



A HOTEL AND MARINA FOR NEWPORT, RHODE ISLAND

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B. Arch., University of Washington, 1955.

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Signature of Author _____

Department of Architecture, January 25, 1961.

Accepted by _____

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January, 1961.

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ABSTRACT

A Hotel and Marina for Newport, Rhode Island

Gerhard Olving

Submitted for the Degree of Master in Architecture in the
Department of Architecture on January 25, 1961.

This thesis represents an attempt to create a boating and recreational center which would cater to the transient, the vacationing and local boating enthusiast. The nucleus of the project is a 200 room hotel and marina.

Newport, Rhode Island, was selected because of its many historical attractions, its beautiful surroundings, favorable climate, ideal conditions for boating and the longstanding reputation as a vacation and resort center. The site is an unused fortification overlooking the city of Newport and the yachting basin. It imposes severe restrictions on one hand and offers an exciting challenge for an imaginative design on the other.

The detailed study is limited to the hotel. The marina and other complementary facilities are dealt with only in the site planning phase of the project. The solution endeavours to develop a close relationship between water and the buildings, take advantage of the views, and create an exciting sequence of spaces.

112 East Lincoln Road
Birmingham, Michigan
January 25, 1961.

Pietro Belluschi, Dean
School of Architecture and Planning
Massachusetts Institute of Technology
Cambridge 39, Massachusetts

Dear Dean Belluschi:

In partial fulfillment of the requirements for the degree of
Master in Architecture, I hereby submit this thesis entitled,
"A Hotel and Marina for Newport, Rhode Island" .

Respectfully,

Gerhard Olving

ACKNOWLEDGEMENTS

To the following persons I wish to express my gratitude for their assistance and co-operation in the preparation of this thesis:

The Thesis Committee of the Department of Architecture;

Mr. Raymon C. Gallagher of the Public Works Center, U.S. Naval Base, Newport, R.I., and Mr. Jack Howieson, City Engineer, Newport, R.I., for their assistance in securing necessary site plans;

Mr. Peter M. Wilson of the National Association of Engine and Boat Manufacturers for the information on boating and marinas;

Prof. Howard B. Meek, Director of the School of Hotel Administration, Cornell University, for his valuable suggestions.

Mr. John T. Hopf of Newport, R.I. for photographs of Fort Adams.

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I. NEWPORT, RHODE ISLAND

The men who founded Newport in 1639 turned to the sea as the highroad to wealth and power. Newport merchant ships sailed the seven seas, but its pirates, privateers, slavers and smugglers were just as active. England's many wars with France, Spain and Holland were excellent excuses for Newport's daring rovers to ravage the sea trade of England's enemies.

Newport's seafaring history may go back one to three hundred years before Columbus discovered America. The sagas of Norsemen tell of long voyages to a distant land whose description fits that of Southern New England. The Old Stone Mill or Viking Tower may be a remnant of those Norsemen.

One of the principal trade routes through which the City of Newport prospered in the first half of the 18th century became known as the "Triangular Trade". Lumber, foodstuffs and horses from Newport were taken to the West Indies, bringing back sugar and molasses. The sugar and molasses was converted in Newport into rum which was then taken to Africa where it was traded for slaves. The slaves were transported to the West Indies and sold. The ships were again loaded with sugar and molasses and the whole process was repeated again and again.

Newport reached the pinnacle of its Golden Age in the middle third of the 18th century. The arts and sciences blossomed in this busy, wealthy and growing community. During that period a great many of its colonial houses and churches were constructed.

PLAN
DE LA VILLE, RADE,
et Environs de Newport en Rhode
island, avec le Campement de
l'Armée Française près de cette
place en 1780. la disposition des
ouvrages qu'elle à Executé et le
mouillage de l'Escadre.

LEGENDE

Fortifications de Campagne

Ouvrages neufs construits par les François

- 1 Redoute de Coddington
- 2 Lunette de Soussanais
- 3 Lunette des américains
- 4 Quarre d'hyrnde des Chasseurs
- 5 Lunette de Bourbonnais
- 6 Redoute St Orige
- 7 Redoute de la Quarre de l'Along
- 8 Redoute de la tête de l'Along
- 9 Lunette de la gauche du Camp
- 10 Lunette de la droite du Camp
- 11 Arche en avant de la maison collins
- 12 Lunette de la pointe du neck
- 13 Redoute de la gauche de la castle hill
- 14 Redoute de la droite de la castle hill
- 15 Redoute de l'auvan
- 16 Batterie de mortiers de la Côte de Breton
- 17 Batterie de Canons de la Côte de Breton
- 18 Batterie de Canons et mortiers de la pointe de Breton
- 19 Batterie de Canons et Retrachemens de Rose island
- 20 Redoute de Coasters island
- 21 Batterie de canons de coasters island

Anciens ouvrages construits par les Anglois et repares par les François

- 22 Batterie de la pointe d'yeu
- 23 Fort de Thomins hill
- 24 Redoute à coté du grand chemin
- 25 Fort Phoenix
- 26 Lunette des deux ponts
- 27 Redoute du jardin banister
- 28 Arche ruinée par Sullivan
- 29 Redoute à gauche du Chemin de Spinnadation
- 30 Redoute d'atton
- 31 Batterie du parc
- 32 Redoute abandonnée
- 33 Redoute abandonnée
- 34 Perche des signaux
- 35 Batterie de goat island

Ouvrages Anglois presque ruinés

- 36 Communications
- 37 Logis
- 38 Redoute et Batterie de dumpling
- 39 Redoute de Mackerel Cove
- 40 digue d'innondation
- 41 Batterie de canon au dessus de la greve d'atton

Camp de l'Armée Française

- 42 Parc d'Artillerie
- 43 Auxonne Artillerie
- 44 Bourbonnais
- 45 Soussanais
- 46 Volontaire de l'auvan
- 45 Royal deux ponts
- 47 St Orige

- Vaisseaux**
- 48 la provence
 - 49 le jason
 - 50 le Duc de Bourgogne
 - 51 le Neptune
 - 52 l'Orville
 - 53 l'ardent
 - 54 le Conquerant
 - 55 Frigates
 - 56 Carcasses de Batimens coulés à fond par les Anglois à l'approche de Rhode de 11^e le comte d'Albany en 1778.

Echelle de 4 lignes pour un toise



The great commerce of colonial days ended with the occupation of Newport by the British, which lasted from December 8, 1776, to October 25, 1779.

During the first half of the 19th century Newport moved into a field that made it known the world over. Wealthy Southerners came to Newport summers to enjoy its temperate climate. After the Civil War they were replaced by America's families of great wealth and position, the now famous "400". These millionaires transformed a great section of the community into a colony of beautiful estates and erected one of the greatest single collection of costly mansions found anywhere. Bellevue Avenue, The Ocean Drive and Ochre Point remain the backbone of this fabulous colony.

The costly entertainment reached its peak during the early 1920's, but even now most of the estates are still occupied during the summer months. From 1881 to 1914 Newport was host to the U.S. Lawn Tennis Championship Tournament which was held at the Newport Casino. The Invitation Lawn Tennis Tournament, held each August, is a continuation of this tradition.

Visitors are attracted to Newport by the magnetism of a very exclusive summer colony. Others are drawn by the historic atmosphere. Newport's natural gifts are probably the greatest attraction of all -- the rugged shore, fine beaches and mild climate. The last years have seen the great Newport Jazz Festival which drew tremendous crowds. Because of this year's riots the Jazz Festival will be discontinued. The more sedate Folk Festival will probably continue.

Newport's tie with the sea is perhaps just as strong now as it was when the city was founded. It is the home of the Naval War College and other extensive Navy installations. While warships lie at anchor in the outer bay, yachts large and small dot the inner harbor of Newport. Over the years the area has developed into one of the yachting centers. Some of the many events which take place there are the following: The Newport to Bermuda Race, The America Cup Race (1962 to be held in Newport), it is also the summer home of the New York Yacht Club which organizes a great many races. All of this racing activity means a steady stream of boats coming and going -- creating a spectacle within itself.

Unfortunately the city is presently in a position where it cannot be host to all who would like to come. Hotel accommodations and mooring facilities are in short supply. Various redevelopment plans have been proposed to alleviate this. The most recent attempt to clear up some of the waterfront area and provide a marina may become a reality.

II. THE SITE -- FORT ADAMS, NEWPORT, RHODE ISLAND

Overlooking the harbor of Newport and the East Passage of Narragansett Bay is the peninsula called Brenton's Point, presently the site of Fort Adams. The majority of it is to be turned over to the State of Rhode Island for possible development for recreational use. This will bring to an end a long and rather uneventful series of fortifications which have stood on Brenton's Point.

A. History

The earliest known antecedents to the present fort were the two cannon that William Brenton placed there to defend his home back in the 17th century. In 1676 they were removed to Portsmouth. This was not to be the only occasion that Brenton's Point, the site of Fort Adams, was to be found without gun or defenders.

