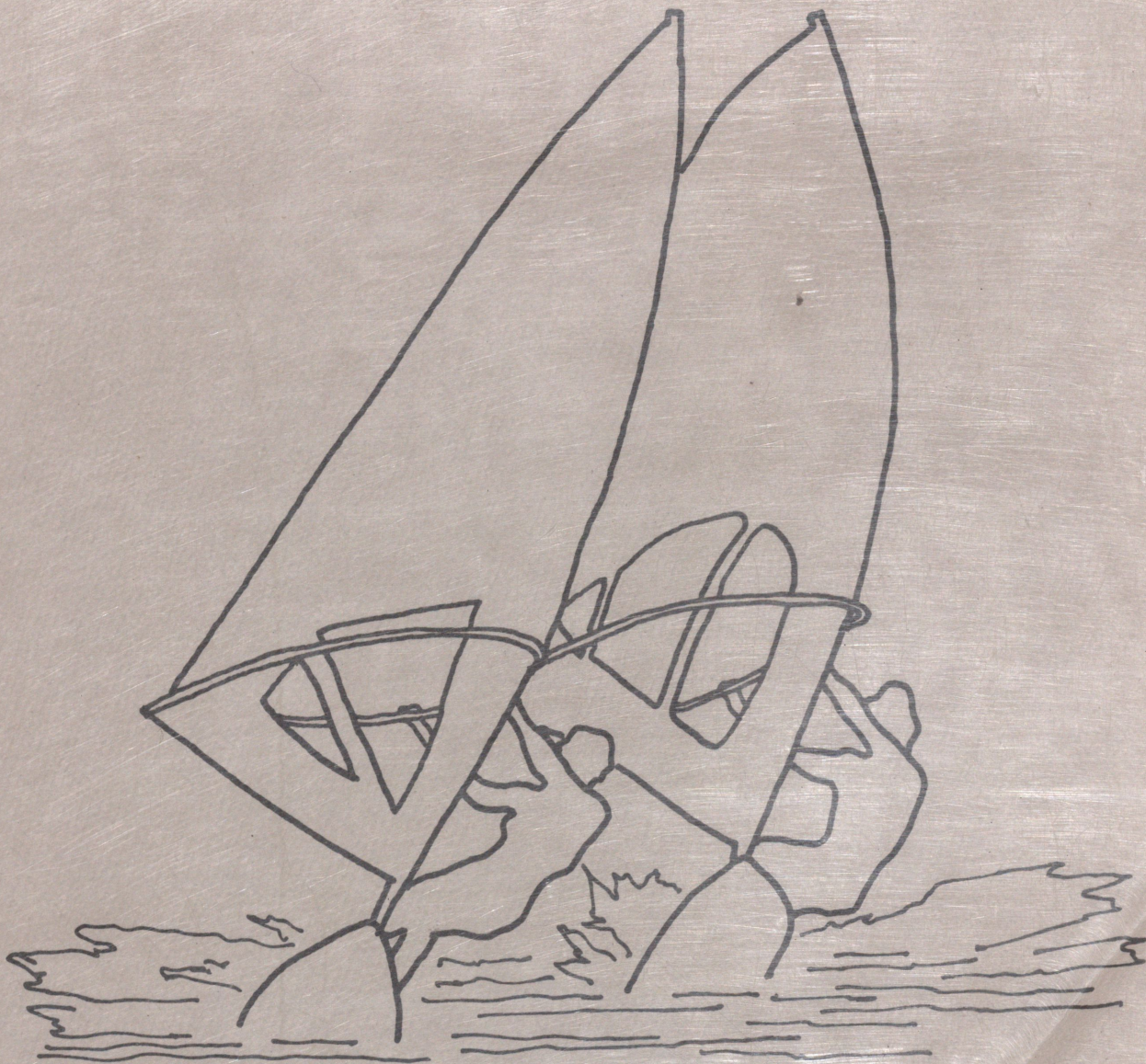




the waterline

resort hotel

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Richard Jaffe


Montana State University Library, Bozeman

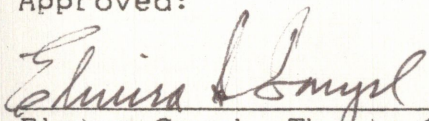
THE WATERLINE:
RESORT HOTEL AND BOARDSAILING CENTER

by
Richard Jaffe

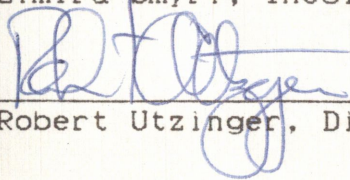
A professional paper submitted in partial fulfillment of
the requirements for the degree of:

BACHELOR OF ARCHITECTURE

Approved:



Elmira Smyrl, Thesis Committee Advisor



Robert Utzinger, Director, School of Architecture

MONTANA STATE UNIVERSTIY

Bozeman, Montana

June, 1986

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Richard Jaffe

Richard Jaffe

7/31/86

Date

For Mary, Sarah, and Brian, my family

Preface

I chose this project for my architecture school thesis after sailing in Hood River, Oregon, during the summer of 1985. I had heard about the boardsailing boom in the Columbia Gorge, but seeing it for myself made me a true believer. I wanted to make this project as realistic as possible; however, drawing on a week's research in Hood River with the actual work being done in Bozeman, Montana, assumptions were made for the sake of expediency. The intent of this student thesis is to propose a solution to a particular design problem. This is not meant as a proposal for development.

