Thesis proposal
Connor Ross - Architectural designer
Blanche Sobottke - Landscape architectural designer
Paul Laseau - Critic
Stan Geda - Critic
May 15, 1978
**Table of contents**

<table>
<thead>
<tr>
<th>SECTION</th>
<th>TITLE</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABSTRACT</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>SECTION 1</td>
<td>PROBLEM</td>
<td></td>
</tr>
<tr>
<td>General problem definition</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Client</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Financial</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Growth and change</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Related organizations</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>SECTION 2</td>
<td>BACKGROUND</td>
<td></td>
</tr>
<tr>
<td>Critical issues</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Key facts</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Building type study</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>SECTION 3</td>
<td>FUNCTION</td>
<td></td>
</tr>
<tr>
<td>Patron circulation</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Employee &amp; service circ.</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Backstretch facilities</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Horse/patron contact areas</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>The track and infield</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Clubhouse</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Grandstand</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Administrative offices</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Track offices</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>Supporting facilities</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>Film towers</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>SECTION 4</td>
<td>SITE</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>Use</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>Limitations</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>SECTION 5</td>
<td>DESIGN</td>
<td></td>
</tr>
<tr>
<td>Project concept</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>Master plan</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Exterior space design</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>Interior space design</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>SECTION 6</td>
<td>CONCLUSION</td>
<td></td>
</tr>
<tr>
<td>One</td>
<td>47</td>
<td></td>
</tr>
<tr>
<td>Two</td>
<td>48</td>
<td></td>
</tr>
</tbody>
</table>

**APPENDICES**

- Site analysis
- Program of function
- Building type study
- Exterior design
- Interior design
Abstract

This thesis is an attempt at both solving complex problem and at organizing the process of design for a problem of this magnitude. It is of prime importance that only the final outcome in design be of und potential, but that the process by which it was done be a compliment to the problems raised. This thesis text is prepared in a matter that suggests the actual process involved as well as calling emphasis criteria that premised design decisions.

The project is a pari-mutuel race track for Indianapolis. Pari-mutuel betting is currently on the verge of becoming legal in Indiana. The passing of this bill would open up Indiana for the development "the pari-mutuel racetrack." The track considered here is both a standardbred and a thoroughbred racetrack. It would be signed to serve 12,000 spectators and would have stables for 800 horses. The design would consist of an overall site plan and the development of the facility in the public interest areas.

In this project, the horse and the procedure the horse takes (prerace activities) before a race are put on stage. That is, the backstretch functions are made active to the user by placing them within the facility and making them more ceremonial. The facility is designed so that a person attending the track can partake in as many activities as they wish to. The bettor is given access to the horse and to the be
booths without obstruction; the spectator can watch the pre-race activities, the race, and the bettor. All these facts form activity, activity that should provide the track with a rich and festive atmosphere, an atmosphere that is credited only to horse racing.

The backstretch area is located adjacent to the grandstand area; this location facilitates views and allows a procession of the horse to the track. Further, a parade that would show the horses before the race is placed within the facility. The building thus forms two faces. The face to the track promotes views to the race (inherent in this project) while the other face gives views behind to the parade ring and entrance plaza area. By lowering the building to look two ways, people can maintain activity both while there is a race and in between races. The idea is to give the track activity as many levels as possible. This thought is an attempt to maintain a highly active race track, a vitality in the track to promote public interest.
Problem

A pari-mutuel horse track for Indianapolis provides a number of challenging issues to the designer. Large crowds, large volumes of cars, a variety of users and a complex program of functions are all criteria used to premise this design endeavor.

In this first section, background information is discussed. This information is at which is needed before the problem can be started. This information is used a client's input would be used in an academic situation. The five categories discussed are:

- General Problem Definition
- The Client
- Financial
- Growth and Change
- Related Organizations

GENERAL PROBLEM DEFINITION

Indiana is on the verge of legalizing pari-mutuel betting in the state. The horse racing interests promoting the bill reason that the state would benefit not only from the mutuels, but also from the creation of thousands of new jobs and from the millions of tax dollars collectec from racing related businesses, particularly breeding farms. These farms would also be beneficial as greenspace industries. However, to bring the racing business to such a level, horse racing, both standardbred and thoroughbred, must be treated as a quality sport, and as a result, quality facilities will be required. This project deals with the development of such a facility just north of Indianapolis.