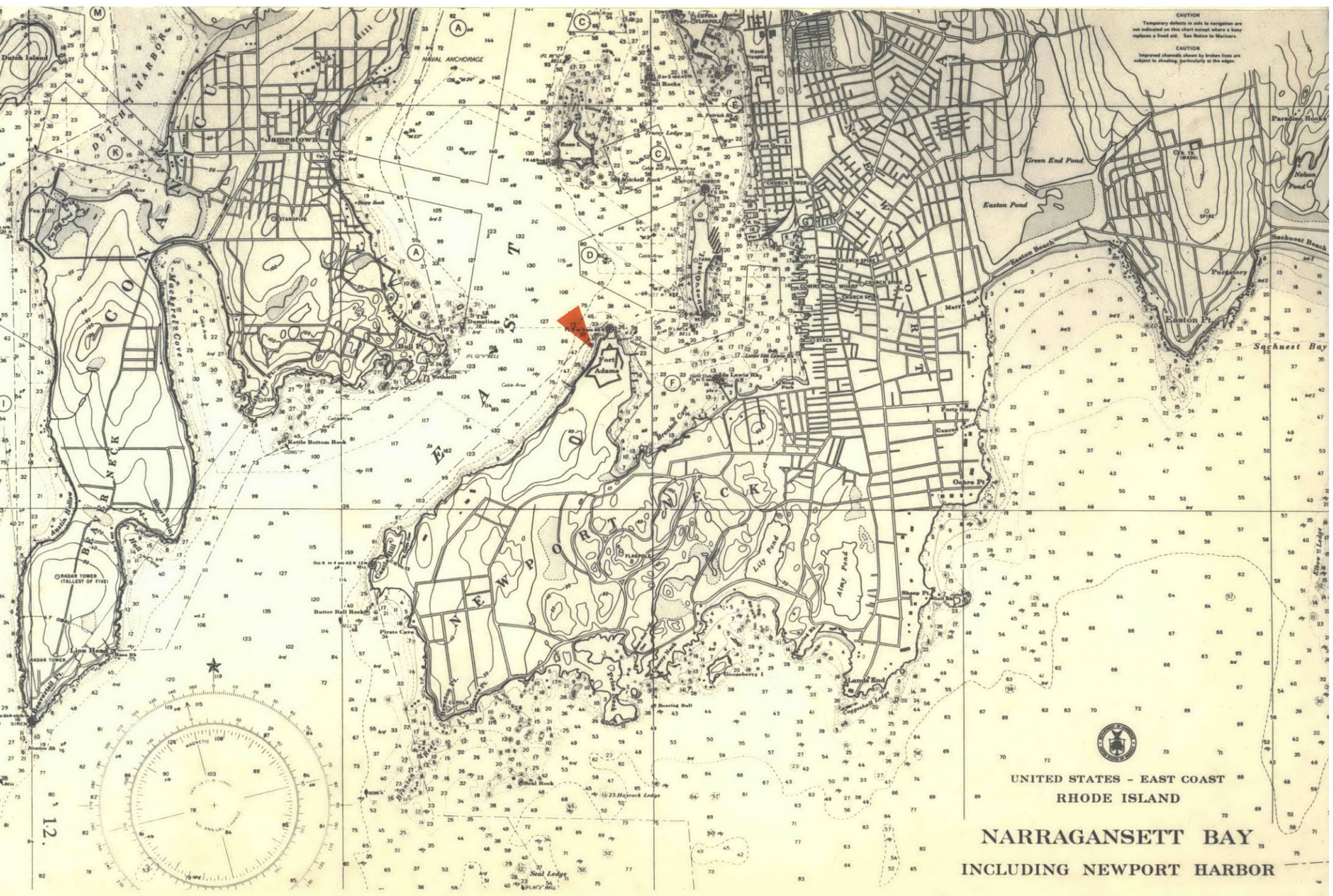
It was not until April 6, 1776 that a battery of heavy guns were put in place overnight to surprise the British sloop-of-war which had put into Newport Harbor. The sloop withdrew from range of the guns of this hastily erected battery. Some few days later two British ships attempted to enter the harbor but were repelled by the fire from the batteries. This was to be the only time that the guns of Brenton's Point fired a shot in anger. This action, however, so elated the people of Newport that on April 29, 1776, they voted at Town Meeting to defend the town and construct a more permanent fortification at Brenton's Point. This was a short lived effort, the guns were soon removed, and on

December 8, 1776 the British Fleet sailed into the harbor and occupied Newport without a shot being fired.

The reconstruction of the harbor defenses was begun in 1798, and on the 4th of July, 1799 Fort Adams was named in honor of John Adams, the second President of the United States. Over the keystone was a tablet inscribed: "Fort Adams, The Rock On Which The Storm Will Beat...". This fortification was also shortlived. Ten years of peace and unmolested prosperity brought rapid deterioration of the Fort. By 1820 it was pronounced useless...

The present fortification was begun in 1825 and completed by 1857. It was to be a remarkable example of stout military architecture. A permanent garrison of 200 and a war complement of 2400 was planned. Fort Adams was to mount 458 guns, 20 mortars, and 38 cannonades. It was estimated that it cost upwards of 3 million dollars. As completed the Fort consisted of a pentagonal masonry work, bastioned on three sea-fronts and casemated for gun rooms and habitation for the garrison. The heavy walls were constructed of granite which came from Maine, often the blocks measuring 4' x 4' on edge.

Upon completion the fort went through several cycles, being practically abandoned in 1859. During the Civil War it was being used by the Naval Academy and returned to the Army in 1862. From the Civil War to the beginning of World War II Fort Adams earned the reputation as the country club of the Army. After World War II the decline of Fort Adams was rapid. In 1951 it was transferred to the Navy but not used nor maintained. Fire, the ocean and vandalism soon brought about rapid deterioration.



CAUTION
Temporary defects in aids to navigation are indicated on this chart where a heavy replaces a fixed aid. See Notice to Mariners.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

UNITED STATES - EAST COAST
RHODE ISLAND
NARRAGANSETT BAY
INCLUDING NEWPORT HARBOR



1:2

B. Existing Conditions.

Following is a brief description of the Fort Adams property, its various uses and the general condition of its buildings:

The Capehart Navy Housing, constructed in 1953 is a series of low, one story buildings. This grouping of buildings is to remain the property of the U.S. Navy. The structures along the shore and facing Brenton's Cove are of various vintages, many of them made of wood and very temporary in character. Some of the brick storage and shop buildings were built more solidly but have been there longer and are in equally poor condition. The wharves jutting out into Brenton's Cove are still serviceable. The stone wharf at the North end is in excellent condition, the two marine railways are recent enough so that they could become usable. The sea wall on the East side has been soundly constructed and is in excellent condition. There are several interesting rock outcroppings on Brenton's Point, especially on the southern portion of the property and along the East side.

The fort itself is the composite effort of a generation of Army Engineers, which accounts for minor differences in the construction. A heavy granite wall surrounds it on three sides (East, North and West). The wall is over 4' thick, bearing on rock, solidly built and exhibits no major faults. The East and North side of the quadrangle has ceilings constructed of brick; vaulted, spanning approximately 30' and almost 3' thick. The brickwork is in excellent repair and definitely worth saving. In 1948 the South side of the quadrangle was gutted by fire and is beyond repair. The West side is in equally poor condition. Weather and vandalism have caused considerable damage here. The South side of the fort is



View of Port Adams from the Ida Lewis Yacht Club.



Aerial View of Fort Adams .



Brick Vaulted Interior of Fort Adams .

protected by heavy earth forms which originally contained storehouses for ammunition and supplies.

G. Tides.

The tides in and about Newport are not very severe. The extreme low water is -2.5', the mean high at 3.5'. The current in the West Passage of Narragansett Bay is quite noticeable, in the more sheltered Cove and Newport Harbor it offers no serious problems. The water in the Newport Harbor and Brenton's Cove is sufficiently deep for pleasure boat owners. The principal user of the southern portion of that body of water is the Ida Lewis Yacht Club.

D. Climatological Data.

The Rev. John Callender, pastor of the First Baptist Church from 1731 to 1748, once remarked that Newport in winter is one coat warmer than Boston. The proximity of the ocean tends to moderate the climate of that area. The mean annual temperature on Narragansett Bay is 50° to 51° F. The average July maximum is about 80° F., in general, high humidity and temperature are rare. From approximately late spring to midautumn cool onshore wind blows during the afternoon hours, penetrating 5 to 10 miles inland. The length of the freeze-free season in the immediate Bay area is 200 days or more, with most of the snow falling in January and February. Prevailing winds are Northwesterly from December through March and Southwesterly in the remaining months. Coastal storms or "Northeasters" and hurricanes are the most serious weather hazard of Rhode Island. The hurricanes which have caused severe damage in Newport have come from the Southwest, from that the main yachting

basin is fairly well protected by land. There are about 130 clear days per year, 60% of them in the summer. Highest number of clear days usually occur in September and October. All this adds up to a rather pleasant climate and a potentially long season for almost any kind of yachting activity.

