, 2x6 rafters, 2x8 loft joists. Structure: Good

Foundations: Good–new footings & curbs added in 1968, posts on square conc. piers. No skirtboard @ base of wall

Doors: Good – 4'W Dutch doors Windows: Fair – several sliding transoms missing

Electrical: Overhead service, 5 receptacles in shed, GFCI in tack rm, exp. conduit, PA system, incand. lights

Plumbing: 3 spigots, ¾" galvanized pipe. Shut offs near stalls #5. HW available at bldg. 17W.

Fire Protection: Dry-pipe sprinklers, 3 Fire Extinguishers along front shed row. Hydrant #17 along road W. of barn.

Site/grounds: Good

Notes:

Prepared by: Kimberly Konrad Alvarez **Address**: Landmark Consulting, 83 Grove Avenue, Albany, NY 12208

Telephone: 518.458.8942 **Email**: kkalvarez@landmarkconsulting.net

On-site Survey Date: 5/27/10

NARRATIVE DESCRIPTION OF STRUCTURE:

Barn #30 is located in the stable area referred to as Millionaire Row. The structures here date to the first decade of the 20th century as shown on a Sanborn Insurance map revised page 43 dated Feb. 1909 which shows the eight original barns with gable end stalls and wrap around sheds, as well as five associated kitchen buildings and seven residences along the east and south sides of the barns. The barns were constructed between 1901 and 1922 as noted on the Leavitt Plan and the Mott Plan as being barns #54-#61. In 1968 renovations and repairs were made on five barns which involved repairs to the gable end stalls and replacing the lower 2' of exterior cladding and adding footings and frost walls. The building materials such as the use of standing seam sheet metal, mill-sawn lumber of true 2x dimensions, and tongue & groove boards are all typical of the turn of the early 20th century construction. The roof of Barn #30 is a new standing seam metal roof with a factory applied "Kynar" finish and the barn was freshly painted with a spray application before the 2010 Summer meet.

BUILDING'S SIGNIFICANCE:

Dating to around 1905 during a period of expansion and growth around the reconstructed main track, this barn has a high level of historical significance coupled with high architectural integrity.

Period of Significance: 1900-1954 Recommended Preservation Treatment: Preservation; Restoration

PRESERVATION CONCERNS: (physical deterioration, inappropriate use, obsolescence or need for rehabilitation.)
Insensitive installations of modern mechanical systems have had a negative impact on original fabric, and features. Material replacement projects have not matched all details of the original element (patched tongue & groove siding, new wood posts missing chamfered edge, new galvanize steel hardware) Many sliding transom windows have been removed or lost impacting the original design intent. Maintenance efforts such as repainting campaigns have not been careful to preserve the historic character of the barn.

NYRA Plans for Structure: Intended to be kept

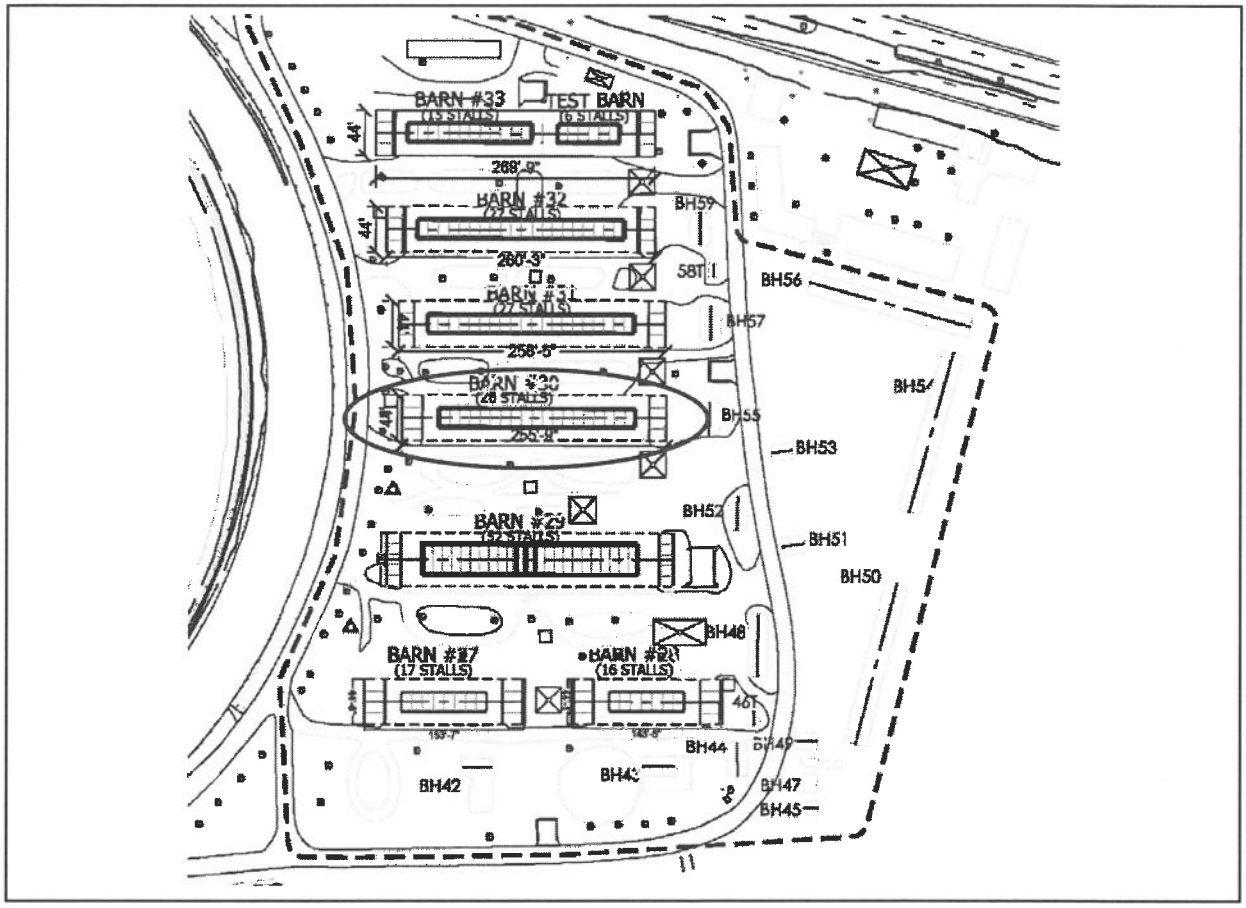
SUGGESTED IMPROVEMENTS/RECOMMENDED TREATMENT:

Any replacement of framing elements, wood siding, roofing materials or window or door elements should match original *exactly* and be marked or branded with date of change. Old hardware should be refurbished wherever feasible and matched with similar if replacement is necessary. Any electrical upgrade be installed from the ground up, with conduits placed on inside walls of stalls or within the loft areas to be less visibly obtrusive.

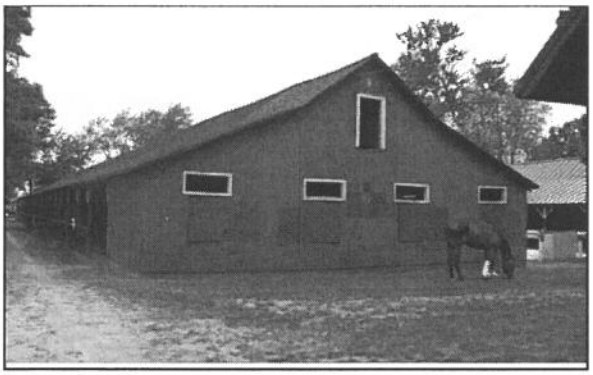
REFERENCES:

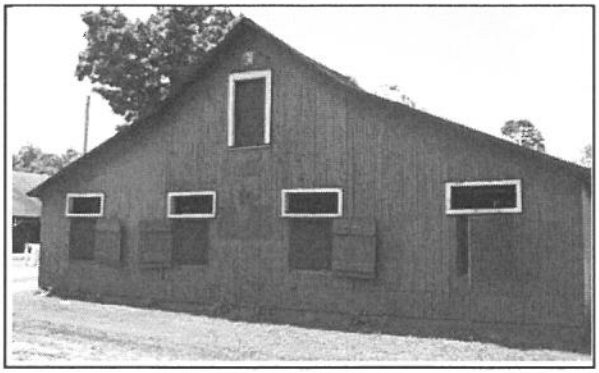
- Sanborn Fire Insurance Maps - 1889, 1895, 1900, 1932 and 1954
- Charles Leavitt 1902 Plan of Property
- S. J. Mott 1922 Plan of the Grounds of Horse Haven and Property North of Union Avenue

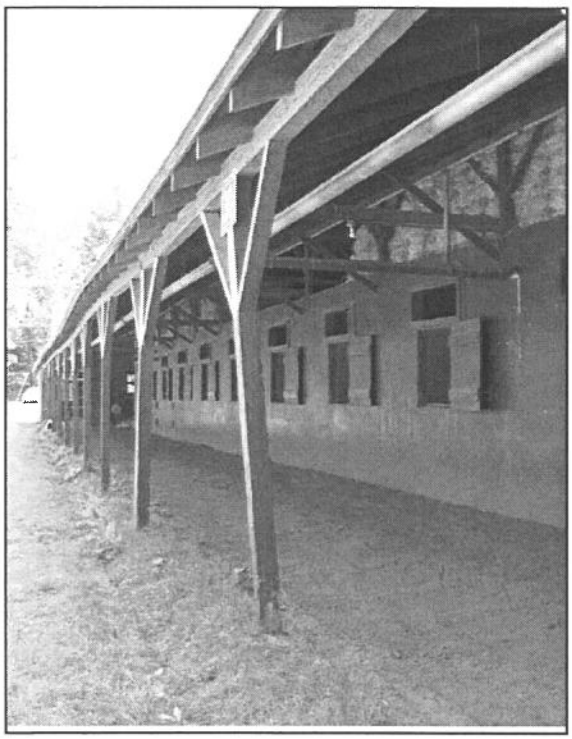
LOCATION MAP:



PHOTOS:





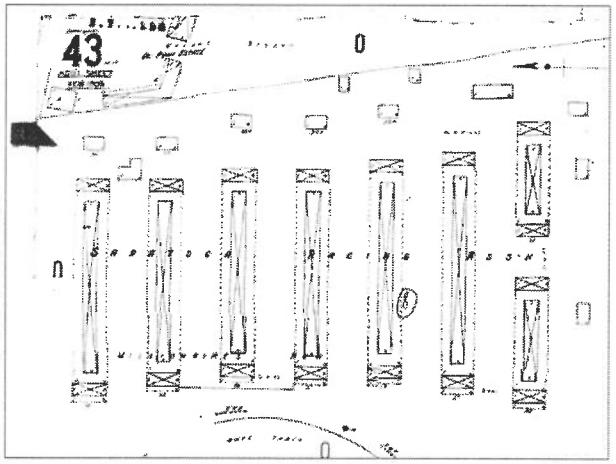


Building # B30

On-site Survey Date: 5/27/10

Overall Site Context

The stable area referred to as Millionaire Row is just under 10 acres along the east end of the main track and bordered by the Yaddo Estate and the Dupont Stable area on its east side. It is accessed by Gate 1 off of Union Avenue and the main backstretch perimeter road "Whiskaway Avenue." The entire stable area is encompassed within a service road along which service structures such as muck pits, horse ramps, parking locations and residential buildings are located. This service road was laid out by 1902 and in use by 1922 when it was noted on S. J. Mott's "General Plan of the Grounds of Main Track." In the center of this ring road are seven barns (#27-33) set parallel with the length of the main track and with their gable end walls visible from the Grandstand.



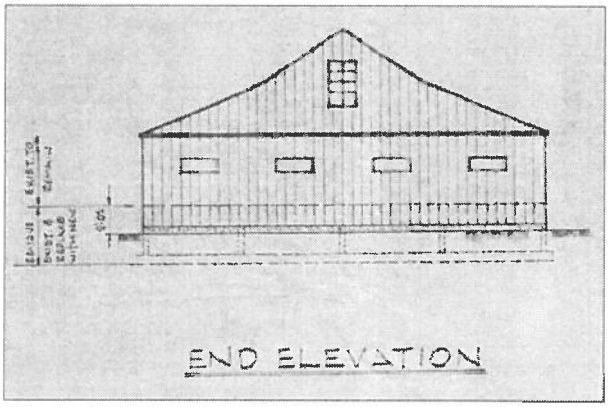
Depiction of the Millionaire Row stable area of Saratoga Racing Assoc. in 1909 correction of the 1900 Sanborn Insurance Map. Note barns 27-33 are numbered 54-61.

Site Conditions

These barns appear to date to the first decade of the 20th century as shown on a Sanborn Insurance map revised page 43 dated Feb. 1909.[1] This map shows the eight original barns with gable end stalls and wrap around sheds, as well as five associated kitchen buildings and seven residences along the east and south sides of the barns. Today along the east and south side of the site there are a series of 17 dormitory, bathroom or maintenance buildings, BH42-BH59.

The west side of the site which follows the east curve of the main track and the perimeter road, Whiskaway Avenue, is lined by a row of mature trees which were likely in place by 1930 and possibly designed by Charles Leavitt. There is a natural but defined walking ring between the lengths of the barns and several mature trees in a regular row. The barns with the exception of Barn #29 were all constructed between 1901 and 1922 as noted on the Leavitt Plan and the Mott Plan as being barns #54-#61.[2] Between 1955 and 1968 one new large barn, #29 was constructed to replace the two older barns lost to the fire.

In 1968 renovations and repairs were made on five other barns, #27, 28, 30, 31, and 33 which involved repairs to the gable end stalls and replacing the lower 2' of exterior cladding and adding footings and frost walls. Currently



Barn Renovation Project designed by Ralph Dell'Abate, James McCocker & Associates, C.E. May 2, 1968

[1] Insurance Maps of Saratoga Springs, New York, published by the Sanborn Map Company, 1900, copyright corrections 1941. p. 43

[2] Drawing #595W titled "Property of Saratoga Association for the Improvement of the Breed of Horses, Saratoga, N.Y. - General Plan" Chas. W. Leavitt Jr., Civil Engineer, 15 Cortlandt Street, N.Y.C., October 1902; Map dated Feb. 1922 titled "Property of Saratoga Association for the Improvement of the Breed of Horses, Saratoga, N.Y. - General Plan of Grounds of Main Track (Enlarged copy of map on file in the office of Ingham, White & Co., Saratoga Springs, N.Y.)" Drawn by S. J. Mott, C.E. at scale 1"=80'.

barns#27, 28 and 29 are enclosed within a secured area along with BH42 surrounded by an 8' high chain link fenced and designated as NYRA's Monitoring Barns. There are security gatehouses or small sheds at the west side and east side of this fenced in area. Lastly there are 8 horse wash stands, 5 concrete muck pits, 3 hot water houses and 3 sprinkler valve houses.

Building types –Barns:
There are two barns building types within the Millionaire Row area. Barns #27, 28, 30, 31, 32 & #33 all represent Type G which is single-loaded with a wrap around shed and gable end stalls and having the double pitched gable roof. Barn #33 is also categorized as Type G but has been slightly altered to include a party wall after stall #16 to separate six stalls at the east end as a State Test Barn with offices. Barn #29 which was built to replace two barns (#58 and #59) lost to a fire, is Type H, which is double loaded with a wrap around shed and five stalls at each gable end. For all barns the use of the Dutch doors, open transoms, the open loft and gable end windows were all intended to facilitate ventilation at the time of their construction. The floors of most stalls are 2x10 planks to allow for easy mucking, while the shed row is furrowed dirt. The building materials such as the use of standing seam sheet metal, mill sawn lumber of true 2x dimensions, and tongue & groove boards are all typical of the turn of the early 20th century construction.

Barn Type G
The Type G barns are 42' wide and range from 141' long to 258' long depending on how many stalls they include while each having a ridge height of 21'. Barn #27 has 15 stalls and 2 tack rooms; Barn 28 has 15 stalls and 1 tack room, Barns 30, 31 and 32 each have a total of 27 stalls which include 1-3 tack rooms.
Barn #33 is similar to the other Type G barns but is 267' long with 16 stalls on the west side of the party wall that separates them from the State Test stalls (6 total) on the east side.

Barn #28 is an example of Barn Type G constructed c. 1905.

- A prominent design feature of this barn type is the distinct double pitched gabled roof, which has been described by some as a "witch's cap" shape. On all barns the roofs are clad with standing seam metal and rafter tails and eave boards are exposed. The roof on the gable ends extends outward supported on brackets.

- The walls are clad with vertical random-width tongue & groove boards which are in some cases include a beaded detail. The vertical wall cladding on the lower two feet is different material and of different widths calling attention to the foundation work done in 1968. The end walls of the central stalls are "clipped" or rounded at the corners at the lower shed row level.

- There is a single row of center stalls opening towards the south with a wrap-around shed row and four stalls at each gable end. The shed row which is13' deep is supported by posts set approximately 10'6" apart and having removable post rails and diagonal cross braces supporting the plate.

- A center stall and/or one of the gable end stalls in each have been converted into a Tack Room with plywood or drywall ceilings and walls.

- There is a full attic loft that is open to the shed row along the central length while the loft space above the gable end stalls is fully enclosed with a single loft door. Loft access is by way of wall ladders on the end walls. At the attic loft level there are double hung windows in the gable end walls.

- The stalls all have hinged Dutch doors made of vertical tongue & groove boards on the front side and a square window with "hardware cloth" (heavy gauge screen) and a hinged shutter also of vertical tongue & groove boards on the rear. On the gable end walls are four high rectangular stall windows set at the transom level which match the transom openings over each of the stall doors and the rear stall windows.

Barn Type H

Barn 29 represents Type H and as mentioned was built after 1955 when a fire destroyed two older barns presumably of the Type G style and having had 27 stalls. The current Barn 29 is double loaded being 50' wide and 277' long and contains 46 stalls in the center and five additional stalls at each gable end for a total of 56 stalls that include 4 tack rooms at the center.

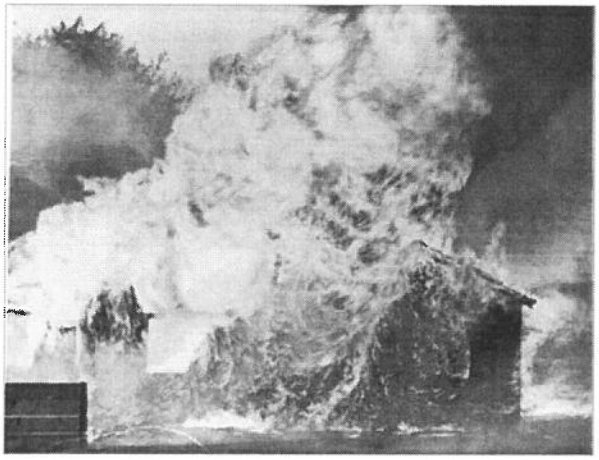
- The roof is a large single pitch gabled roof clad with asphalt shingles and having diagonal braces mid-way up the rake and at the bottom eave. The roof rafter tails and eave boards are exposed.

- The walls are clad with vertical tongue & groove boards. The end walls of the central stalls are NOT "clipped" or rounded at the corners at the lower shed row level.

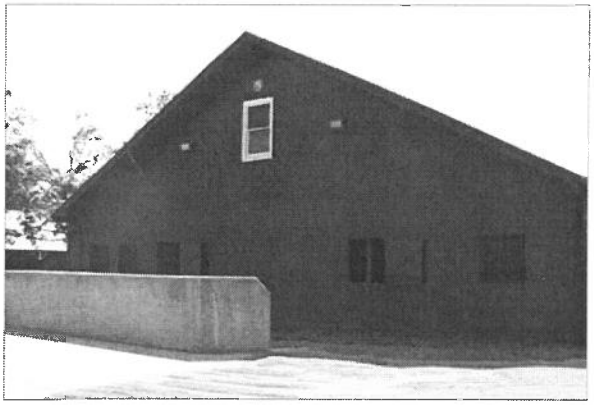
- There is a shed row that wraps around the center block of stalls. The shed row is10'6" deep and supported by posts set approximately 10'6" apart and having removable post rails and diagonal cross braces supporting the plate.