Since marketing studies show that Indianapolis area has both the population and the facilities to support such a race track, and because it is centrally located within the state and is easily accessible, it is a prime candidate for such a development. The proposed site is on the north side of Carmel, Hamilton County. It lies just east of US 31, between 146th and 151st streets, and it is about a 20-25 minute drive north from downtown Indianapolis.
The site is approximately 25 acres of gently rolling farmland with enough topographical change to provide interest but not too much to cause serious problems. It is easily accessible from US 31 and is far enough out of the city to lend itself to connected sport such as horse racing.

The project involves developing a master plan for the site, with facilities to serve the general public/spectators, track administrators/support and the animals and their owners and trainers. The track will provide for both standardbred and thoroughbred racing. Thoroughbred racing may be where the big money is, but the racing interests in Indiana at this time are generally geared more toward standardbred. Standardbred also carries longer rural feelings, and it may appeal to the public initially. Once the master plan has been completed, a detailed design of the grandstand and surrounding area will be completed.

CLIENT

The client is made up of three basic organizations:

1. The corporation organized to finance the project. This corporation is made up of private investors.

2. Thoroughbred Racing Association - not part of the financial investment, rather a reference source with interest in the project.

3. U.S. Trotting Association - a role similar to that of the above-mentioned thoroughbred association.

For this thesis project, representing the financial development corporation is the office of Ralph Wilfong, Village Farms of Carmel. The Village Farms office indicated that for a successful race track the facility must be of a high quality. They also indicated that financially it would be better to prepare a smaller facility and expand later according to need.

The thoroughbred and trotting associations are more interested that the track and t
cilities conform to their standards in order to promote quality racing. There are differences between the standards of the two organizations, but they can be worked together successfully.

FINANCIAL

Financially, the proposal for a horse track is a $14-16 million investment. In order for maximum economic flexibility (without undue government restrictions), the investment should be made by a corporation of private stockholders. Bank loans and bonds may be used to gain additional funds.

Project Phasing (Construction)

The project should be divided into three phases:

Phase 1 - Site work, including piles and rough excavation
Phase 2 - Grandstand and supplementary buildings
Phase 3 - Building finishes and landscape features

Operations

After the initial track has been built, the corporation can be reorganized to finance the track, buildings and grounds upkeep and further facility development (see appendix for sample corporate structure).

GROWTH AND CHANGE

Within a 60-mile radius of the site are 1.7 million potential patrons. Initial a large crowd is expected to be about 8 thousand. If the popularity of the track increases over the years and the crowds grow to the 15-20 thousand mark, expansion is certainly required. The expansion would be in those areas serving the spectator such as additional grandstand seating, additional parking spaces, additional racetrack personnel, additional betting windows, additional service facilities (food, restrooms, first aid, information). Administrative spaces could probably remain the same, unless addi-
Conal administrative personnel was required to cover the expanded areas.

Since the number of horses involved in the race is raised, than the backstretch facilities for both horses and humans would be increased. These would be such things as stables, exercise areas, grooming areas, storage, parking and utilities. Most of the anticipated expansion would in the same basic locations on the site as the original functions, since they would be extensions of those functions.

RELATED ORGANIZATIONS

The location of the project requires that the client comply with the zoning requirements of Westfield and Hamilton County. Any changes or variances in zoning regulations will have to be taken care of by the client through the city and county planning agencies/commissions. Any use of local utility systems by the race track development must comply with the utility companies' standards and regulations. The same is true for community-owned utilities. All buildings must conform to local and state building codes, and must be inspected at the correct times by the proper authorities.