III. DESIGN CRITERIA

A. General.

Working under the assumption that Fort Adams cannot be restored to its original splendor, the other alternate would be to find a sympathetic use which could take advantage of the location, character and some of the existing structures. Transforming the area into a recreational and boating center would have a welcome influence upon Newport and strengthen the general Ocean Drive area.

Since the development is to be open to the general public, the continuation of the Ocean Drive through this development would seem to be mandatory. The road and any future developments should basically honor the geometry established by the fort. It should be transformed into a living and usable complex rather than an expensive showpiece, or worst yet -- let it fall into complete ruin.

It is also assumed that by proper planning and scheduling, it would be possible to utilize this development throughout most of the year rather than just during a very few summer months. The boating season is continually being extended and the relatively moderate climate of New England should help.

B. The Marina.

Since World War II pleasure boating has seen a tremendous increase. No longer is it the sport of the very wealthy. With over 7 million craft in use in the United States, consisting of yachts, cruisers, in-

board and outboard craft of assorted sizes, boating to-day is the most important recreation dollar-wise. 39 million people participated in boating during 1959 -- 450% more than in 1947. Crowded highways force more and more people to use boats for vacation trips and the like. The National Association of Engine and Boat Manufacturers (NAEBM) in a survey of mooring facilities estimated that 2.26 million more boats could be sold if there were enough slips and moorings to satisfy the demand.

The term "Marina" is a generic word coined in 1928 by the NAEBM describing the modern waterfront facility for recreational boats. A marina provides any of a variety of services for boats and boat owners including: in-season wet and dry berthing; launching for transients; automobile parking; dockside electricity, fresh water and telephones; rest rooms and showers; repairs; maintenance; winter storage; marine supplies; ice and fuel. Colateral facilities either on premises or nearby should include: shopping area for groceries, drugs and clothing; restaurant; shoreside living and recreational accommodations for boatmen and access to airplane, rail or bus terminals.

The concept of a "Marina" embracing nearly all that the old fashioned boat yard had to offer plus additional facilities that have come to be part of modern boating was created by the NAEBM to provide the recreational boatman with a center for his activity.

A marina, like any other venture, has to be based on sound business principles. The preliminary research into the size, location and extent of services offered is of the greatest importance. The size is

usually determined by an extensive market study. The range in size is considerable, varying from a minimum of 100 to a maximum of 700 boats, depending on the need for space. Major factors in the selection of a successful site have been identified and categorized as follows:

Prerequisite -

1. Land Factors:

- a. Complete protection from wind and water.
- b. Land suitable for development.
- c. Clean, attractive surroundings.
- d. Proper zoning.
- e. Direct access to transportation facilities, especially major highways.
- f. Location near large centers of population, preferably higher income groups.

2. Water factors:

- a. Location near deep (9-12 feet) water.
- b. Short, easy access to the ocean.
- c. Suitability for transient coastal traffic.
- d. Engineering feasibility, including reasonable tides, maximum space with minimum dredging, good foundation material, etc.

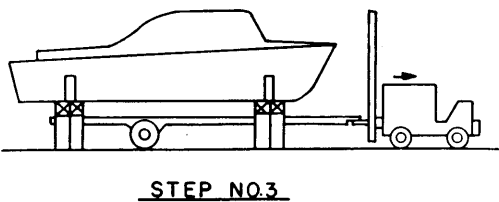
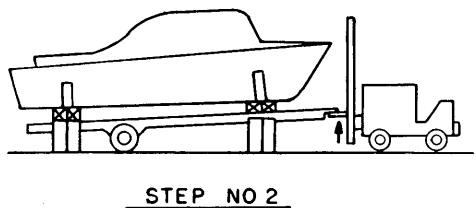
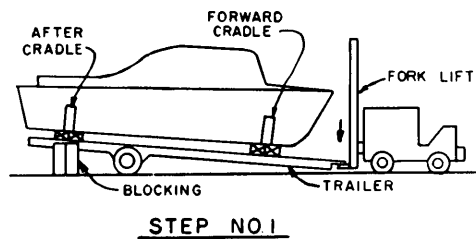
Desirable -

1. Visibility of the site from the sea and highway.
2. A community and/or area with historical attraction.
3. A community not already overdeveloped with recreational facilities, and, ideally having a central recreational plan within which the marina can be integrated.

The importance of individual factors varies according to the type of project that is being contemplated. It should be pointed out that the so-called "desirable factors" might also be vital for any installation that intends to operate throughout the full year by attracting winter visitors.

No general "rule of thumb" relationships are available as to the relative sizes of the different parts of a marina. In almost all cases they are established to meet the needs of a specific area and site. An accurate market study and the availability of funds usually determine that.

The greatest single advance in marina operation has been in the development of new machines and methods for hoisting, launching and



transfer of boats. The present tangle of rails, timbers and general confusion so often found is a space wasting, inefficient way of operating. The great clutter makes fire a constant threat and raises the cost of insurance. Electric boom hoists, cranes, monorails and vertical lifts are replacing the marine railway in most new installations. Using a system of boat cradles and lift forks makes possible the development of flexible yard storage

space -- an area used for dry storage of boats during the winter may then be used for trailers or cars in the summer.

C. The Hotel.

The hotel is a business concern established not as a real estate venture but as a complex and highly specialized type of business. Its chief offerings are food and lodging, the lodging representing a commodity which must continually be resold. The success of the hotel depends greatly on the careful organization of its many components, the responsibility of the architect, and on a highly specialized management and efficient service organization, the responsibility of the client.

The last fifteen years have seen considerable changes in the hotel business. New types of hotels have appeared : the motel and later the motor hotel. It is within those new categories that the greatest growth has taken place. Hopefully, a new breed of hotels will join the above two -- the "boatel" or hotel catering mainly to the boating public. The steady increase in boat ownership may make the latter very profitable. It should have many of the characteristics of the resort hotel and must be designed to make the most of the natural advantages of the location. Planning for views, orientation, and so on becomes primary.

Much can be learned from the operation of existing hotels. Especially interesting is the disposition of the hotel's income. For the year 1959 the disposition of the hotel's dollar was as follows:

Balance Available	8.3¢
Depreciation	6.0¢
Taxing Authorities	10.3¢
Other Operating Costs	37.7¢
Employees	37.7¢
	<hr/>
	100.0¢

Any reduction that can be made in the number of employees needed to operate the hotel or the elimination of certain services therefore deserves close scrutiny.

Over the years hotelmen have established certain "rules of thumb" which are used as a check to determine the feasibility of the hotel. They are the following:

1. Construction cost must not exceed \$1,000 per dollar of average room rate.

2. The total area of bedroom floors should be at least as much as the total public space and service area. Public and service areas absorb 60 to 65% of construction cost.

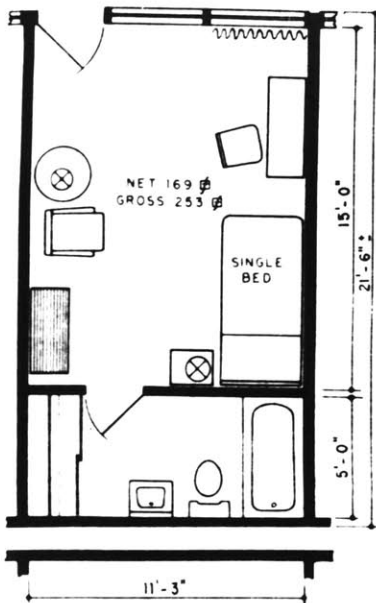
3. The total allowance for all facilities should not exceed 6,000 cu. ft. per guest room.

4. Not over one employee per room. Salaries and wages are the largest single expense.

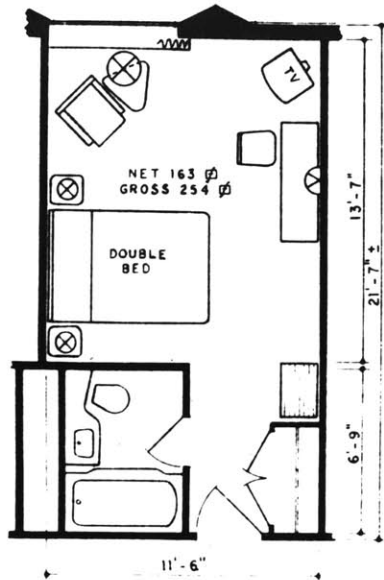
5. Land cost must not exceed 10% of the cost of the building.

6. Operational profit ratios: Departmental profit may be anticipated at 70% on rooms, 50% on beverages, 15% on rentals, and zero % on food. The huge ballroom, the big kitchen and the gay night club simply do not pay their way in many cases.