- Four stalls at the center have been converted into Tack Rooms with plywood or drywall ceilings and walls. The tack rooms have concrete slab floors as added fire protection measures.

- There is a full attic loft that is open to the shed row along the central length while the loft space above the gable end stalls is fully enclosed with a single loft door. Loft access is by way of wall ladders on the end walls. At the attic loft level there are double hung windows in the gable end walls.



In July 1955, a fire consumed two barns, #58 and #59 with the fortunate outcome of all horses having been led to safety. (Associated Press wire photo, July 27, 1955 (AZB41415str)



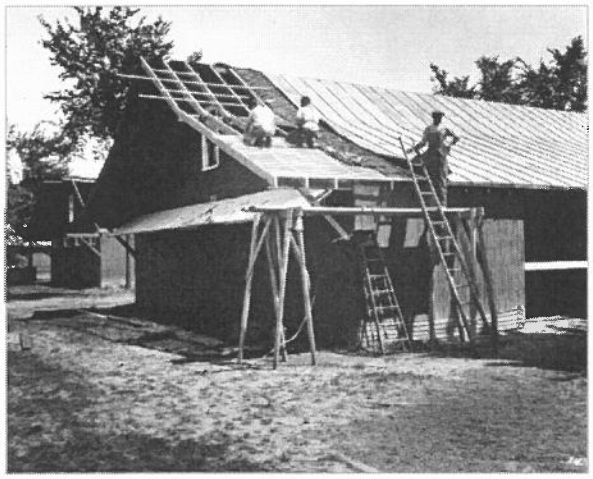
Barn #29 was built c. 1960 after the loss of Barns #58 & #59 to fire. This new double-loaded barn has 56 stalls and a distinctly different appearance.

- A prominent design feature of this barn type is the nearly 4' wide concrete block fire separation wall the rises between the paired tack rooms in the center of the barn. Ironically during survey work, it was noted that hay was being stored in the loft above the tack rooms.

- The stalls all have hinged Dutch doors with a hinged transom panel above for added ventilation, however because the barn is double-loaded, there are no rear wall windows or transoms. There are high screened transoms in the side partition walls only. The five stalls on each gable end walls are the only ones having rear square windows with hinged shutters. There are no transoms above these shuttered windows.

Millionaire Row Barn Conditions

These barns exhibit features and materials typical of the early 20th century. All the barns with the exception of #29 have metal standing seam roofs that are relatively new with a Kynar (factory applied) finish although the barns would have originally had slate roofs. The initial use of standing seam metal may date to the 1930s, as shown in a 1931 photo of barn #59 (later destroyed by fire) which depicts a standing seam metal roof being installed *over* the older slate roof after sustaining storm damage.



Roofing project at Barn #59 in 1931. Saratoga Springs Historical Society & Museum, George Bolster Collection: Racetrack1 File #6919-14, Barn #59, storm damage 8/4/1931.

All barns have been upgraded in the latter part of the 20th century with new services including water, electricity and a dry-pipe fire suppression system with sprinklers run throughout the loft, sheds and in each stall and 2-6 fire extinguishers are mounted on outer shed posts at each barn. These services are quite visible and in some places have damaged the historic fabric by the methods they were installed.

In terms of building conditions, these barns are now more than 100 years old and as a result are showing signs of minor deterioration due to limited maintenance, as would be expected. The most notable condition is the visible patching of the bottom two feet of vertical tongue and groove boards around the perimeter of the barns. This work occurred in 1968 and very little effort was made to match the existing materials. At Barn #33 this change was more successfully transitions with the installation of a horizontal foundation or watertable board. Elsewhere the widths of the boards are different and the horizontal cut is open and can allow water to penetrate. The photo from 1931 showing Barn #59 and #58 in the background (now both gone and replaced with Barn #29) show a more successful treatment where the lower 2' were replaced with horizontal lapped boards. It is not clear why this approach was not adopted as a more effective method especially since any moisture damage that resulted would only affect the lowest board which could be replaced. The current condition requires all the individual boards to be replaced when affected by moisture and the bottom. In fact this is the problem condition being noted; rot at the bottom portion of all these vertical boards because their end grain is exposed and allowed to wick up moisture. On the north-facing elevations these vertical boards are substantially rotted or covered with moss at the bottom.

In addition, the exposed gable end siding and side walls are extremely weathered with peeling paint. Where the paint isn't peeling, the wood surface and paint layers are rough. At the time of this survey

work (mid July 2010), Barns #27 and #28 had just been painted and the surface was still tacky. It was very apparent that little surface preparation had been performed and that only spray techniques were used. The dirt in front of the stalls was painted and all the hardware on the stall doors was thickly coated with this new layer of latex paint making the stall doors difficult to open.

Many gable end windows are either missing or are in need of minor repairs such as glazing, painting or joinery strengthening. In some windows, the glass has been replaced with Plexiglas which is now warping and becoming opaque due to UV degradation. Many of the sliding transom windows are missing or if intact have glass panes that are covered with the overspray of paint applies with sprayers instead of paint brushes. A small number of these transoms have broken glass panes.

On Barn #30, a shed post near the center of the rear shed row has been hit and is substantially out of plumb and rotted at the base. At Barn #33, the east half is barricaded with a chain link fence. Along the front shed row at this section there is a rather deep trench just outside the shed posts and this fencing.

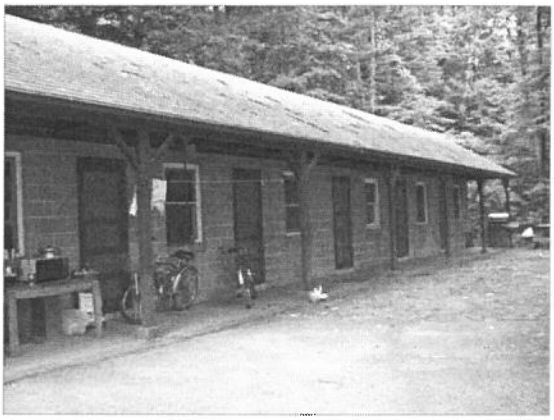
Building Types – Dormitories:

Of the 17 individual residential structures in the Millionaire Row area two structures are dedicated restroom or toilet structures, 46T (women's) and 58T (men's). Three of the dormitories, numbers BH50, BH54, and BH56 date to approximately 1960 and match the Type B Dorms found elsewhere on the property. Eight other dormitory structures, numbers BH42, BH43, BH44, BH48, BH52, BH55, BH57 & BH59, were originally constructed as early 20th century stable kitchens or residences between 1902 and 1909 as shown on the 1909 Sanborn Map and as are considered Type G. There are six remaining residential structures that are all clad with novelty clapboard siding with corner boards and exposed sculpted rafter tails. Buildings BH45, BH47, BH49, BH51, and BH53 are all grouped as Type C. The toilet structures 46T and 58T are the standard Bathroom Building Type A design. All the Type C buildings are located to the east of the service ring road, while the Type G buildings are to the west of the road.

View of service road looking south with several of stable kitchens now serving as dorms to the west (right) side.

Dorm Type B

- Consist primarily of concrete block walls
- 12 rooms each with a central bathroom and an open porch running along the front
- These buildings measure 160' long, 14' wide with an additional 5' deep porch and nearly 15' tall.
- They all have gabled roofs clad with asphalt shingles.
- The rooms are roughly 12'x14' with poured concrete slab floors and concrete block partition walls.

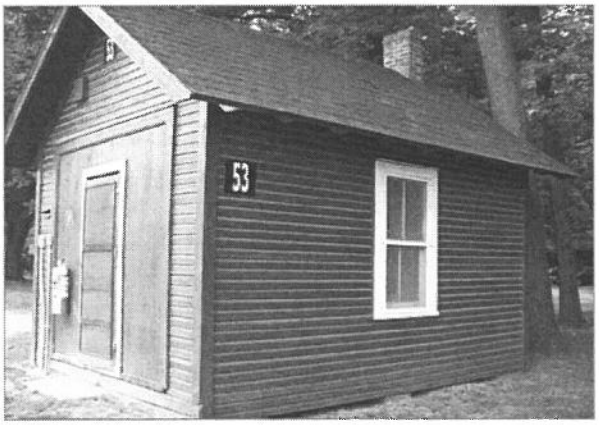


BH56 – Typical Dorm Type B structure built c. 1960.

- Each room has a front double hung window and a high rear window, a two-panel wood door with an outer screen door.
- The porch is supported by 4"x6" wood post with cross bracing at the beam and set on square concrete plinths.
- The ceilings are either of plywood or unfinished with exposed trusses.
- The electrical service is all surface mounted with metal conduit.

Dorm Type C

- On the exterior the walls are clad with novelty clapboard siding with corner boards
- These structures all have their entry doors centered on the gable end with one double hung window on each side wall.
- BH45 and the two toilet buildings have older standing seam tin roofs while BH53 has slate – all with exposed sculpted rafter tails.
- BH51, BH49, and BH47 have all had their original roofs replaced with asphalt shingles, which are currently at the end of their lives.
- All the buildings except the toilet structure are oriented with their gable ends facing east/west.



Bunkhouse 53 is also an original stable residence dating to c. 1905; however it is typical of Dorm Type C with its novelty clapboards, double-hung windows and slate roof.