The thoroughbred and standardbred racing associations are devoted to promoting high standards in horse racing, thereby maintaining the integrity of the sport and strengthening public approval. This racetrack will be a member of these associations and must comply with their standards. Many of the standards involve the operation of the track and the running of the races, for the administrative end, but to fulfill these requirements the proper facilities must be included in the design.

The State Racing Commission also has regulations covering the running of the races and the system of wagers. Proper facilities are needed to insure accurate reporting of mutuels, and a testing area is needed to determine the identity of the horses and to determine whether or not they have been drugged.
has always been one of the most difficult problems in architecture to deal with large numbers of people. The problems that arise range from those of a large crowd to those of the individual. Both conditions demand a sensitive design and understanding of people, people who vary in as many aspects as one could name. The Brief, in reflection of these points, has been written in terms of the user. In this section five categories are being discussed.

Critical Issues

Key Facts

Building Type Survey

is hoped that by the careful study of these topics in terms of the user, a more accurate description of the problem will result.

CRITICAL ISSUES

These critical issues include the following:

1. Dealing with large crowds of people - intentions, purpose, movement, service and safety
2. Dealing with large numbers of cars - ease of movement, easily accessible, protection of the pedestrian
3. Orientation of the track - protecting the spectator from wind, rain and sun; protecting the horse from running directly into the sun; use of sun to highlight the events
4. Variety of patrons - general spectator, average better, betting enthusiast, administrator, horse owner and the different age groups as well
5. View of track - excellent view of homestretch, view of finish line, view of entire track, view without sun distortion
6. Security for horses and separation for patrons - need for visual contact between horses and spectators but leaving physical contact to a minimum
Track conditions - necessity of changing surface of track to accommodate the different types of racing

FACTS

Scale - The need for scale to the human individual and as a member of a crowd.

Relation of patron to horse - the need for a physical separation between the human and the horse, yet leaving enough interaction so as to utilize the vitality of the horses.

Influence on business - how a thriving racetrack will affect agri-business in Indiana.

Tax dollars - coming directly and indirectly from the track.

Use of track - potential for off-season use.

Quality facility - needed to yield quality racing, quality horses, a quality business and maximum money flow.

Unique character - creation of those things that become track trademarks, tradition, public relation promotions.

Atmosphere - festive yet dignified.

Patrons - must cater to a wide variety.

Racing types - must cater to both standardbred (harness racing) and thoroughbred racing.

Racing calendar - different seasons and day and night racing.

BUILDING TYPE STUDY

The following buildings were analyzed for site organization, external circulation, internal circulation, pedestrian circulation, concept, track capacity, building organization, and form.

Churchill Downs
Sandown
Aqueduct
Arlington Park
Louisiana Downs

Most of the facilities investigated had similar site organization. The tracks were older tracks, and generally, all used the track itself as the organizer in terms of form and function. The only exceptions...
The Sandown race course. This track exploited the movement of people at the track. It generally used the grandstand by the organizer. The backstretch and pre-race activities were all positioned so as to be of interest to the spectator.
The spaces in the following program have been determined and developed according to the type of user which they serve. These users include:

Administrative employees
Track employees
Horse personnel
Media personnel
Spectators

Major exterior spaces serving these users are:

1. Patron Circulation System - There shall be a patron circulation system which respects the following sequence:
   Individual auto (traveling on highway) mass auto (parking lot) — individual pedestrian — mass pedestrian — spectator
   The system shall include a main auto entrance, additional auto exits, general parking, preferred parking (closer to the grandstand), auto drop-off, bus drop-off and parking. There shall also be pedestrian walks from the parking lot to the grandstand which aid the transition from auto patron to race spectator. The main entry to the grandstand area shall channel and disperse patrons upon their entrance and exit, respectively.

2. Employee and Service Circulation - There shall be a separate circulation system for employees and service vehicles. The grandstand service area and employee parking shall be removed from patron activity areas.

3. Backstretch Facilities - The backstretch shall have facilities to stable 800 horses.
and the accompanying groomsmen and tack. There shall be facilities for the backstretch offices and maintenance, stateency inspection and veterinary services. There shall also be food, recreation, and working facilities for the backstretch personnel. There shall be connections to the track, paddock and exercise areas from the backstretch.