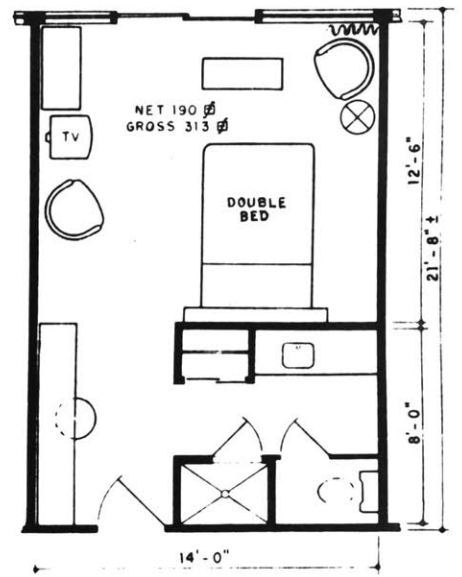
GUEST ROOM TYPES



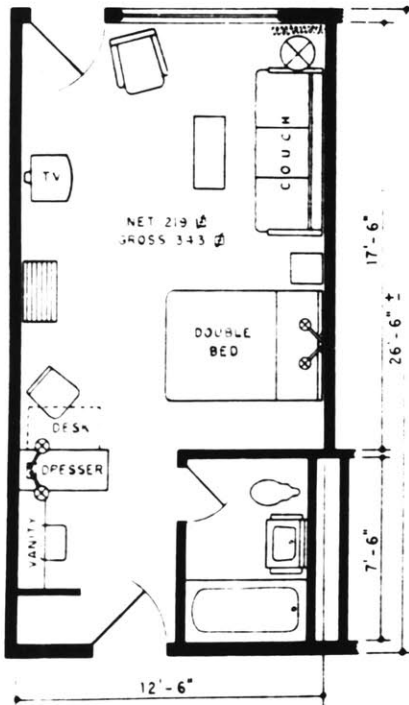
CONVENTIONAL SINGLE
 BASED ON THE MOTEL DE VILLE
 C R COLBERT & ASSOCIATES, ARCH.



CONVENTIONAL DOUBLE
 BASED ON THE PITTSBURGH HILTON
 WILLIAM B. TABLER, ARCH.



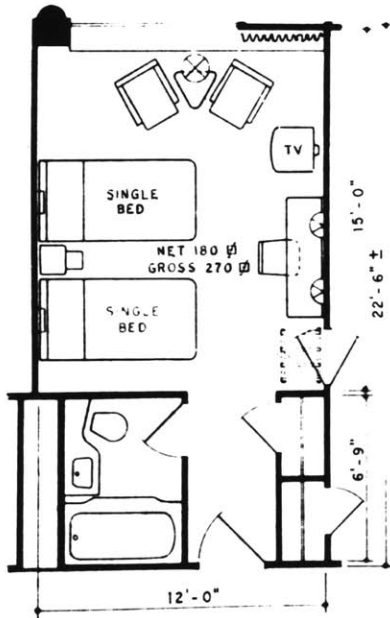
CONVENTIONAL DOUBLE
 BASED ON THE CHARTERHOUSE MOTOR HOTELS
 VICTOR GRUEN ASSOCIATES, ARCH.



COMBINATION
 BASED ON THE SHREVEPORTER
 WILLIAM B. WIENER & ASSOCIATES, ARCH.

CONVENTIONAL SINGLE. Unusually spacious as is frequent for motels. The net room area for a commercial hotel could be reduced to 10' x 13' = 130 sq. ft. and conform to the usual figure. Modifying the bathroom would provide an entrance from the corridor.

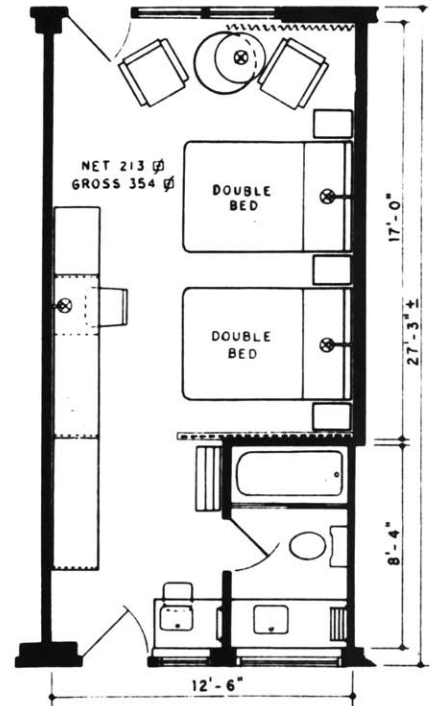
COMBINATION. For a motel type of installation, the double bed plus the studio couch provides suitable accommodations for 2 or 3 persons. The general placing of the basic areas is convenient for the guests with an attractive arrangement resulting.



CONVENTIONAL TWIN
 BASED ON THE DALLAS STATLER
 WILLIAM B. TABLER, ARCH.

CONVENTIONAL DOUBLE. With the bed parallel to the outside wall, a generally satisfactory arrangement. Guest convenience is emphasized with the luggage rack between the desk-dresser and closet.

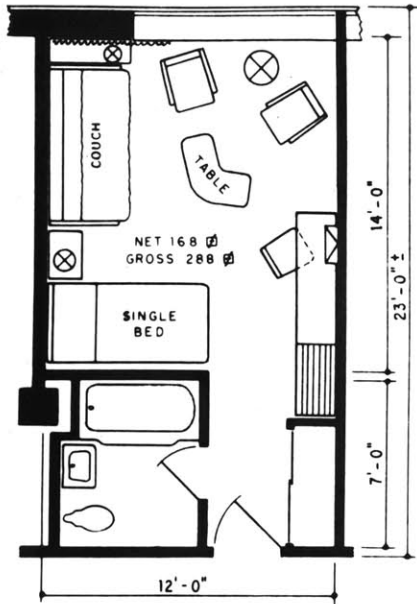
CONVENTIONAL TWIN. A frequently preferred arrangement which has been developed with care. An additional foot in the depth of the room would improve the layout by giving more space between the chair and the bed. The folding grip stand can be put in the closet if the door is in use.



CONVENTIONAL DOUBLE-DOUBLE
 BASED ON HOWARD JOHNSON'S MOTOR LODGES
 CARL KOCH & ASSOCIATES, ARCH.

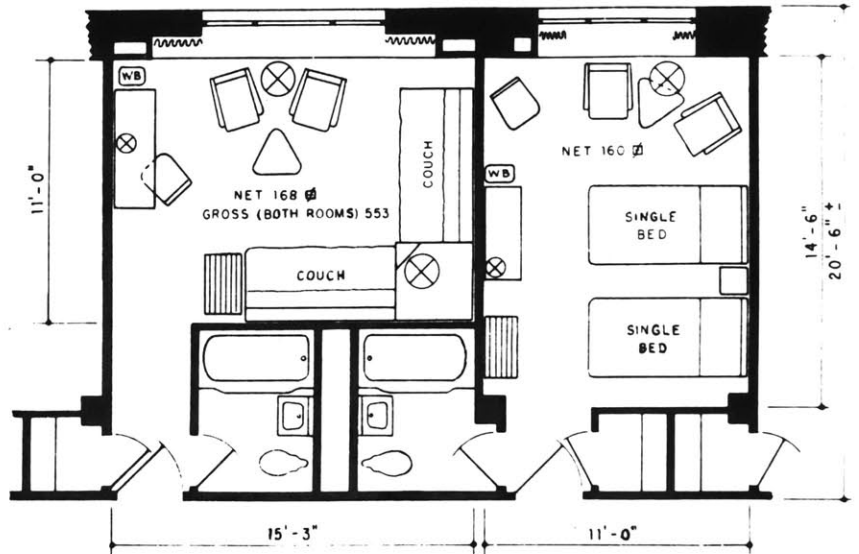
CONVENTIONAL DOUBLE. With the bed facing the window shows an arrangement sometimes used. A rather generous area is provided. Bath and clothes closet are unusual but have some merit.

CONVENTIONAL DOUBLE-DOUBLE. A "family room" that wastes no space showing a good design. An increase of at least a foot in each direction would increase the aisle spaces an amount that guests would welcome. An extra lavatory is provided.

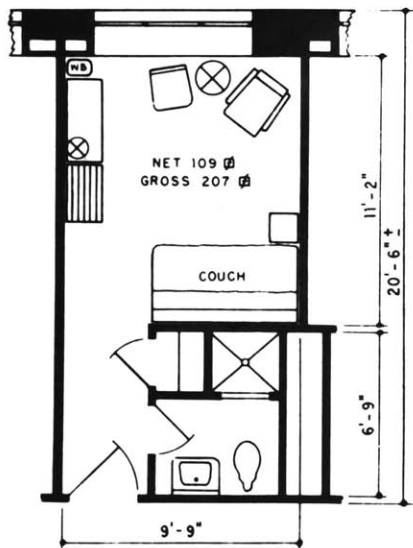


COMBINATION

BASED ON THE INTERCONTINENTAL HOTELS
HOLABIRD & ROOT & BURGEE, ARCH.