I want to acknowledge the help given me by the many people I talked with in Hood River about this project. I thank Bob Nichols for permission to use his property for my site. I thank the officials I spoke with at the City and County of Hood River, the Port of Hood River, and the Chamber of Commerce for their time and assistance. I also want to express thanks to the people in real estate, the title company, the merchants, and other townspeople who helped me gather information and get a feeling for the community. I offer my best wishes to Hood River in these changing times.

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Thesis Statement

My thesis project is to design a resort hotel and boardsailing center in the city of Hood River, Oregon, the center of a region thought by many people to be the best place in North America to pursue this new and exciting form of recreation. I want to approach this project as if it were a real one, resulting in a schematic design solution which would be of interest to a developer of such projects.

My goals for the design are to make it appropriate, functional, and aesthetically engaging. First, my design solution should be appropriate to the locale in which it is located and to the user group for which it is intended. Second, my design should be functional as a resort hotel, accommodating the various activities typically required in this type of project along with activities unique to its intended clientele. Third, my design should be aesthetically engaging to all who would come in contact with it, whether spending time as a guest or only passing by in a car. The activity in Hood River related to boardsailing is growing rapidly, and with it a new image and reputation. This project should add to that image and reputation as a landmark to this revitalization of the community by demonstrating an aesthetic connection to both the region and the new activity of boardsailing.

The Activity of Boardsailing

This is an activity so new that there is little agreement on what to call it. Hoyle Schweitzer patented the first "sailing surfboard" utilizing the freesail system in 1969. This board was called the "windsurfer" and the U. S. Court of Appeals has recently upheld this patent which is the basis for all the various brands and models available today. In the same ruling, however, the term "windsurfer" was found to be a generic name available for general use by anyone. So, the terms "windsurfing," "sailboarding," and "boardsailing" all refer to this activity which has attracted several million enthusiasts worldwide in 15 years. Sailboard racing became an Olympic yachting event in 1984 with an American, Scott Steele, taking the silver medal. As an industry, boardsailing is growing worldwide at a rate of about 200% per year.

Boardsailing is often compared to skiing as a similar and seasonally complementary form of recreation. The equipment required is relatively low cost; a beginner can get started for around \$500. The boards and rigs are durable and easily transported on car top racks and can be carried by airlines for a small fee. The sport attracts people of all ages interested in physical activity, ranging from the very relaxed to the intensely challenging, in a close relationship with their immediate physical environment--in this case wind and water. Boardsailing is summed up by an unabashedly enthusiastic journalist as,

initially a challenge to beginners, followed by a seemingly never-ending learning process, and, finally, the achievement of unbelievable power and strength, speed right under the balls of one's feet, and a Zen-like control of a body reacting much faster than its mind can think.¹

¹Chaco Mohler, "Crossovers: The 1985 Lotus-Duvet/F2 Glide & Jibe," Windsurf 15, No. 12, (Dec., 1985): 60.

Boardsailors: The Project Users

"The demographics show boardsailing is a white-collar sport. It attracts people who have money to spend."¹ (Rick Cowen, V.P. of F2 America, Inc., top U.S. sailboard manufacturer)

"It's really given the town a shot in the arm. Once in a while a (board) sailor gets drunk and breaks a beer bottle or something, but mostly they just spend a lot of money."² (an unidentified young waitress at Bette's Place, Hood River)

The people expected to use this project are boardsailors. It is well documented that they have the money it takes to enjoy their chosen recreation, and that they will travel to places where the boardsailing is good. In every issue of the three boardsailing magazines I have seen there have been several advertisements for destination resorts in Hawaii and the Caribbean, with increasing attention paid to the Columbia Gorge.

The 1985 reader survey by Windsurf Magazine helps show who at least some of these people are. Those who responded to the survey are typically 28 year-old males, college graduates, and self-employed business professionals with incomes averaging \$36,000. They are home owners, with homes in the \$120,000 range. They own two cars, with one being a van, truck, RV, or 4WD. They are advanced intermediate sailors who sail 50 days a year. They own two sailboards and spent \$850 on equipment over the previous year. They travel; in a year they take 9 short trips, 3 long trips, and an

¹(Portland, Oregon) Oregonian, 21 July 1985, p. F-14.