Horse/Patron Contact Areas - There shall be a paddock and parade ring so that bettors and other spectators can easily view the horses before the race. This shall be in close proximity to the betting windows. There shall be a winners' circle provided for post-race awards and photo/interview sessions.

The Track and Infield - The track shall a standard one-mile oval with chutes to accommodate 7/8 mile and 1 ½ mile races. The surface shall be changeable for the different needs of standardbred and thoroughbred racing. The track shall be oriented to prevent the spectator from looking into the sun and to let the horses run against the earth's rotation in the homestretch. The infield shall be developed so that clubhouse patrons can see the entire track and most general patrons can see as much as possible. The infield shall contain a tote board so that spectators can know the statistics of each race. The infield should also be usable as overflow standing room on peak race days.

The major interior spaces include the following:

- Clubhouse
- Grandstand
- Administrative Offices
- Track Offices
- Supporting Facilities
- Film Towers

1. Clubhouse - The clubhouse is for the racing enthusiast, the person who frequently uses the track and thus has established himself as a spectator, a bettor or a social member of the track. The clubhouse offers relief from the larger number of people using the general grandstand area. It also provides a nicer an
The complete view of the racetrack. The entrance cost for the clubhouse is higher than that for the general grandstand area. The following list of spaces included in the clubhouse is as follows:

- Clubhouse Dining
- Clubhouse Bar/Lounge
- Clubhouse Betting
- Clubhouse Seating
- Concessions
- Restroom Facilities

(See the appendix for program of square footages for these spaces)

Grandstand — The grandstand area is for general public who:
- are at the track for the first time
- have more interest in the horses
- are avid betting enthusiasts and need more flexibility between the betting windows and the horses
- are more interested in the different levels of involvement on the ground level

Grandstand area should accommodate large crowds at a quick-moving pace. It is the place that reflects the interaction between people. It is the place for the better, the place for the novice, the place to view all the preceding; it is the congregation point for the whole project. This area costs only the admission cost to get in, and it includes the following spaces.

- Lobby
- Betting booths
- General public food areas
- First aid
- General public seating
- Reserve seating
- Standing area
- Concessions
- Restrooms

3. Administrative Offices — The administrative offices house the blood of the racetrack; it is where the decisions of the racetrack are made. This area needs relief from the crowds, but it needs to be close enough so as not to be blind of the crowds presence. This area contains various functions, functions ranging from accounting to the scheduling of horses for
Each race. A list of spaces follows.

Director offices
Accounting department
Computer facilities
Printing facilities
Storage and files
Employee restaurant and locker area
Conference room
Restrooms

5. Supporting Facilities - The supporting facilities revolve around the horse. This area provides the horse with bedding, grooming and grazing areas. This area contains facilities for the groomsmen and horse attendants. All track service, storage and maintenance is also contained in this area. This area contains all the services needed to put on a horse race and to maintain the entire project. This area includes:

- Horse stables
- Feed storage
- Backstretch recreation
- Restrooms
- Office
- Backstretch cafeteria
- Veterinarian
- Maintenance buildings
- Main loading doce
- Employee locker area
- Supply storage

6. Film Towers - The film towers are used for the media, the announcer, the filming of the race and the photo finish. It is important that this area be located so a
have adequate view to the entire track and to be directly over the finish line. It includes:
- Official offices
- Audio-visual Lounge
- Restrooms

---

GRANDSTAND LOBBY

2 CLUBHOUSE BETTING

3
The site of Westfield Downs is just north of the city of Indianapolis. Marketing studies show that this is an excellent area for a horse racing facility. The central location within Indiana is easily accessible from even the outer reaches of the state and from neighboring states as well, via the interstate highway system and the Indianapolis International Airport. The Indianapolis area also has a sufficient population to support such a racing facility.