Dorm Type G

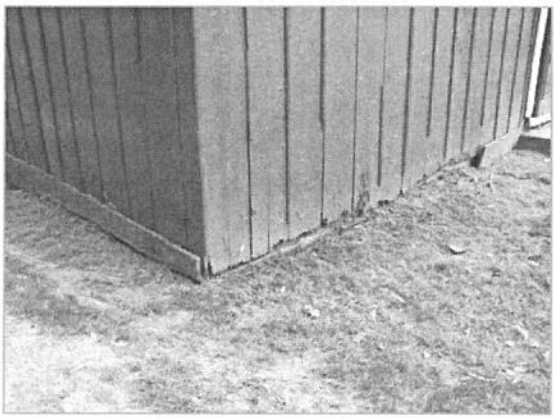
- Each have gable roofs which were originally clad with standing seam terne-coated tin, although BH42 and BH43 currently are clad with old asphalt shingles.
- Each has overhanging eaves with exposed rafter tails and eave boards, but with a fascia board along the eaves to which the metal roofing is folded down and attached.
- On the exterior, the walls are clad with smooth finished board and batten with the batten strips cut with beveled edges. At the base of the walls there is a continuous horizontal skirt board.
- The interior walls & ceilings for the most part are covered with tongue & groove beaded boards.
- While they range in size and layout, they generally have entry doors and one window on the gable ends and a minimum of three windows on the long sides.
- The windows are generally sliding sash which are square in shape having either 4-lites or 6-lites.
- BH42 and BH43 have both been added to changing their original rectangular plan.

Bunkhouse 44 is typical of the Dorm Type G with its board & batten siding and standing seam tin roof. This building dates to c. 1905 as an original stable residence.

Millionaire Row Dormitory Conditions

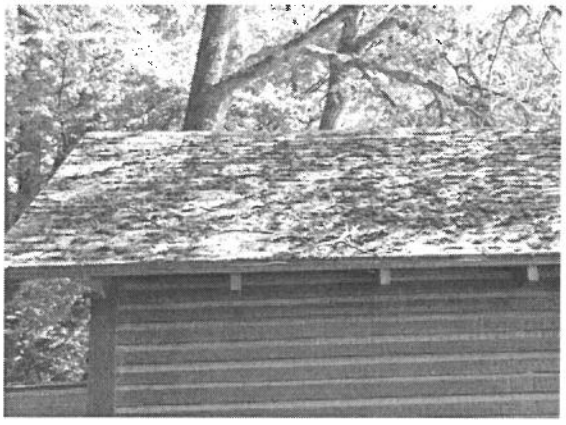
The wood-framed Type C & G bunkhouses in Millionaire Row are approximately 100 years old having been originally built as stable kitchens or residences. In the 20th century, like many other kitchen structures around the race course, they were renovated and converted for use as bunkhouses. Aside of minimal electrical service and a single partition wall, the buildings retain much of the original design and materials with the wood-framed structure, and exterior walls clad with vertical board and batten siding or novelty clapboards.

For the Type G dorms, they are generally aligned along the east ends of the barns and directly next to the service road with the grade sloping away toward the barns. Generally a portion of their base and skirt boards are in contact with the grade which is causing some rot. This condition has been exacerbated by the effects of the water spray truck that wets down the dirt road regularly. Along the east side and portions of the gable ends, the lower part of the vertical boards and battens are very weathered with peeling paint or rotted completely away. High grade at the base is a common issue with the Type C buildings as well, resulting in rotted sill plates and lower courses of clapboards.



Rotted & missing skirt board and battens at Bunkhouse #52

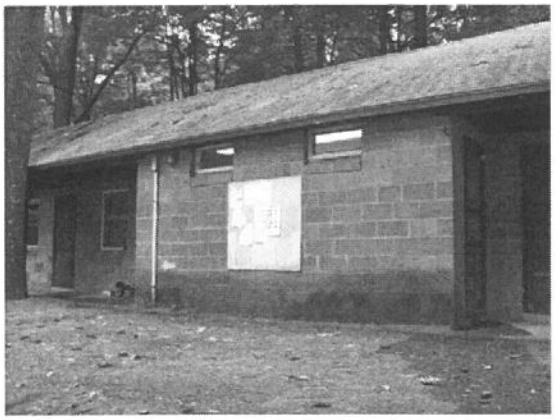
At all of the wood framed bunkhouses (BH42, BH43, BH44, BH45, BH47, BH48, BH49, BH51, BH52, BH53, BH55, BH57, and BH59) the painted wall surfaces having minor peeling paint and the single pane wood windows are in need of repairs such as glazing, repainting and repair of torn screens. Several standing seam roofs also have peeling paint, but they are not showing much rust. Bunkhouse #52 has a damage corner eave at the SW side which has resulted in the metal roof to be crumbled and the decking below exposed. There are a few bunkhouses with slate roofs which are in good condition. BH47, BH49 and BH51 have asphalt roofs which have a lot of moss on the north slopes and where there is a lot of tree coverage. BH43 has wide rolled asphalt on the lower roof of the addition which is lifting at the seams and generally does not have sufficient pitch to warrant the use of asphalt roofing. BH42 has a very old asphalt shingle roof on it that is degrading with curled, lifted or eroded shingles. Most of the Type G dorms have very deep eaves allowing for the roof water to be shed away from the base of the walls.



Asphalt roof on BH49 is covered with moss on north slope.

At the Type B bunkhouses (BH50, BH54 and BH56) the most pressing condition is the triple-tab asphalt shingle roofs which are at least 25 years old and exhibiting signs of being at the end of its life. These bunkhouses are in a very wooded area and as a result there are several tree limbs and other such

debris that accumulates on these asphalt roofs, leading to more deterioration. These bunkhouses each have a central bathroom block between rooms #6 and #7 which includes multiple showers, sinks, toilets, and urinals. Along the front walls of each of these bathroom blocks the walls are damp and heavily covered with moss due the absence of gutters to direct the roof water away and the shaded environment. The plywood ceilings in the porch are covered in mold or mildew. In general, the building elements are showing wear after 50-55 years of service.



Front wall of central bathroom of Bunkhouse #54 with thick moss coverage at lower courses from roof water splash back.

Bathroom Building Type A

As are found in most stable areas, there are two toilet structures, 46T (women's) and 58T (men's) within Millionaire Row that reflect the character of the standard Bathroom Building Type A with wall materials of novelty clapboards and a free-standing partition wall screening the gable end entry. They are generally about 10'6" wide by 12'-17' long and 12'6" feet tall at the ridge. Their character-defining features include:

- On the exterior the walls are clad with novelty clapboards with corner boards and simple casework.
- They generally have standing seam tin roofs with exposed rafter tails
- There are three windows, being multi-paned tilt-in or hopper style.
- They have concrete block foundation walls and poured concrete slab floors.
- Interior finishes typically include exposed wall and roof framing with wood stall partitions, wall hung porcelain sinks and minimal electrical service.
- Have a free-standing partition wall (typically of plywood) to screen the entry door on the gable end.

Bathroom building #58T with screening wall outside entry door and dirt road directly to east (right).

Ancillary Buildings Conditions

In addition to the two bathroom buildings (46T and 58T), there are six mechanical structures scattered around the site which house either Sprinkler valves for the barns' sprinkler systems or Hot Water heaters and plumbing to provide access to hot water. The valve houses tend to be located at the ends of barns, such as the west end of Barn #22, and the east ends of Barns #26 and #24. The Hot Water Houses on the other hand are located between a couple of barns in line with the tree rows, such as #15W at the east end of the tree row between Barns #25 and #24 and #14W between Barns #24 and #23. A third Hot Water House, #13W is attached to the front wall of the central bathroom block of BH30. All the Hot Water Houses are constructed of concrete block walls with asphalt shingled gable roofs. The Valve houses however are clad in vertical board and battens with gable roofs and asphalt shingles. There has been an attempt to make them blend in by means of their cladding materials and paint colors; however they do obstruct the historic views of the barns and natural elements.

Support/Service Structures:

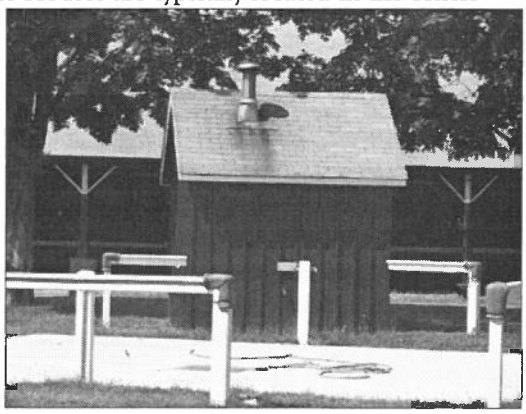
Muck pits – There are 5 muck pits in the Millionaire Row area for at combined total of 190 stalls. There is one at the north and east side of Barn #33, one between the east ends of Barns #31 & #30, one at the east end of Barn #29 and one (#18) between Barns #27 and #28 at the south edge of the fenced security area. As is typical around the race course property, they are constructed of poured concrete walls on three sides to a height of nearly 4 feet with a concrete slab floor. The exception is the one located at the east end of Barn 29 where it is open on two sides with two side walls. Generally they easily accessed from the service road that circles the barns.

Muck pit #18 is located along the south side of the perimeter road and as shown is within the fenced area of the secured monitoring barns.

Washstands – There are eight wash stands for the seven barns and they are generally placed at the east ends in the yard between the barns to be shared by two adjacent barns. The construction of these structures is typical of that elsewhere on the race course site. They are simple concrete pads with central drains and enclosed with post and rail fencing at the perimeter.

Horse Ramps – There is one elevated horse ramp located along the service drive at the southeast corner of the site adjacent to a clearing used for parking. Similar to those found elsewhere on the race course property, it consists of a poured concrete retaining wall with solid fence walls on both sides of the ramp.

Utilities: There are six mechanical structures located around the site – three which house the Sprinkler valves for the barns' sprinkler systems and the other three house Hot Water heaters and plumbing to provide hot water for exterior water spigots. The Hot Water Houses are typically located in the center of the courtyards between the barns. For example there is one between Barns #27, 28 and 29; one between Barns #29 and 30; and one between Barns #31 and 32. The Valve houses on the other hand are attached or set adjacent to the gable ends of three barns. There is one adjacent to the east end of Barn #28; to the west end of Barn #30 and to the west end of Barn #32. All six structures are clad with board and battens on concrete block foundations with gabled roofs clad with asphalt shingles. There has been an attempt to make them blend in by means of their cladding materials and paint colors; however they do obstruct the historic views of the barns and natural elements.