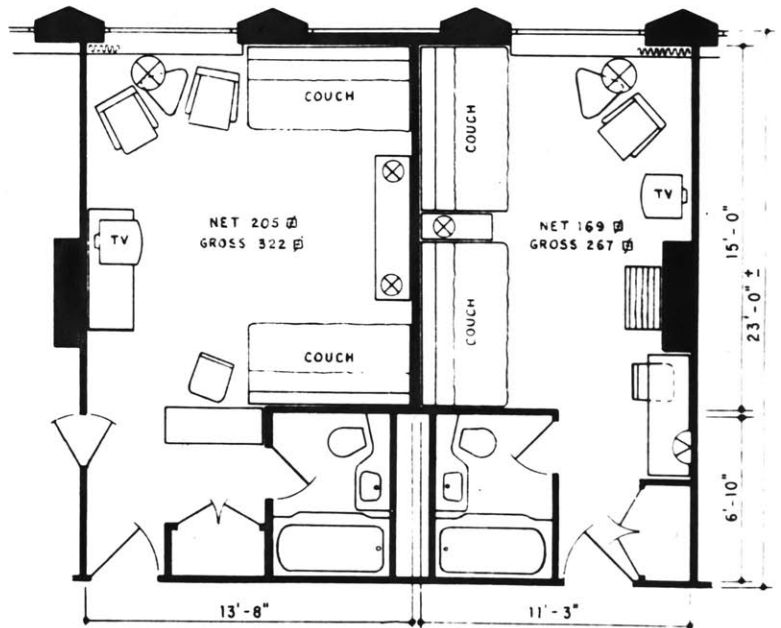


PAIR OF STUDIO & CONVENTIONAL TWIN ROOMS
BASED ON THE WASHINGTON STATLER
HOLABIRD & ROOT, ARCH.



STUDIO SINGLE

BASED ON THE WASHINGTON STATLER
HOLABIRD & ROOT, ARCH.



TWO STUDIO TWIN ROOMS
BASED ON THE PITTSBURGH HILTON
WILLIAM B. TABLER, ARCH.

COMBINATION. A single conventional bed plus a studio couch makes the room attractive and suitable for 1 or 2 persons. The furniture is not crowded in appearance and yet the area indicates that space economy was attained.

STUDIO SINGLE. This closely approaches the minimum advisable size, has all the essentials, and the furniture is not crowded. A mirror of generous size over the desk-dresser makes the room appear larger.

PAIR OF STUDIO & CONVENTIONAL TWIN ROOMS. An interesting example of a shallow and a deep room of approximately equal areas being effectively paired by offsetting the bathrooms. Two very nice rooms have resulted. If king length beds are used, the room width should be increased.

TWO STUDIO TWIN ROOMS. Skillful placing of the studio couches has resulted in unique, attractive and serviceable layouts. Each of these rooms is decidedly different than the customary arrangements.

7. Break-even point at 65% occupancy. This is a highly controversial figure, efficient operation can reduce possible loss.

8. Guest room "rules".

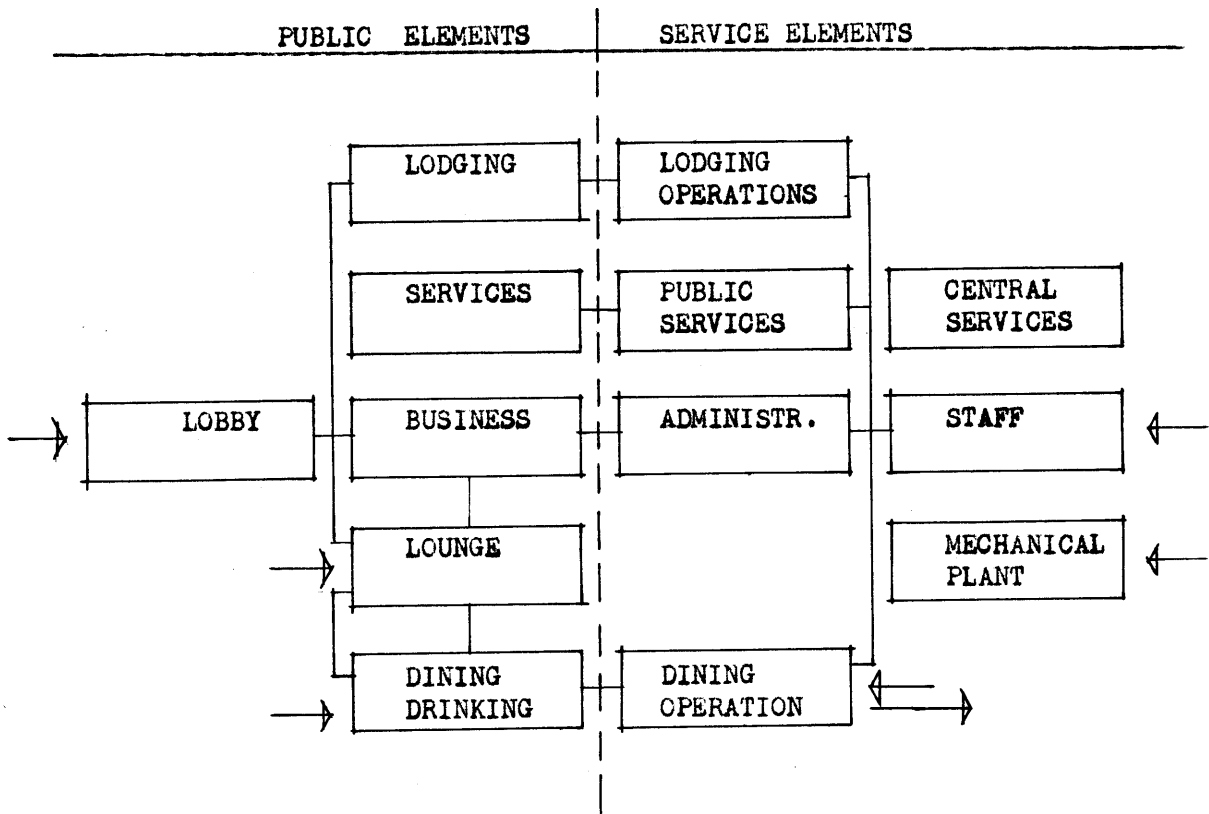
a. The net bedroom area, excluding bath, foyer and closet, should be at least 50% of the gross area of the typical guest floor.

b. When rooms are desired in different price categories, a differential of at least 20 sq. ft. is advisable.

c. The minimum feasible net bedroom areas are:

90 to 110 sq. ft. for a room with a single bed,
130 to 150 sq. ft. for a room with a double bed,
160 to 180 sq. ft. for a room with twin beds.

The individual guest room is the basic planning unit and the economic yardstick for the entire contemplated design. The size of the hotel is a function of the number of rooms and their dimensions, and the cost of the hotel is directly related to its size. Room size and furnishings depend on the customer and his desire. Generally, guest rooms in resort hotels are larger than their counterparts in the transient type. Existing trends indicate the desirability and acceptance of the studio type room, well-planned storage and dressing areas, maintenance conscious furniture, etc. In naturally ventilated rooms cool furniture with delicate visual qualities is mandatory. It is generally true that intelligent design can multiply the number of silent services rendered the guest in his room, create an impression of greater luxury and therefore establish a psychological as well as material foundation for the price charged. The distribution of rooms as to size varies considerably from hotel to hotel. In many cases



RELATIONSHIPS BETWEEN PUBLIC AND SERVICE ELEMENTS.

single rooms are eliminated altogether, with the heaviest concentration on the more popular double rooms.

The hotel has two main arteries : guests must flow from activity to activity on one, employees on the other, and they must not come in contact except at points of activity. Visual contact is especially harmful in places like the kitchen and other undramatic areas.

The aura of formal dining is being replaced more and more in favor of the grille or cafe where a more intimate atmosphere and lower prices prevail. At the same time formal atmosphere is being maintained in the banquet rooms or in the fashionable roof gardens where the dinner dance with entertainment is gaining favor.

The kitchen is usually located adjacent to the dining facilities and near the utilities area, but with service access. This last item is of great importance so that all incoming goods can arrive without hindrance. A central receiving room, where all goods may be receipted upon arrival, is highly desirable. The plan of the hotel kitchen with full equipment and work space should logically follow the sequence of food service: the receipt of provisions, their storage, preparation, cooking and serving.

The kitchen area is usually close to 75% of the total area of the dining space it serves. This figure would include the bake shop as part of the kitchen. Mechanical ventilation is essential in all the preparation rooms. Ducts from hoods over ranges, broilers, and steamers must be independent of other exhaust systems. To assure the proper

functioning and layout of the kitchen restaurant suppliers and planners should be consulted during the early stages of the design.

Keeping these and other planning criteria in mind during the entire process of design is important but can only aid in achieving a good solution. They do not yield a building or a plan, but merely serve as a guide.

IV. THE PROGRAM

In an attempt to create a boating and recreational center which would appeal to the transient, the vacationing and local boating enthusiast, a wide range of services and facilities have to be provided. It is hoped that a rather extensive development will bring about a most profitable operation for all concerned. Complete marine service would be furnished by the marina, the hotel taking care of the need for food, drink and a place to stay. Additional conveniences, such as exhibition space, rental offices, etc. would attract visiting yacht clubs, race committees and other similar activities to the site.