The 320-acre site is on US 31, between Carmel and Westfield, just 25 minutes north of downtown Indianapolis. It is under Westfield's jurisdiction and is properly zoned for a racing facility. Most of the surrounding area is currently farmland, but some of it is expected to change to single-family residential, county park, and commercial/planned development. There are some mixed feelings within the county (Hamilton) about the proposed racing facility. The City of Carmel is particularly wary, fearing the movement of "undesirable" into their community. Such feelings emphasize the need for this to be a high-quality establishment.

The site is currently chiefly agricultural land. The only noteworthy vegetation is found along Cool Creek, which runs north to south across the site, particularly at the northern end, where there is a nice stand of mixed mesophytic forest. The topography of the site is generally suited for such a development, although some problems may arise from its gentle rolling nature and the need for a flat track and large parking areas. However, the soils are suitable to accommodate cut and fill and are quite buildable, though some require added drainage.

Perhaps the chief limitation that the site places on the design of the development concerns the location of the track. The one-mile track is of fixed dimensions and can take a limited orientation to the north-south line. It is impossible to properly place the track on the portion of the site east of the creek. The grandstand also cannot be built within the
ek's flood plain.

An additional limitation concerning the landstand location is the presence of a oil pipeline running diagonally across the site. No permanent structures or trees can be placed within its 50' right-of-way. Direct access to the site is limited to Grassy Branch, 146th and 151st streets, with 151st showing good potential for a major entry since it has the best direct connection to US 31 which carries much of the race traffic.

REGIONAL LOCATION

ZONING

SITE SYNTHESIS
design

The design of this project covers a multitude of scales. The planning and design approach proceeded from the largest scale (the automobile) and ended with the smallest scale (the individual). For this reason, this section has been divided into four categories.

Project Concept
Master Plan
Exterior Design
Interior Design

Carefully this form of organization will show one to understand this project from initial organization down through the different scales. The outcome will provide an understanding of the design as well as reflect the process by which it was accomplished.

PROJECT CONCEPT

Conceptually, the approach used in this project is similar to that used by the Sandown Race Course in England. This approach utilizes all the activities that occur at a racetrack for the spectator's enjoyment. In basic terms this means that the pre-race activities become as important as the actual race. This concept allows a more even spread of activity throughout a race day. It also allows a level of interaction between the spectator and the horse that is often lost at other present-day tracks. This means that the excitement of a race can now be extended beyond the two minutes it takes to run the race, and this excitement can begin as soon as possible for the spectator. The following is the sequence that the horse takes before and after the race:

1. horse brought from stable
2. horse inspected
3. horse paraded in the parade ring
4. horse taken to paddock for final adjustments
5. horse parades to track to starting gate
6. start of race
7. finish of race
8. winner's circle ceremonies
9. horses returned to paddock and stables

image in mind for the facility is viewed from the healthy creek that runs through the site. The creek is used as starting image. The creek portrays image of a free and lackadaisical rural area. From the creek the image would change sequentially to a more active urban setting at the grandstand. The image would then return to the original rural-like image at the stable area.

SITE CONCEPT
The master plan of the site has been defined by recognition of the concept of a total race experience along with limitations and opportunities set by site.

One of these limitations is that the track located west of the creek (there isn't enough room east of the creek). The remaining eastern part of the site is less ling and sizable enough to accommodate massive amounts of parking required, creating the opportunity to use the creek as boundary between the world of the and the world of horse racing.

The northern portion of the area west of creek has the best topographic potential for the track location. Situating grandstand on the south side of the track would be best for spectator sun entation and for sun-orientation and the rotation for the horses in the home-etch. This location of the track and stands also provides sufficient room for developing the pre-race activities into a major space behind the stands and for buffering the potential residential development south of the site.

Locating the backstretch (stables in the southwest corner of the site provides the necessary security separation between the masses of patrons and the horses, while still allowing visual contact from the area behind the stands. This eliminates the usual feeling of isolation from the horses that is created by the line of the track and the infield when the stables are indeed located behind the backstretch of the track. Instead, the patron can better identify the sequence that the horse goes through, and the stronger impact of the Horses' presence leads to a better total race experience.