Hot water house 16-W is located between Barns 27&28 and #29 and is adjacent to a new wash stand.

Lawns – The green space in the Millionaire Row area is defined by the courtyard spaces formed between the long walls of the parallel barns. There are still several mature shade trees intact along the west edge of the stable area along Whiskaway Avenue which date from the planned landscaping at the turn-of-the-century rows. These trees help to maintain the turf at the west ends of the barns. However, the rows of trees between the barns have deteriorated to the point of having only two to three old trees standing. The lawns beneath the few remaining trees are generally eroded due to the dirt walking rings. There do not appear to be any dedicated horse paddocks or grazing areas. The lawns around dorms at

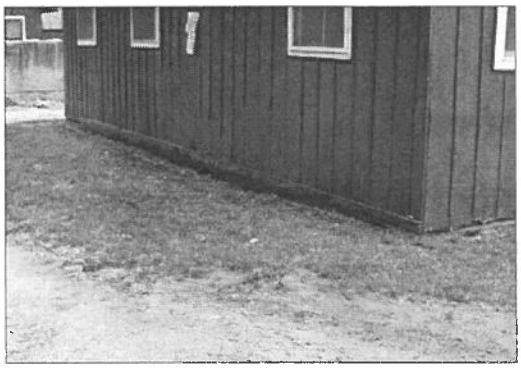
the east side of the stable area are discontinuous and not of good quality turf with substantial evidence of vehicular damage. There are several large shade trees near the cluster of c.1960s dorms, BH50, BH54 and BH56 that has helped prevent erosion and create a shady and pleasant area. However the rest of the area is primarily sandy dirt. The remaining good sized trees are located along the eastern and southern property lines behind the dorm complex.

Green space, walking ring and mature trees in the courtyard space between Barns 27 & 29.

Circulation:

Walking rings, Horse paths & access roads – The circular road around the stable area is intended primarily for vehicles and heavy service equipment however appears to be shared with horses, pedestrians or other modes of circulation. There does not appear to be any distinction in this area between paths or roads primarily for or restricted to horses aside of the full wrap-around shed rows in the barns and the naturally formed walking rings between the barns.

Truck/Service Access – This area is services by the race course Gate 1 off of Union Avenue. When the track property is in use, it is common to see a variety of facilities management or user vehicles driving through the Stable areas. Large and small dump trucks regularly service the areas to collect waste from the muck pits or provide road or building maintenance. Often they are parked alongside the barns to transport the mucked out waste from the stalls to the pits. In addition a large water sprinkler truck continuously drives around on dry, sunny days wetting down the dusty dirt roads. The spray of this truck appears to be a span of 8-10 feet on either side beyond the truck's width. One major problem observed with regard to this routine maintenance operation is that several wood framed and clad buildings are situated very close to the roads and thus are wetted numerous times a day, throughout the summer months. The rot and damage at the sills, skirt boards and lower courses of clapboards or board and battens is readily apparent and is directly attributed to this vehicle and maintenance procedure. Part of the issue is the location or close proximity of the dirt roads to the older wood buildings.



BH57 exhibits the wood deterioration problem common of wood-clad buildings located adjacent to dirt roads where large water spray truck regularly wets the bottom half of the building. Note the rotted or missing skirt boards and battens as a result of this accelerated rot.

Pedestrian/bike/cart paths - As indicated above the interior dirt roads appear to be used for all means of circulation. There does not appear to be any distinction in this area between paths or roads, or any restrictions for pedestrian, bike or vehicular traffic. As a result the boundaries of the roads, particularly those that are dirt, are constantly being obscured and expanded. The extent of grass in comparison to the roadways is shrinking while the road widths are increasing. As an additional direct result is the common practice of parking one's car or truck directly next to a building, whether it is next to one's dorm room or barn because there is no clear separation of lawn and parking areas.

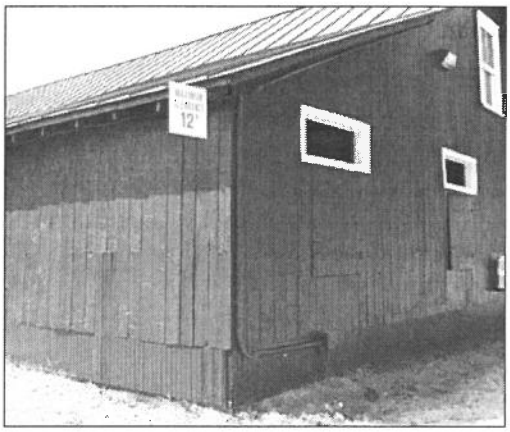
Fencing:
This area is defined at its boundaries by fencing or by the edges of the perimeter road. At the west, the property is defined by both a post and double rail fence painted white and a mature row of trees likely dating to Leavitt's work in 1901-02. This fencing follows the curves of Whiskaway Avenue as it run in the north-south direction. An 8' high fence surrounds the security area of the monitoring barns at the south end of the stable area and along Whiskaway Avenue is obscured with the use of "astro turf" ribbons. The rest of the site does not have fencing aside of the wash stand areas.

ISSUES, CHALLENGES, AND OPPORTUNITIES:

Maintenance problems – As has been noted, several of the issues that either conflict with the historic character of the buildings or landscape have been the result of haphazard or deferred maintenance or change in operation over the last 150 years. Attempts to make maintenance efforts more efficient, less costly or less labor-intensive have resulted in unintentional yet incremental deterioration of the fabric that contributes to the site's historic value.

Issues relating to the barns' historic value generally revolve around maintenance procedures or facilities improvements for meeting racing standards or building code requirements. For example in 1986 when NYRA was under great pressure to meet new fire protection codes, all barns on the property were equipped with a sprinkler system. Over the last 50 years the buildings have also had cold water service and electricity added to supply both lighting in the sheds, stalls and lofts and outlet receptacles. Some have also been equipped with cable, phone and a PA system for communication needs at the Tack Rooms or offices. While the addition of all these modern needs and luxuries is understandable, the issue is with the execution of these additions. The approach for installing these services generally has not considered the fact that these are historic structures so the efforts taken to modernize these buildings have not been done in a careful or discrete manner. Rather everything is exposed and visually obtrusive and often has involved cutting prominent holes through walls to access the stalls or loft. It has been these incremental installations using the same haphazard approach and lack of architecturally sensitive design that has negatively impacted the historic value of the barns.

Another maintenance effort that has had a negative impact was the 1968 repair of the lower 2' of vertical siding. Naturally vertical boards that were allowed to come into contact with the moist ground or high grade would absorb moisture into the end grain of the boards, resulting in wood rot. While this was likely a design fault of the original barn construction, one method that has been employed on countless barns, residences and support structures particularly where vertical board and batten or tongue & groove boards are used is to terminate the vertical cladding on a horizontal skirt board which covers the sill plate. The 1968 repair work on barns 27, 28, 30, 31, and 33 simply removed the lower 2' of board siding and replaced it with new vertical boards of different sizes instead of installing a skirt board. This change in materials is very noticeable and hasn't solved the problem of end grain in contact with the ground. Ironically there is evidence of an earlier fix of this problem with the installation of 5-6 courses of clapboards at the bottom 2' on buildings that later burned down, yet horizontal boards would have solved the rot issue related to open wood grain.

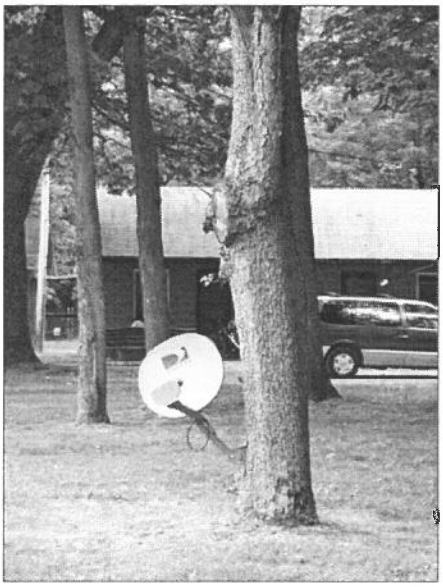


The 1968 repair of the lower 2' of vertical tongue & groove boards repeated the problem while negatively affecting the appearance of the old barns.

While the above example is generally how major renovations are approached, routine repairs and maintenance work has done additional small scale harm to the historic architecture. Examples include the use of spray methods to paint the barns. When done in this manner all hardware (hinges, latches, fasteners) and services (electric, plumbing, fire suppression systems) are also sprayed with paint. There is rarely any evidence of "cutting in" around or masking off elements that should not be painted. Wood repairs or replacement are often done with materials readily available rather than with the approach and design principle of striving to match the deteriorated fabric with new that matches its original species, dimension, texture and craftsmanship. This approach is typically seen where slate or metal roofs have been replaced with inferior asphalt shingles, which are conducive to moss growth and currently are ready to be replaced once again. While it is not expected that these relatively utilitarian structures be treated as if they are museums, an overall philosophy that these structures are made with historically significant fabric and craftsmanship and should be treated with respect should be adopted by all facilities staff. Treatment applied to these 100+ year old buildings without this philosophy, sends a loud message to the users and visitors to these barns that they are not valued or well-cared for, and diminishes the legacy and heritage brand that NYRA is striving to foster.