The more detailed study of this design will be limited to the hotel, its service facilities and mooring space for the hotel's guests. The marina and other complementary facilities are dealt with only in the site planning phase of the project, therefore the program is also less specific when it comes to those facilities.

The Hotel:

The hotel will have approximately 200 guest rooms. The following area requirements are based on this figure.

1. Public Space -	Area
Main lobby, including front office	2,500
Lounge	1,000
Public corridors	500

	Area	
Men's toilet for guests	250	
Women's toilet for guests	180	
Women's rest room for guests	150	
Coat check room	150	
Telephones		
Bellman's check room	<u>100</u>	
		4,930
2. Concessions and sub-rental space		
Barber shop	200	
Beauty parlor	200	
Valet shop	<u>100</u>	
		500
3. Food and Beverage Service Space		
Dining room, 120 seats (15 sq. ft. / person)		
	1,800	
Coffee shop, 80 seats	1,280	
Private dining rooms	1,000	
Bar and cocktail lounge	1,000	
Employees dining room, 25 seats	330	
Kitchen and bake shop	2,000	
Steward's storeroom	500	
Beverage storeroom	270	
China, glass and silver storage	400	
Receiving room	270	
Garbage room	120	

	Area
Banquet Ballroom	1,500 (NIC)
Service areas and foyer	<u>1,000 (NIC)</u>
	8,970

3. Guest Room Space.

There is considerable variation in guest room distribution from hotel to hotel. Very few, if any, singles would be required. Also no single rooms. Double and twin bed rooms are generally the most in demand. Minimum net area of 210 sq. ft. is recommended for a resort hotel twin bed room. About 20% of the total guest rooms should be apartments large enough to comfortably accommodate a family.

4. General Service Space

Manager's office	150
Secretary's office	100
Accounting office	200
Mimeograph room and office supplies	100
Linen room	525
Laundry (900 sq. ft. omitted)	-
Men's toilet and locker room (Empl.)	400
Women's toilet and locker room	400
Maintenance shops	900
Furniture storage	375
General storage	900
Mechanical equipment	<u>2,775</u>
	6,925

5. Parking for 200 automobiles

The Marina:

The marina should provide the following services for boats and boat owners: in-season wet and dry berthing; launching for transients; automobile parking; dockside electricity, fresh water and telephones; rest rooms and showers; repairs; amintenance; winter storage; marine supplies; ice and fuel. Slips for at least 200 boats must be provided. The marina should take advantage of existing piers and foundations on the Brenton Cove side of the property. A separation of outboard and in-board boats is desirable. The most modern of boat handling equipment should be used.

Rental Office Space:

To provide rental office space during major races and for the use of national boating organizations, a part of the existing fort may be renovated for that purpose. Approximate area requirement - 6,000 sq. ft.

Exhibition Space:

In order to make possible limited exhibitions and gatherings which are closely related to boating, a covered exhibition space should be provided. This could be contained in the renovated section of the fort, with additional space provided during the summer by a demountable structure. Part of the permanent exhibit could be a nautical museum.

Outdoor recreational space:

The whole area should be developed for the enjoyment of all. The beautiful views and exciting terrain should be taken advantage of but not destroyed.

Additional Facilities:

Docking space for charter fishing boats; a seaplane landing ramp; observation platforms and rental boats should be provided. Limited shopping facilities to meet the minimum everyday needs would be appreciated by boat owners and visitors alike.

Swimming Pool:

The beaches of Newport are excellent but it would be rather unadvisable to develop a beach at Fort Adams -- the water in Brenton Cove is not clean enough, and Narragansett Bay is too treacherous because of the tides. A pool with dressing rooms (approx. 800 sq. ft. each for men and women) and filter rooms must be constructed.

V. THE SOLUTION

The hotel is located on the West side of the fort, overlooking the city of Newport, the great concentration of yachting activity and the old mansions along the shore. The dining room and cocktail lounge, which form the base for the main building, partake of the same view. Transient boat mooring is provided in front of the hotel, thereby bringing a certain amount of yachting activity very close to the building.

The guest rooms are basically of two types: the regular hotel rooms and larger apartment type units which would appeal more to families. Balconies provide a pleasant extension of space and act as solar control. The kitchenettes, provided even in the small rooms, eliminates a great deal of expensive room service. All guest rooms open up to a view, facing either East or West.

The hotel's automobile entrance is located at the South end, and at the level of the main desk and lobby. Parking for hotel guests is in a multi story parking structure. The service entrance is at the lower level with easy access to the general receiving room and kitchen storage space.

The structure throughout the building is of reinforced concrete, giving a fireproof and flexible building. Carpets on the floors of guest rooms would eliminate the problem of sound transmission through the ceilings and floors. The walls will have a minimum sound transmission loss of 45 db.

The marina is also located on the Western shore of the peninsula, facing the well protected waters of Brenton's Cove. It is possible to utilize a number of existing piers and paved areas. The outboard boat storage and launching area would be the furthest away from the hotel, partly because of noise, partly to get it as close to the entrance as possible since many of them will arrive on trailers and need not be transported through the whole marina. Repair shops, lockers, toilets, sales space and other necessary facilities are conveniently located. Lifting equipment will be of the most modern design -- electric boom hoists, vertical lifts, etc. rather than by marine railway. Boat transfer takes place by lift fork and trailer.

Parts of the old quadrangle are opened up to create a more interesting sequence of spaces and views. Provision is made for the continuation of an old tradition established by the Army -- that of weekend concerts in the quadrangle.

The North wall is restored and used as a nautical museum and part of it as rental office space for regattas and other major racing events. This also offers protection for the swimming pool. A portion of the North-east section is retained; a viewing platform and demountable exhibition structure is proposed.

The remainder of the site along the East side and the section at the lower end of the cove should be left as a public park. Access to this and the rest of the development would be by a loop road connecting to the Ocean Drive. This road would pass behind the fort, no cars would be allowed into the quadrangle nor in front of the hotel.

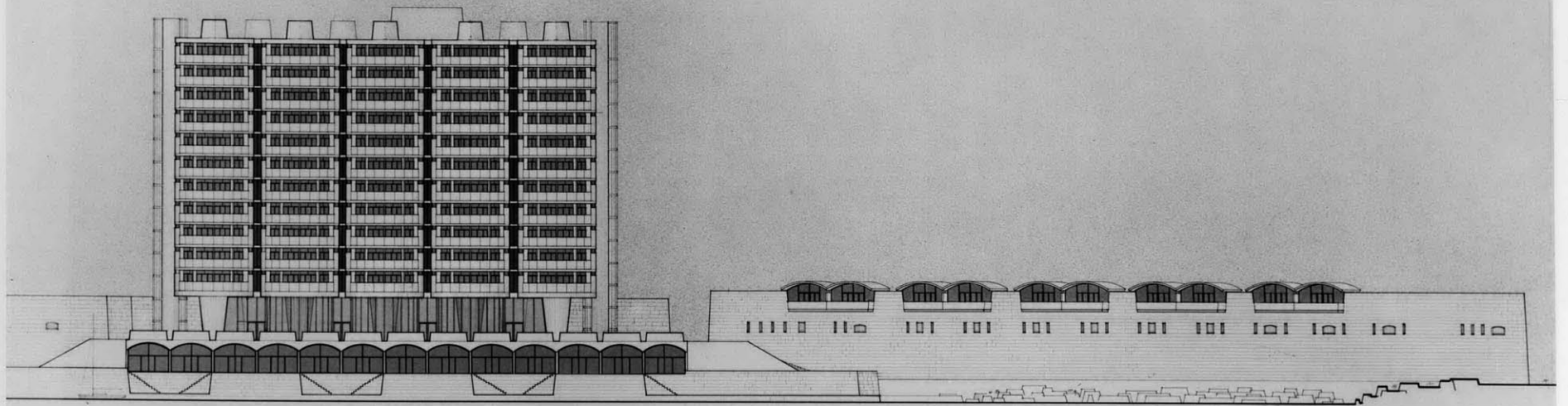
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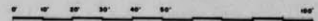