One of the key problems of this project is to provide for the movement of large numbers of people. In order to prevent conflicts between patrons, service vehicles, employees and horses, two separate
Circulation systems have been developed. The entrance to the site from south on 146th st., is used by track employees, horsemen, and service vehicles. Another system is strictly for the patrons and follows the sequence of individual auto — mass auto — individual pedestrian — mass pedestrian — spectator. The main entrance is on 151st st., since it is the most direct route from US 31 which will carry the bulk of the race traffic and allows efficient traffic flow. Parking is served by a perimeter road that those patrons who wish to use the pop-off or the preferred parking can bypass the general parking traffic. The patrons in the general parking area walk from their cars to a bridge over the creek and move along a pedestrian walkway to the grandstand. The walk will make the transition from the naturalistic aura of the creek to the more controlled, "urban" setting of the grandstand area. On peak days, when even the farthest portions of the parking lot are used, a minibus will help shorten the walk for some patrons.
To Circulation - The main patron auto entrance to the site is from 151st street. Avoid traffic complications, the entry set back 1000 feet from the intersection of 151st and Grassy Branch. 151st street must be widened and improved to handle the race traffic, and as part of its improvement, it is turned into a tree-lined boulevard to accomplish the following:

1. To create a strong entrance statement
2. To maintain existing country "green" and avoid a continuous span of four lanes of asphalt
3. To create a buffer for the residences on the north side of the street boulevard is continued into the site, maintain a continuity of the entrance experience. The control point (fees, etc.) far enough into the site on the entry road to permit back-up of cars without interfering traffic on 151st street. Once past the control point, the patron has the choice of entering the general parking lot or following the perimeter road to their preferred parking and special drop-off.

The general parking lot accommodates approximately 3700 cars. It runs along the creek, and as it curves, it is divided into four large segments by greenspace wedges. Each section is also divided in half by a minor road that runs the length of the lot. This arrangement accomplishes the following:

1. Patron can circulate through the lot without having to return to the main parking lot road.
2. Attendant parking on heavy race days can fill the forward parts of the lot (near the creek) quickly, then the back portions.
3. Western edge of the parking lot can act as a drop-off for the full length of the lot for general parking patrons and for mini-buses on peak race days.
4. **Orientation of rows directs patrons movement toward creek bridges.**

5. **Distinct lot sections make it easier to locate an individual's car (aided by lot identification signs).**

6. **Greenspace reduces scale of massive parking lot.**

The preferred parking lot (reserved and son parking) is separated from the general parking lot by the creek and is served by the perimeter road. It is closer the grandstand entry, and its users id the bulk of the masses of general king patrons. In this area is also the p-off for preferred parking, the handi-ped, taxis, and buses. Bus parking is ng the edge of this lot so that it is venient for arriving and departing rons.

**Pedestrian Circulation** - The pedestrian culation system must collect patrons m numerous points and funnel them to main entrance to the grandstand area. s.system begins the moment a patron ves his/her car. The rows of cars and aisles between them point the patron toward the goal of the west edge of the lo There a patron takes a bridge across the creek to a walkway. At this point, the feeling is naturalistic. The walk proceeds as the creek on one side and the rising topography to the west form its edges. As the patron nears the entry, the path curves toward the grandstand and is lined with trees. The space has taken on a formalized plan, with planting beds forming an edge to the plaza area which permits free-flowing movement through two curved rows of trees and around a central fountain. The paving lines of this plaza direct the patron to the grandstand area entrance and continue through the entrance into the next space as a common element.
BACKSTRETCH CONCEPT

1. Backstretch offices, maintenance, state offices, veterinarian, food service and recreation are generally centrally located.

2. The strong visual contact to the backstretch from from the area behind the grandstand and from US 31 helps to set the image of the horse in the mind of the spectator.