Functional problems – While the dormitories and residential support buildings exhibit many of the same maintenance issues noted in the barns, they have entirely different issues with regard to impacts on the historic character of the buildings or landscape. Much of this has been a factor of the change in racing industry and horse-working population. Historically the dorms were located in small structures offering 1-4 rooms and in close proximity to the barns so that grooms could provide watch and security over the horses. The Type C & G dormitory buildings at Millionaire Row exemplify this with most of the original structures still intact. As they clearly reflect, the design and construction of these buildings were more rustic and consistent with the materials and detailing used on the nearby barns, yet having a character of their own. While these buildings continue to be used, a few have been altered either on the interior by means of new partition walls or on the exterior by extensions to increase the number of rooms and thus how many residents can occupy them. The result is very small rooms and/or substantially altered original footprints. In the late 1950s/early 1960s these older dorms were supplemented with the standardized dormitory structure consisting of 12 individual rooms with a central common bathroom. Their materials and design in no way reflected that of the stable structures and was simply inexpensive mass-construction. These 1960s dorms were placed a bit further away from the barns, as is the case with BH50, BH54, & BH56, in an attempt to isolate the residential functions. Very little amenities are provided in or around the building aside of a few picnic tables, chairs, or a grill. As a result of such little attention and minimal maintenance of these structures or the surrounding landscape, it seems that many residents in turn treat the properties with little respect and care. It has been the practice of each resident parking his/her car around the dorms on the grass. Recently it has been noted that more residents are using bicycles, but they are also parked in the porch areas, locked to porch posts or picnic tables. If restrictions are eventually placed on the number and locations of car parking, there will need to be a parallel plan for how to accommodate bicycles as an alternative means of transportation. Another result of minimal amenities was noted at Millionaire Row where dorm residents had satellite television services installed by having the dish screwed to the trunk of one of the mature trees and wire stretched nearly 200 feet to the porch above his room. Not only is this user-added service an eyesore within the historic stable area, it can have a damaging effect on the health of the historic trees and landscape.

Challenges of service placement – The mechanical structures such as sprinkler valve and hot water houses dot the landscape of the stable area. While their purpose and need are understood, their placement and lack of regard for the character and aesthetic of the area is a concern. The placement of service structures or equipment such as muck pits and dumpsters is also poorly chosen, based only on the ease of access by large trucks. Similar to the approach taken in the installation of mechanical services within each of the barns, the location and construction of these structures and equipment, is visually obtrusive, haphazard and results in the deterioration of the historic value and character of the site. The challenge is to design the appearance and location of these services in a way that does not negatively impact the effectiveness or efficiency of using or maintaining them, while minimizing their visual and environmental impacts on the historic landscape.



A resident's satellite dish attached to one of the trees in the dormitory area near BH54.

MILLIONAIRE ROW - PRELIMINARY RECOMMENDATIONS

BARNS:

- Ultimately the large problem with the barns is the treatment of the lower 2 feet of the walls. The existing vertical tongue & groove boards that were installed in 1968 or later, should be replaced with a horizontal skirt board or several courses of horizontal boards to prevent further wood decay. In addition, the grade pulled away from the wall, particularly on the north side.

- There are not a large number of windows in the barns, however, the gable end windows and sliding transom windows are important elements of the original design. Many of the loft level gable end windows have not been maintained or repaired in recent years and they require some level of repair or restoration. The sash should be removed to a shop so that their frames can be repaired, repainted and sash cords replaced. The sash should be striped of remaining paint, strengthened at the mortise and tenon joinery, glass reinstalled and glazed and the sash fully primed and painted with oil-based paints before being rehung in their openings. Where transom windows are intact but the glass is covered with paint, the glass should cleaned. Naturally any broken panes of glass should be replaced.

- Peeling or loose paint on the barn walls, framing, doors or shutters should be scraped until smooth and well-adhered and then repainted. Given the age of the old wood elements on these barns, it is recommended that an oil-based primer be applied with a brush application to work the paint into the open grain and then followed with a minimum of two coats of oil-based finish paint. Using oil-based paints will condition and protect the wood better and longer than a latex-based paint. This approach should be used on all old and exterior wood elements.

- Wherever framing members are replaced, they should attempt to match the size and species of the original and if there is a treatment like lathe-turned details, they should be replicated. A common practice in the restoration of historic structures where partial framing members are replaced but are matched to the original is to mark or brand each new wood member to date the work. This provides a physical and durable record of work done especially when over a 150, 200 or 300 year period a large percentage of the original fabric has been repaired or replaced.

- Historic hinge and latch hardware should be refurbished and used wherever possible. They should be strip of any paint, oiled and kept from having any future paint applied. Where old hardware cannot be refurbished, simple, yet similar oiled iron hinges should be used instead of the galvanized/zinc coated steel hardware readily and cheaply available today. When these different hinges are used, they stand out glaringly as modern replacements and have an impact on the historic and architectural character of these barns.

- The highly visible mechanical equipment, such as electrical panels, conduit and water pipes should be replaced or relocated to the interior as upgrades are needed to make them less visible and obtrusive. While switch and receptacle boxes may need to remain surface mounted outside the stalls, conduit should be relocated and concealed inside the walls or surface mounted on the interior framing members well above a horse's reach. Small holes drilled through historic siding to connect conduit to boxes is preferable to visual clutter of the exterior surface mounted conduit or plumbing pipes. Wherever possible locating utility equipment inside stalls that serve as tack rooms would be ideal. It is understood that fire suppression equipment (sprinkler pipe runs) are an exception, as it is necessary that the sprinkler heads be unobstructed in order to perform and to be

regularly inspected. However, if possible the standpipes should be relocated to the least significant and visible façade.

DORMITORIES:

- Retain, repair and upgrade as necessary all converted Kitchen facilities that currently function as bunkhouses in order to maintain the small scale and intimate charm of historic Millionaire Row. Many of these structures were intended to be raised and set on piers, however over time the grade has been raised causing wood decay. The buildings should be carefully lifted and raised high on their piers to allow for repairs to sill plate, skirt board or lower courses of clapboards.

- Recommended repairs for the wood-framed bunkhouses would include repair of the single-pane sliding, hopper or double-hung wood windows, in terms of new glazing, repair of any broken sash cords, hinges or other mechanical hardware in order to ensure that they operate properly. Full screens with repairs to any tears, should be in place to ensure adequate summer ventilation.

- Upgrade c. 1955 masonry bunkhouses with repairs to windows, walls, doors and systems as necessary. Consider adding a gutter where moss or biogrowth grows on lower 12" of walls and is particularly problematic.

- If sprinklers are needed in the wood-framed buildings, the standpipe should be brought up through the floor in a corner of the building in a chase and sprinkler heads installed down through the ceilings. If sprinklers are required for the masonry bunkhouses, standpipe should be installed through bathroom closet and up to attic space. Install sprinkler heads down through the ceilings.

- The asphalt roofing on the wood frame and masonry bunkhouses should be replaced within 10 years with a more durable system (75-yr minimum). This might include slate, standing or flat seam metal (copper or stainless steel), galvanized steel shingles, or inter-locking aluminum shingles. Not only do materials such as these last 2-3 times longer than asphalt shingles thus limiting the number of re-roofing campaigns, they are not petroleum-based products like asphalt shingles, and offer much greener solutions for the racetrack long-term.

- No parking for dorm residents and stable staff should be located within the Millionaire Row area. If absolutely necessary, a small restricted parking lot at the back southeast corner of the site south of BH43 should be developed with boundaries and striping and naturally enforced in order to protect the horses and the historic property.

ANCILLARY STRUCTURES:

- Wash stands and muck pits should be replaced with equal structures designed to better complement the historic structures, or to be visually screened. Study of other race course solutions to these necessary structures might yield an appropriate design solution.

- The mechanical structures such as sprinkler valve and hot water houses should be relocated to be less visible to the surroundings. One stall could be sacrificed in the barns to locate either a valve house or hot water heater and plumbing in the way tack rooms have been incorporated into the barns. The loss of stalls could then be made up in the addition of a new structure incrementally increasing the number of stalls throughout the property.

SITE PLANNING:

- The land within the Millionaire Row stable area is somewhat constrained by its borders with the Yaddo Estate to the east and south, and the track and Whiskaway Avenue to the north and west. There is not enough land in this location sufficient to build a new barn that keeps consistent with the character, massing and orientation of the existing barns.

- At Millionaire Row, the residential enclave at the east end is actually quite successful although it would be desirable to have the turf area between the three 1960s dorms (BH50, BH54 and BH56) and old kitchens (BH43-BH59) enhanced and reinforced. Ideally, each dorm area should include a kitchen/lounge so that residents don't need to bring their own microwaves, televisions, or small refrigerators. A kitchen/lounge building could include a small kitchenette with a full-size refrigerator, microwave oven and cabinetry with counters. The lounge should include cable or satellite hook ups so that each residents does not feel the need to add a satellite dish over their dorm rooms.

- Lastly the kitchen/lounge building should include a recessed porch with a bike rack large enough to accommodate a dozen or more bikes. The design of such a building should include such typical features as a slate or standing seam metal gabled roof, walls clad with board and batten or novelty clapboards, and double hung or sliding windows. As an alternate, covered bike racks should be provided in a separate pavilion.

- The mechanical structures such as sprinkler valve and hot water houses could be better integrated with structures that they service. One approach would be to sacrifice one stall in the barns in the way tack rooms have been provided to locate either a valve house or hot water heater and plumbing. The loss of stalls could then be made up in the addition of a new structure incrementally increasing the number of stalls throughout the property.

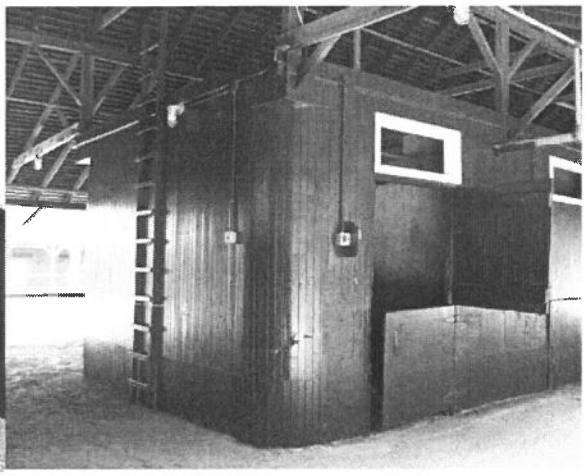
- It would appear to be more efficient to attempt to consolidate muck pits and equipment like dumpster to a more "back of house" area for each stable complex. At Millionaire Row the open lot at the southeast corner of the site could appropriately serve as this "back of house" location and at the same time be accessible to heavy equipment or service trucks. This does move the muck pits further away from the barns to increase the health of the horses. Making practice of using more heavy-duty garden utility carts specially designed for equestrian facilities would take the emphasis away from relying on heavy machinery in and around the stables.