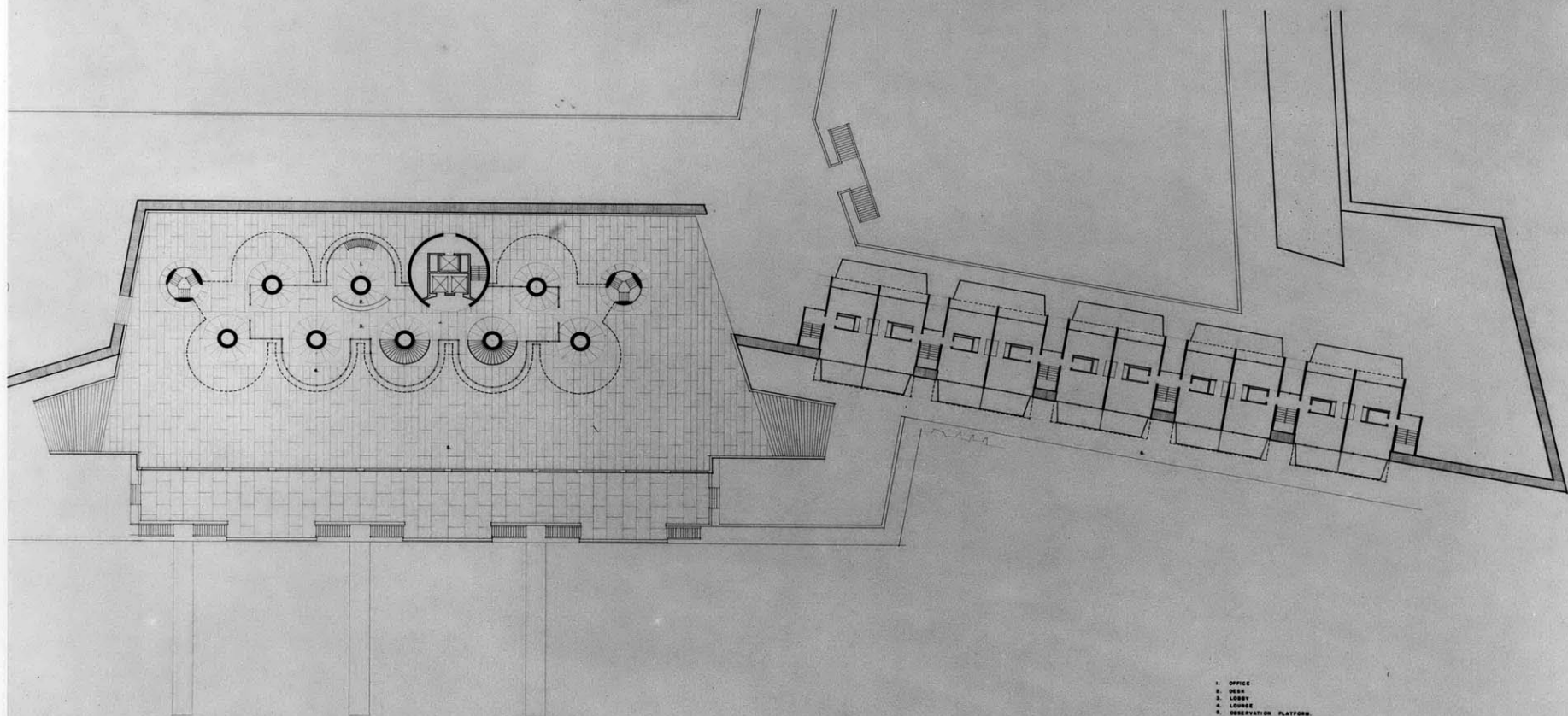
NEWPORT, RHODE ISLAND.

0' 1000' 2000' 3000'



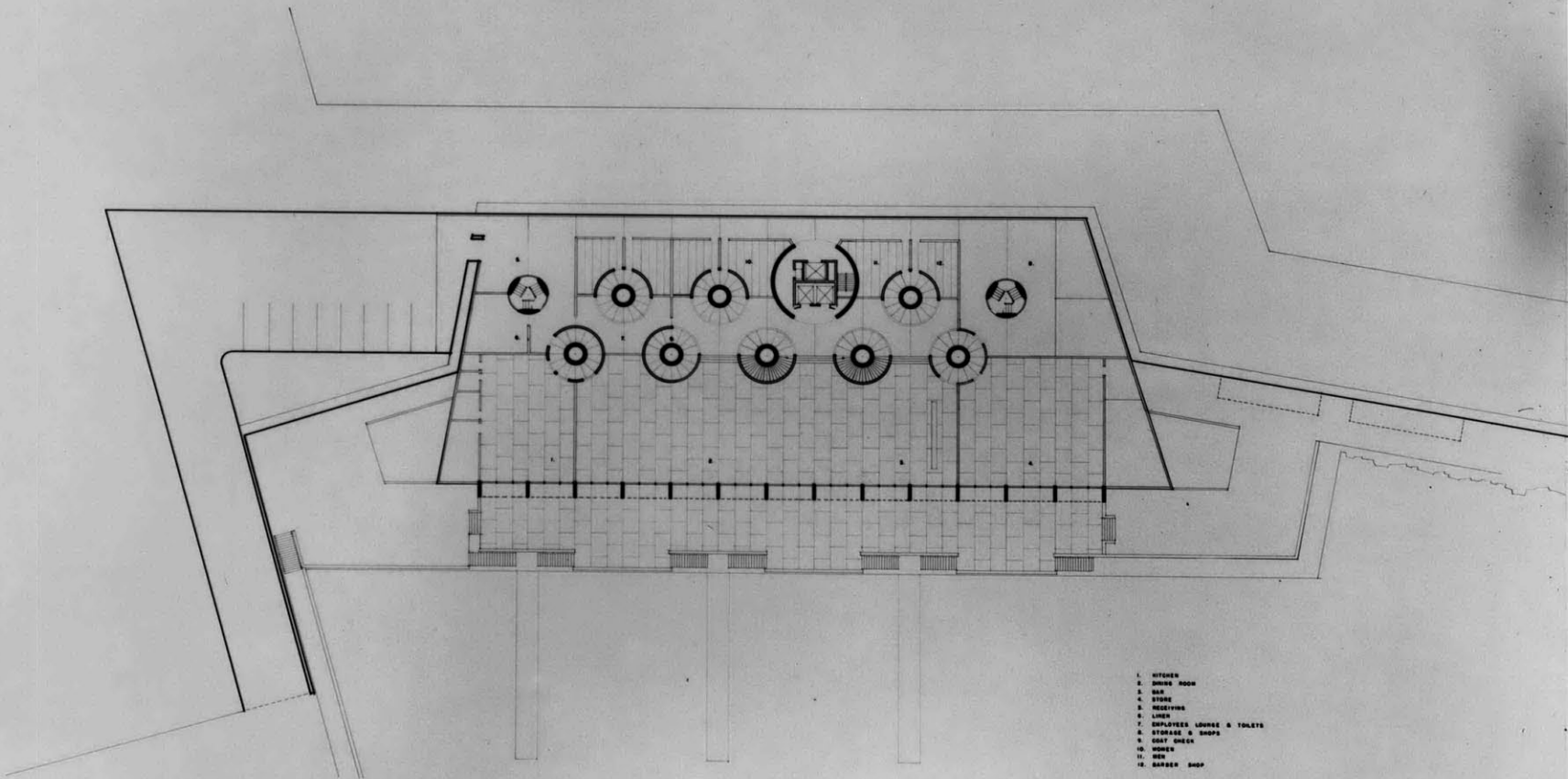
EAST ELEVATION





- 1. OFFICE
- 2. DESK
- 3. LOBBY
- 4. LOBBY
- 5. OBSERVATION PLATFORM
- 6. FAMILY UNITS

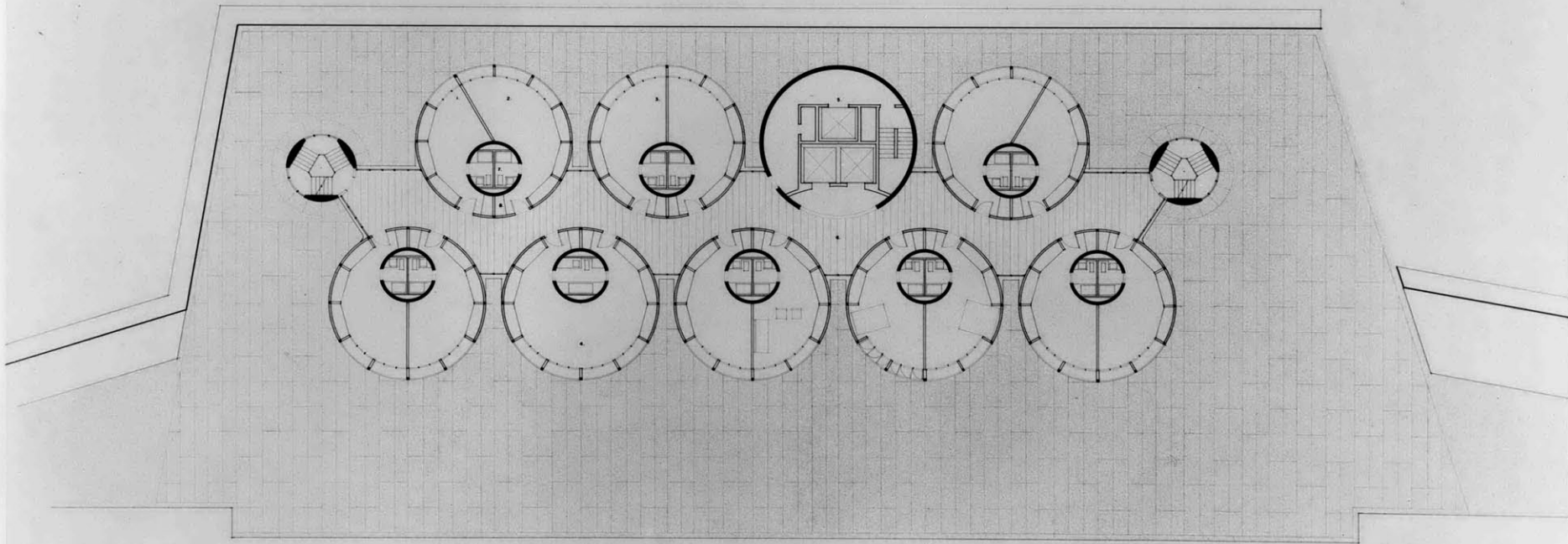
P L A N
0' 10' 20' 30' 40' 50' 100'