3. There is the needed security separation between the patrons and the horses.

4. Room for expansion is there if necessary.

5. There is a buffer from the highway to the horses.

6. Area drains down roads between stables.

Track and Infield - The track is a one-mile oval with chutes for 1 1/4 mile and 7/8 mile chutes. The surface can be changed for the different types of racing. It is oriented nearly perpendicular to a north-south line to keep the sun out of the spectators' eyes and out of the horses' eyes in the homestretch. The horses are
able to run against the rotation of the earth in the homestretch. The infield on the track is developed to:

1. allow full view of the track from the clubhouse
2. allow good view of track from the general seating in the stands
3. direct vision to key points in the race when a complete view is not possible.
4. be used for overflow patrons on peak race days
5. retain drainage from the track and the infield
6. give spectators a clear view of the tote board and winners circle.
The general project concept implies the need for a multi-directional view, a view it would allow a spectator to see both staged events (the race, start and finish) and the unstaged events (pre-race activities, the inspection, parade laps, paddock). There is also a need to keep an internal zoning so as to allow the different activities to function smoothly. Specifically, the mass of people, areas of sitting, orientation points, etc. must all work with one another to allow a clean working building. The "section" of the building organized the design. A system of volumes was developed with a circulation corridor between each. This allowed

1. the circulation to act as a natural boundary between the larger volumes
2. the volumes to have a directed view
3. a clean system of circulation to each volume
4. a relatively open plan to reinforce the concept of staged and unstaged events
5. a clean structural system that maintains flexibility to the plan
6. a clean mechanical system to complement the structural system
7. a curtain wall system to maintain flexibility in plan.

The general organization consists of a five-floor building. Four of these would be divided between the grandstand and the clubhouse areas. The top two floors would be allocated for the clubhouse area, and the two lower floors would house the grandstand functions. Additionally, a plaza area is adjacent the lower level of the grandstand area. The purpose of the plaza is to introduce the spectator to the building as well as to order the pre-race activities previously discussed. Secondly, the plaza acts as a primary focus to the upper floors.
cross section
ORSE PASSWAY TO TRACK

WARM-UP TRACK

AVILION

NW CORNER
ENTRANCE
In evaluating this project, one might classify it as being a "variation on a theme." That is to say, it is a conventional approach to the problem, but the emphasis on the subject matter is non­traditional. The major difference is the "program" of the horse race itself. The typical horse track holds one race per hour. This indicates that a person has approximately 55 minutes/hour for some other interest. The extreme would be 55 minutes of sitting and waiting for the next 2-minute race. It is our concept to reveal many of the pre-race activities for the spectator to watch. These pre-race activities or "unstaged events" will allow a person a better understanding of the horse and of the race. The "unstaged events" also dramatize the race itself in that a person can trace the entire process the horse goes through before and after the race.

Our Concept had a second important effect on the project. At a race track, a major activity or involvement of the spectator is betting, figuring odds, and all things associated with betting. A bettor is much concerned with the horse, the odds and the outcome of the race. By pulling the horse out of the stables and placing it on display (the paddock), the bettor can look at the horse, talk with other bettors about it, set the odds and in all cases become involved. This thought in simplified terms is a form of activity, an activity that can be exploited to benefit all who attend the track. The bettor gains convenience, the novice gains entertainment found nowhere but at the track, the owner gains dollars, etc. Realizing how this idea may seem romantic, it is really an attempt to provide activity at the track that will complement the race. I have always felt that any activity that can be gained without invention (an activity that is existing rather than one made) will be more successful in the final outcome.
The concept of a high-quality establishment where one can experience the "total race experience" is revealed in the final design of this project. By emphasizing the pre-race activities as well as the race, a richness is added to the race day. This added richness and festivity not only makes a fuller race experience but also can be exploited to make this racetrack profitable. And for this particular design, it is especially important that the track make money, since it is an extremely expensive development. The high expense is perhaps a drawback of this design, and it is possible that a different layout and different detailing could reduce the cost and still maintain the concept of "the total race experience."

This thesis project certainly required both architectural and landscape architectural input. As a result, both students gained exposure to the other's field, decisions could be made using more than one viewpoint, and a better final product was created.