The southeast corner of the Millionaire Row stable area is the most logical "back of house" location for clustering service structures like muck pits, dumpsters, hay/feed storage, etc.

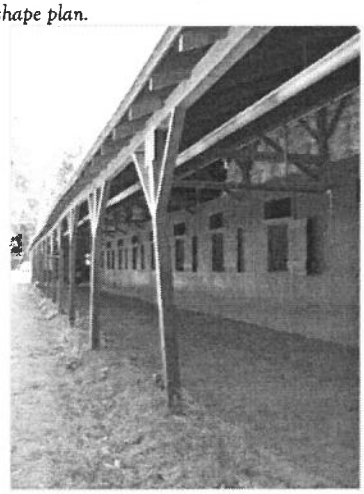
- While there is little open land in Millionaire Row area appropriate for the introduction of new barns or dorms, the 1960s buildings have very little architecture merit or historic significance and thus it could possibly be warranted to replace them with more attractive, efficient, and functional housing units.

REPRESENTATIVE PHOTOS:

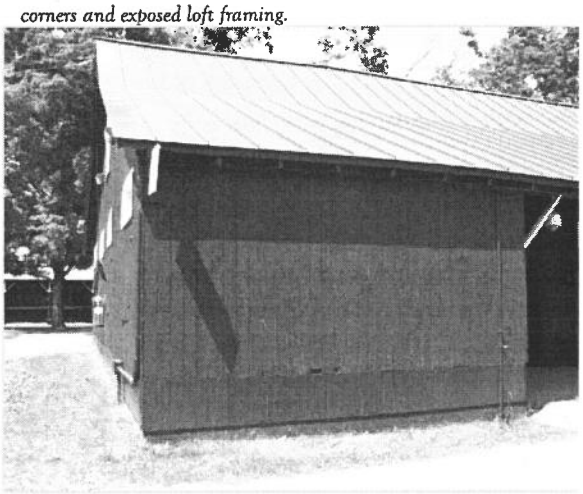
Barn #30 looking west representing Barn Type G (c. 1905). Barns have an I-shape plan.



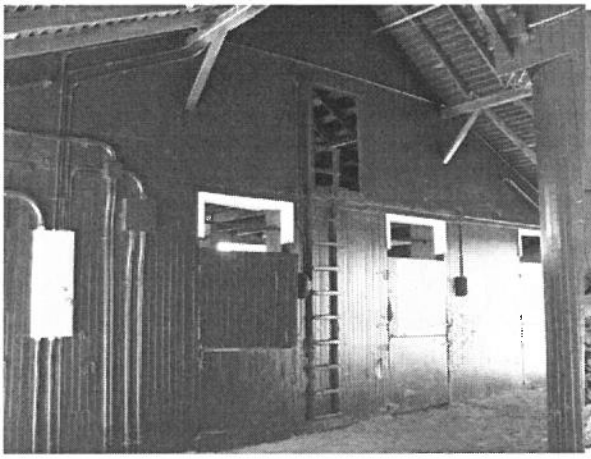
Front shed row/interior walking ring at Barn #27 showing clipped corners and exposed loft framing.



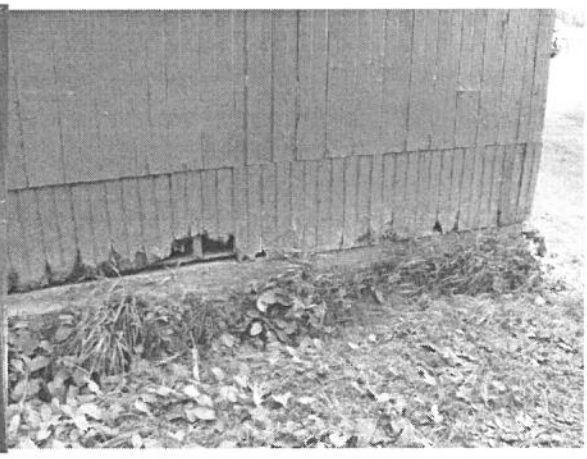
Rear shed row of Barn #30 illustrating shuttered screen windows and upper transom. Note also the shed post that is out of plumb.



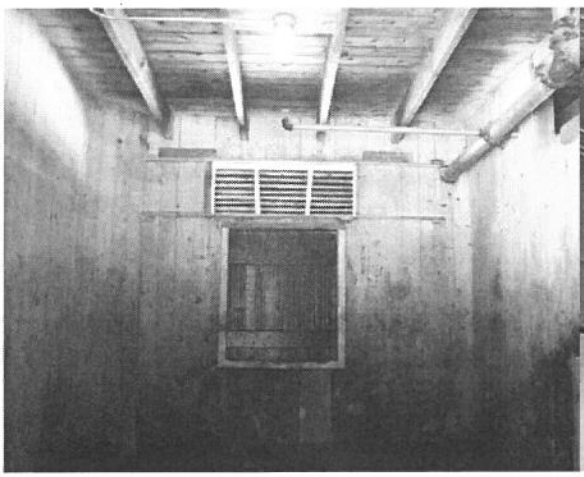
Typical condition of lower walls where new vertical boards were installed at lower 2 feet. Note also the Kynar finished metal roof.



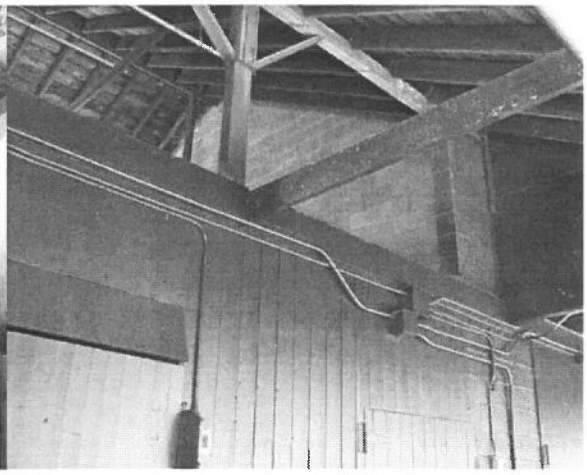
Gable end stalls in Barn #27. Note enclosed loft and wall ladder.



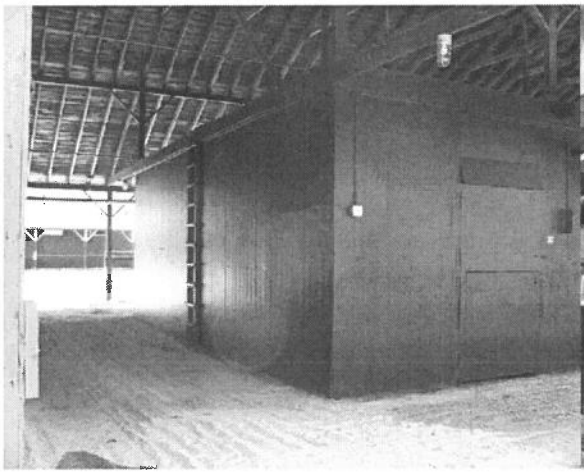
View of north-facing side wall at west end gable where typical case of rotted boards and moss exist. (Barn #31)



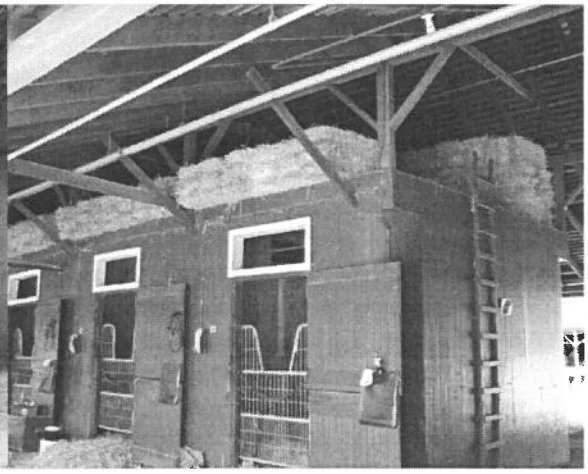
View to interior of stall in Barn #27 showing rear wall with missing sliding transom windows.



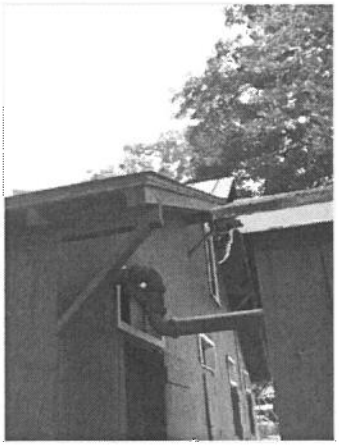
Barn #29 which is a double-loaded barn. View showing concrete block fire wall at center of barn between 2 pairs of tack rooms.



Interior walking ring inside double-loaded Barn #29 – note the corners of end walls are not clipped or rounded.

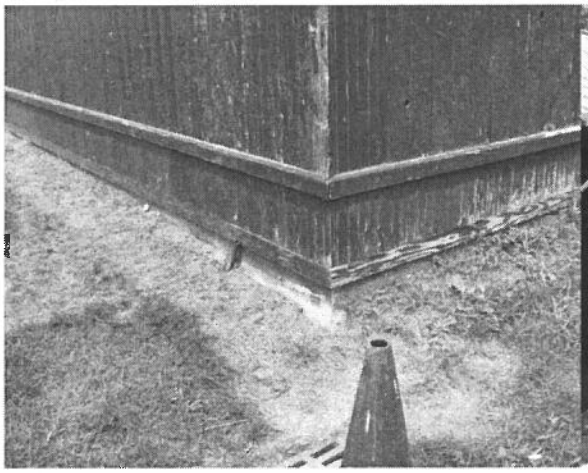


Note use of loft for storage of hay bales in Barn #30

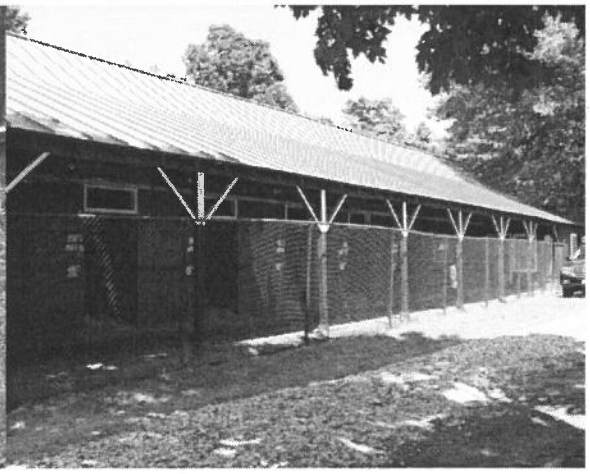


Connection between Barn and Sprinkler valve house.

