

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

The Saratoga Springs Preservation Foundation (Foundation) seeks the services of a landscape architect with demonstrated experience in the field of historic preservation and cultural landscapes 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 and landscape attributes 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. See attached site plan that identifies the landscaped areas to be inventoried as part of Phase Three.

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 landscape in the two 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 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.

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 Cultural Landscape Report. 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.

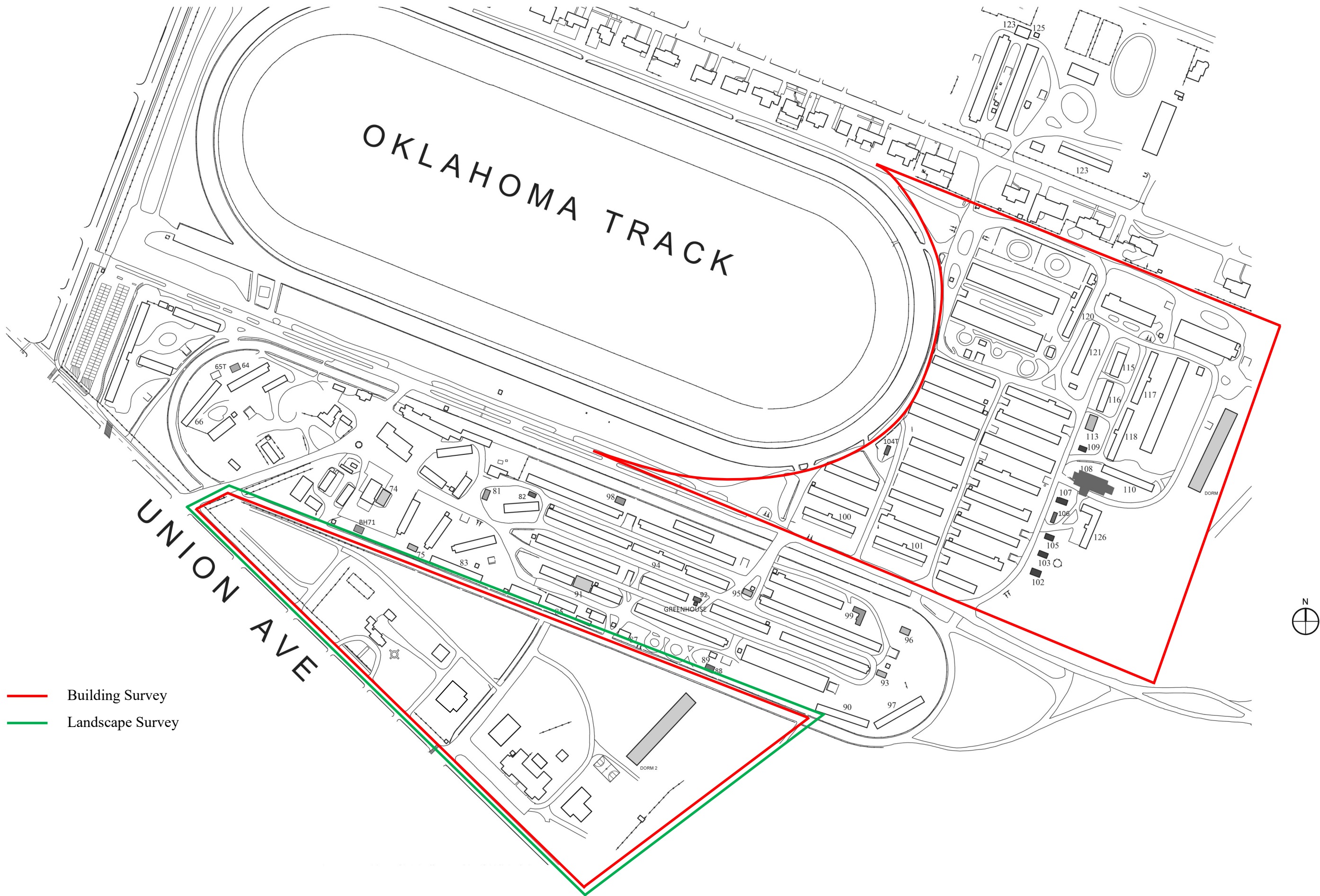
RFP Submittal Information

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 cultural landscape reports 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 **Friday, 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



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



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

Context, Edges & Views

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



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

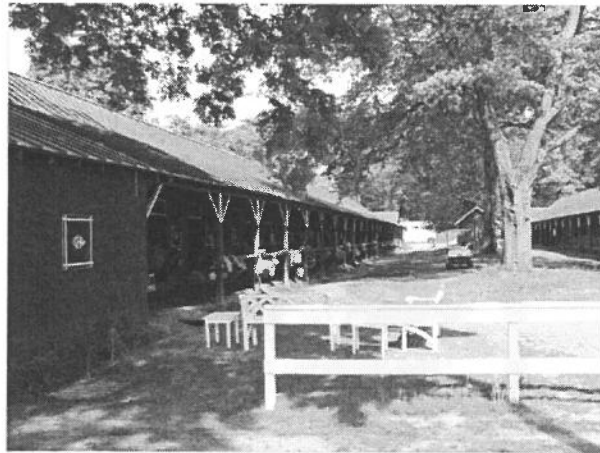
⁴ Mott’s 1930 plan for the “stall gates” at the Main Track of Saratoga showed plantings of deciduous trees along the east side of Whiskaway Avenue. While this plan focused on the Madden Court area, it appears that this planting scheme was replicated along much of Whiskaway Avenue, including the section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

MILLIONAIRE ROW

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

Entrances, Circulation & Topography

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



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

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

Character-Defining Landscape Features

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



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

Preliminary Landscape Recommendations

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

MILLIONAIRE ROW

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