- 1. KITCHEN
- 2. DINING ROOM
- 3. BAR
- 4. STORE
- 5. RECEIVING
- 6. LINES
- 7. EMPLOYEES LOUNGE & TOILETS
- 8. STORAGE & SHOPS
- 9. GOLF SHED
- 10. WOMEN
- 11. MEN
- 12. BARBER SHOP

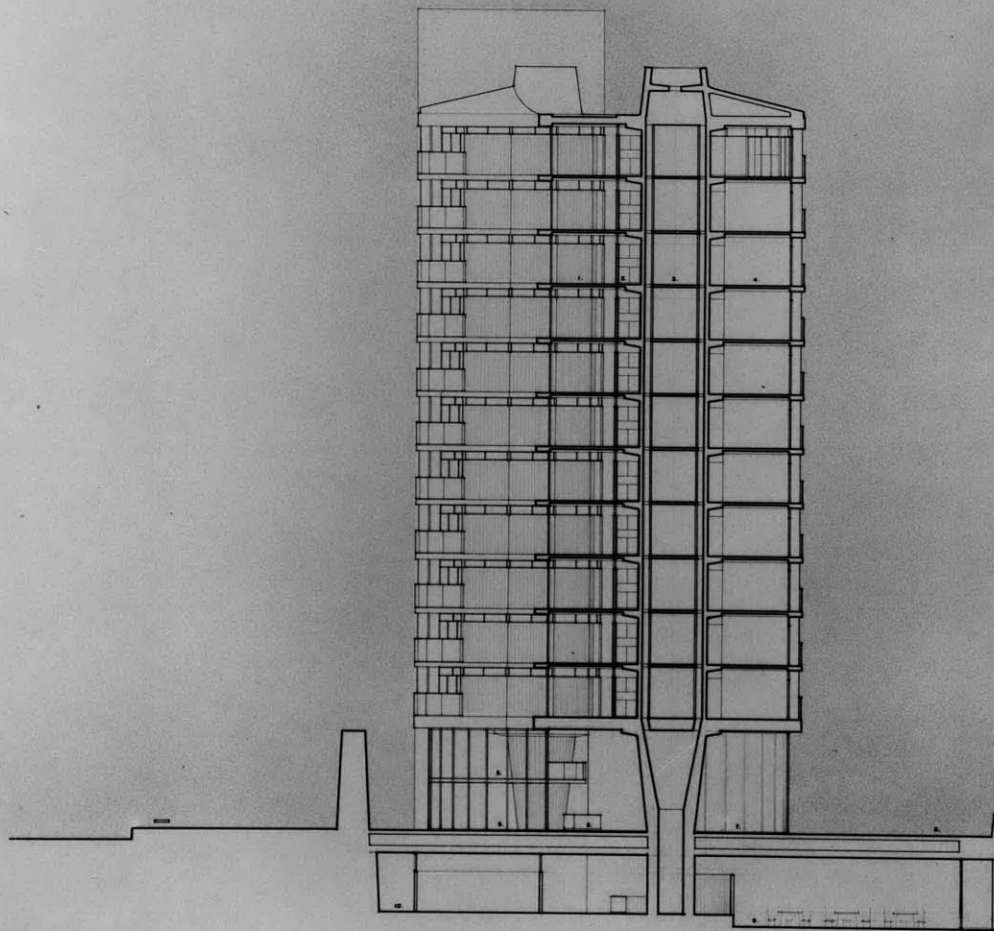
LOWER FLOOR PLAN

0' 10' 20' 30' 40' 50'



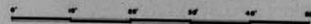
- 1. SINGLE ROOM
- 2. PAUSE
- 3. DOUBLE
- 4. SUITE
- 5. SERVICE
- 6. CORRIDOR
- 7. BATH
- 8. KITCHENETTE

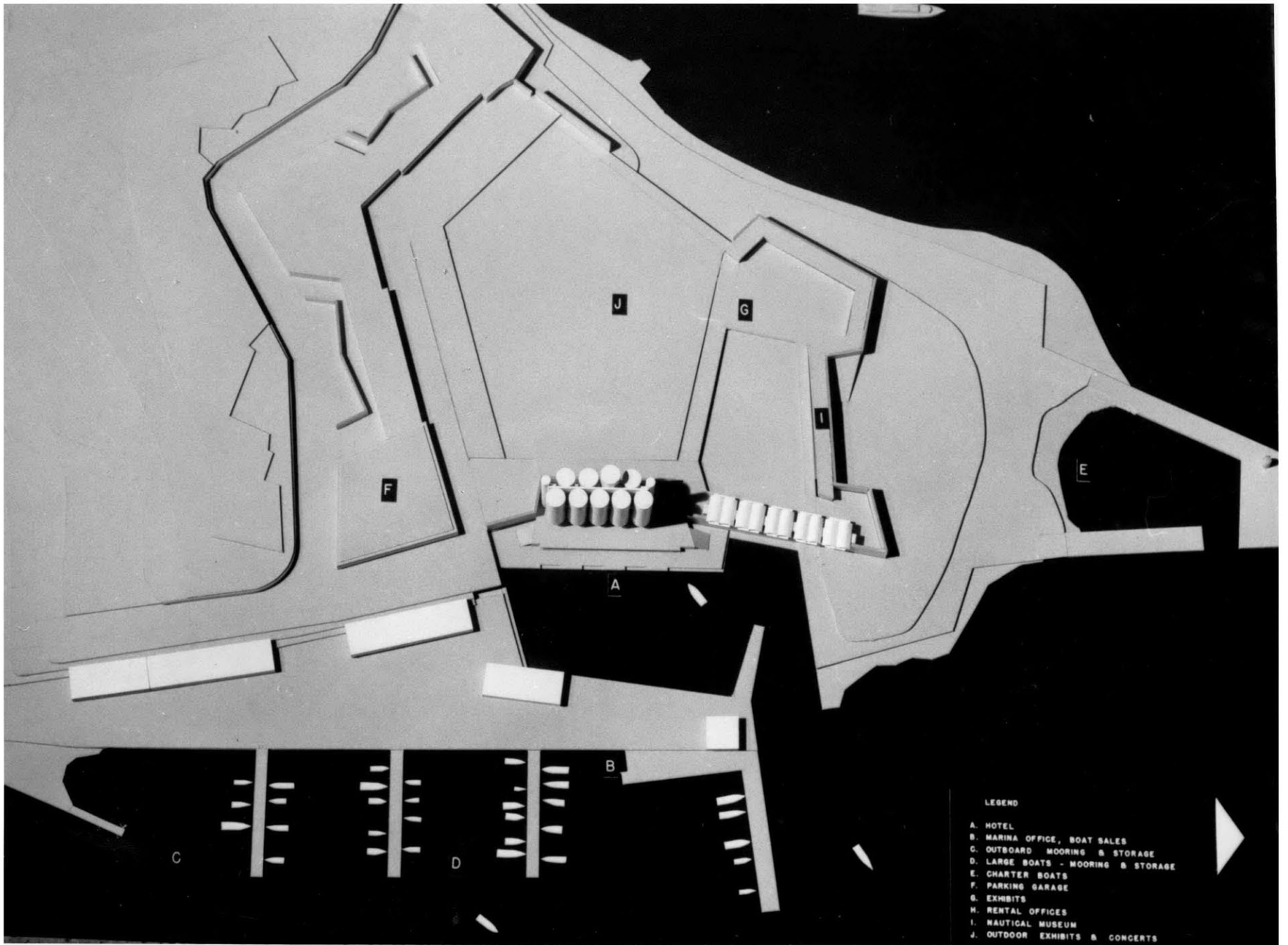
TYPICAL FLOOR PLAN



- 1. CORRIDOR
- 2. STAIRWELL
- 3. BATH
- 4. HOTEL ROOM
- 5. OFFICE
- 6. PAUSE ROOM
- 7. LOBBY
- 8. OBSERVATION PLATFORM
- 9. DINING
- 10. SERVICE CORRIDOR

TRANSVERSE SECTION





- LEGEND
- A. HOTEL
 - B. MARINA OFFICE, BOAT SALES
 - C. OUTBOARD MOORING & STORAGE
 - D. LARGE BOATS - MOORING & STORAGE
 - E. CHARTER BOATS
 - F. PARKING GARAGE
 - G. EXHIBITS
 - H. RENTAL OFFICES
 - I. NAUTICAL MUSEUM
 - J. OUTDOOR EXHIBITS & CONCERTS