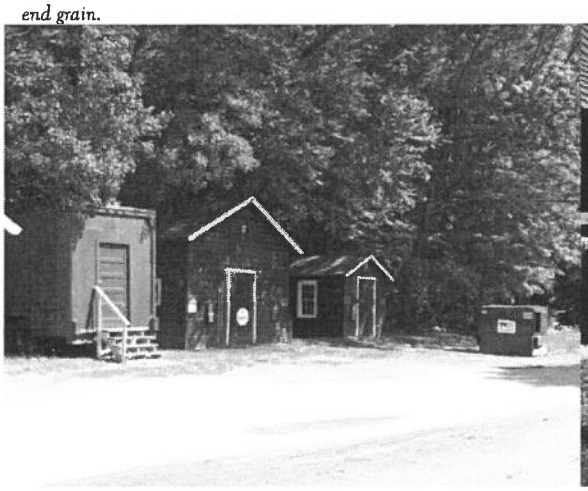
Use of loft above tack room for storage of various items in Barn #32.



Alternate treatment of transitioning between upper vertical boards and lower vertical boards. Still does not solve problem with open end grain.

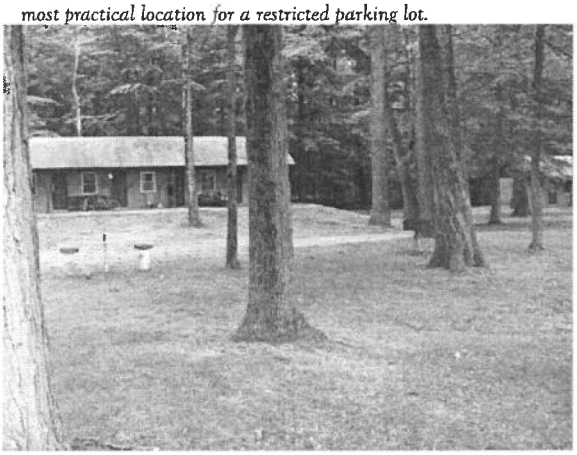


East end of Barn #33 which is the State Test Barn, security with chain link fencing around entire set.



Southeast corner of site is the location of maintenance shops, dumpster and storage structure. Just behind the dumpster is the most practical location for a restricted parking lot.

Typical washstand located between a pair of barns.

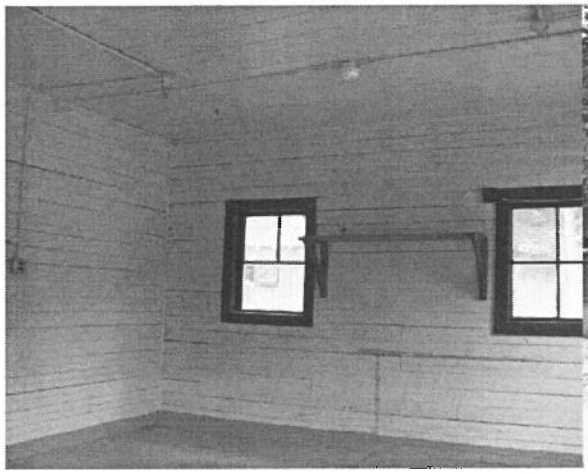


Setting of the residential enclave to the east of the service road. Not c. 1960s cast concrete table and stools and the number of mature trees.

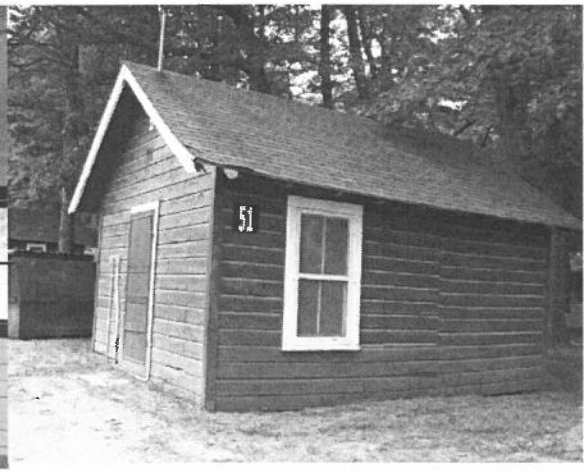
BH59 illustrates some of the worst conditions relating to the metal roofs, the windows and rotted or missing battens.

BH56 showing typical resident ephemera when dorms are occupied.

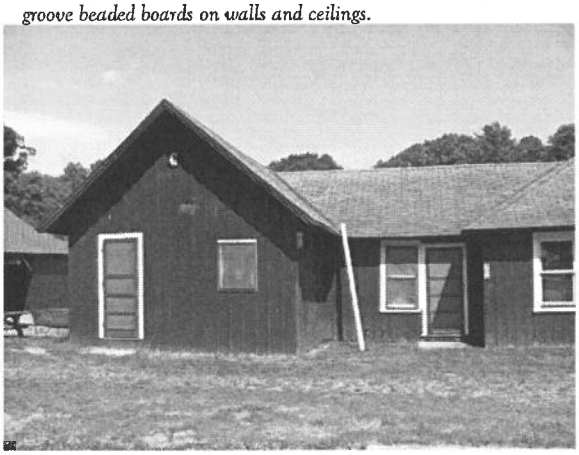
Typical rot at sill and lower clapboard courses on BH53.



Typical interior finishes in the Type G dormitories. Tongue & groove beaded boards on walls and ceilings.

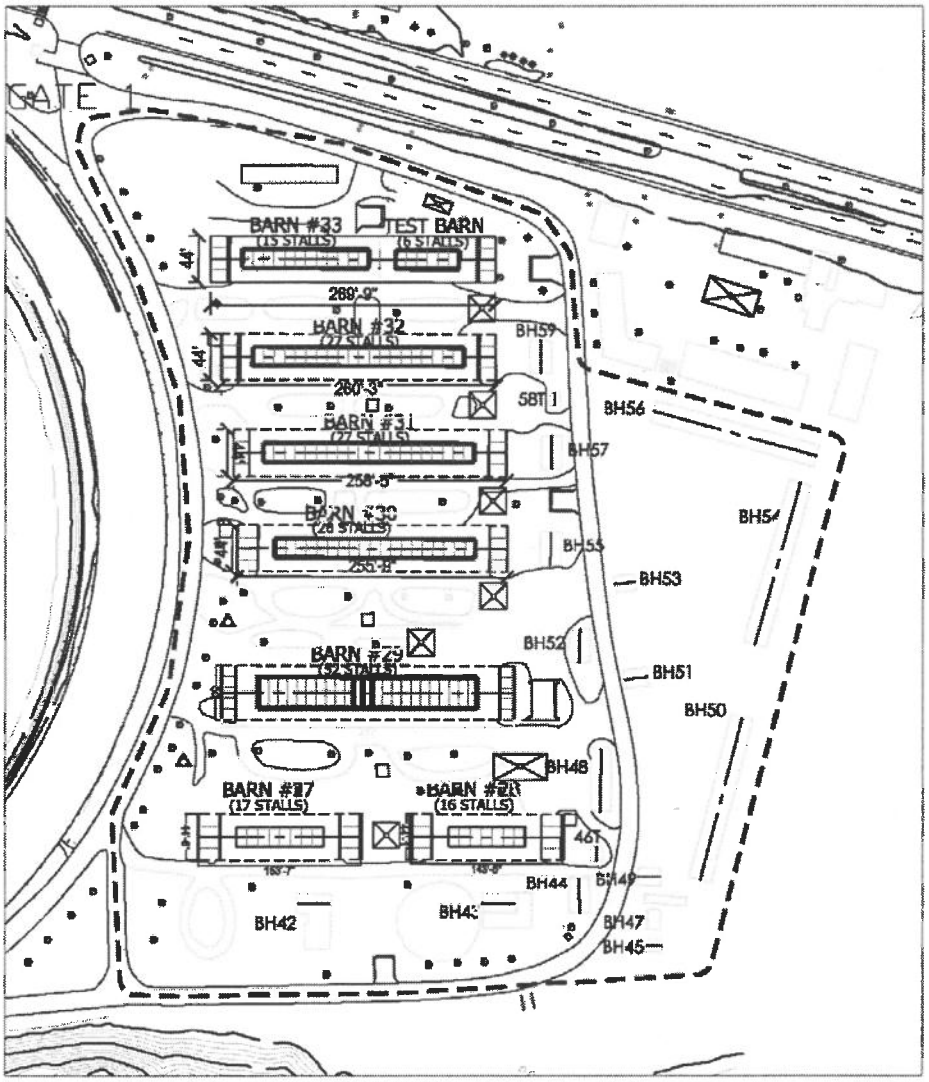


Standard Type C dormitory at Millionaire Row – BH51



Old residence south of Barn #27 with later additions. Much deferred maintenance.

BH43 with L-shaped addition. Addition with its low sloped roof has a rolled asphalt cladding which is lifted and curling.



Millionaire Row
ARCHITECTURAL EXISTING CONDITIONS

SARATOGA RACE COURSE
ARCHITECTURAL RESOURCE SURVEY
LANDMARK CONSULTING
MARTHA LYON LANDSCAPE ARCHITECTURE, LLC