²"Pro-Am: Ride the Wild Gorge," Western's World, (Aug., 1985): 31.

additional 3 long trips by airlines. Also, they like other sports (nearly half are skiers) and they prefer to drink beer, though they are developing a taste for wine.¹

According to Tom Bissel of Neil Pryde Sails, the world's largest manufacturer of sails of all types, boardsailing

can make skiing look like a poor man's sport. There are just a whole lot of professional people out there that do have money, and this is their choice of leisure activity.²

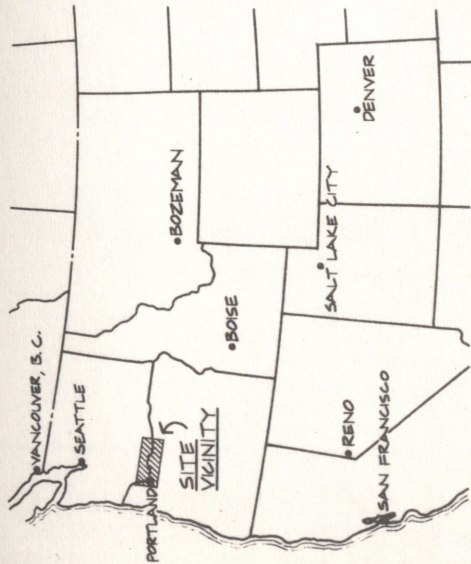
He estimates each boardsailor spends between \$15-50 a day in the community. A stroll down the main street of Hood River shows that many merchants are pitching to this new crowd of consumers. Bette Walters, owner of Bette's Place, a breakfast favorite of boardsailors, calls them a "wonderful group of people, . . . nicest bunch of people I ever met."³ License plates from Salt Lake City, Utah, and British Columbia, Canada, are most often mentioned, with the sounds of foreign languages becoming much less of an oddity. Rick Cowen says of Hood River, "It may not turn into another Aspen, but it might not be far behind."⁴

¹Drew Kampion, "Dear Reader," Windsurf 15, No. 7, (July, 1985): 46.

²(Portland, Oregon) Oregonian, 4 Aug. 1985, p. C-2.

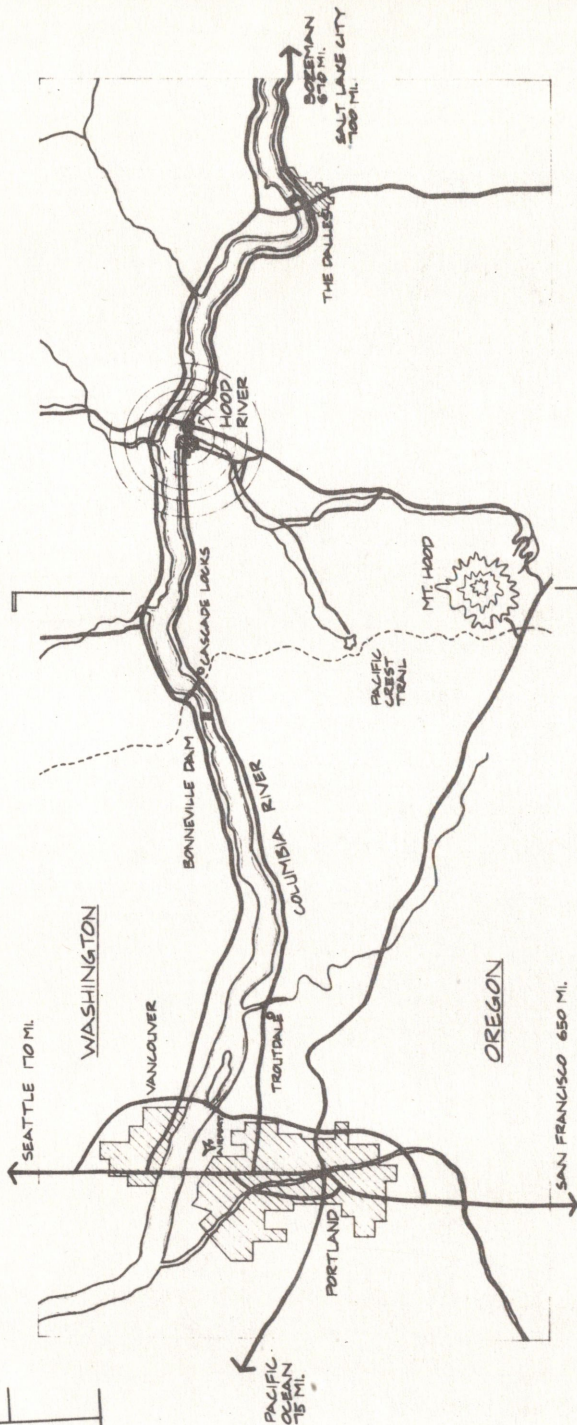
³Ibid.

⁴(Portland, Oregon) Oregonian, 21 July 1985, p. F-14.

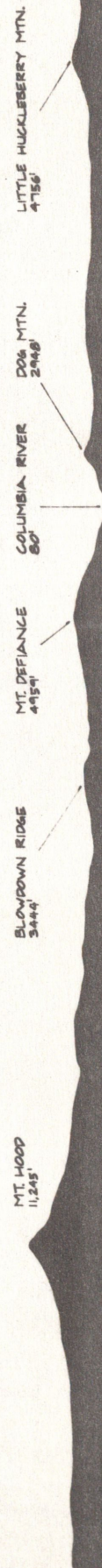


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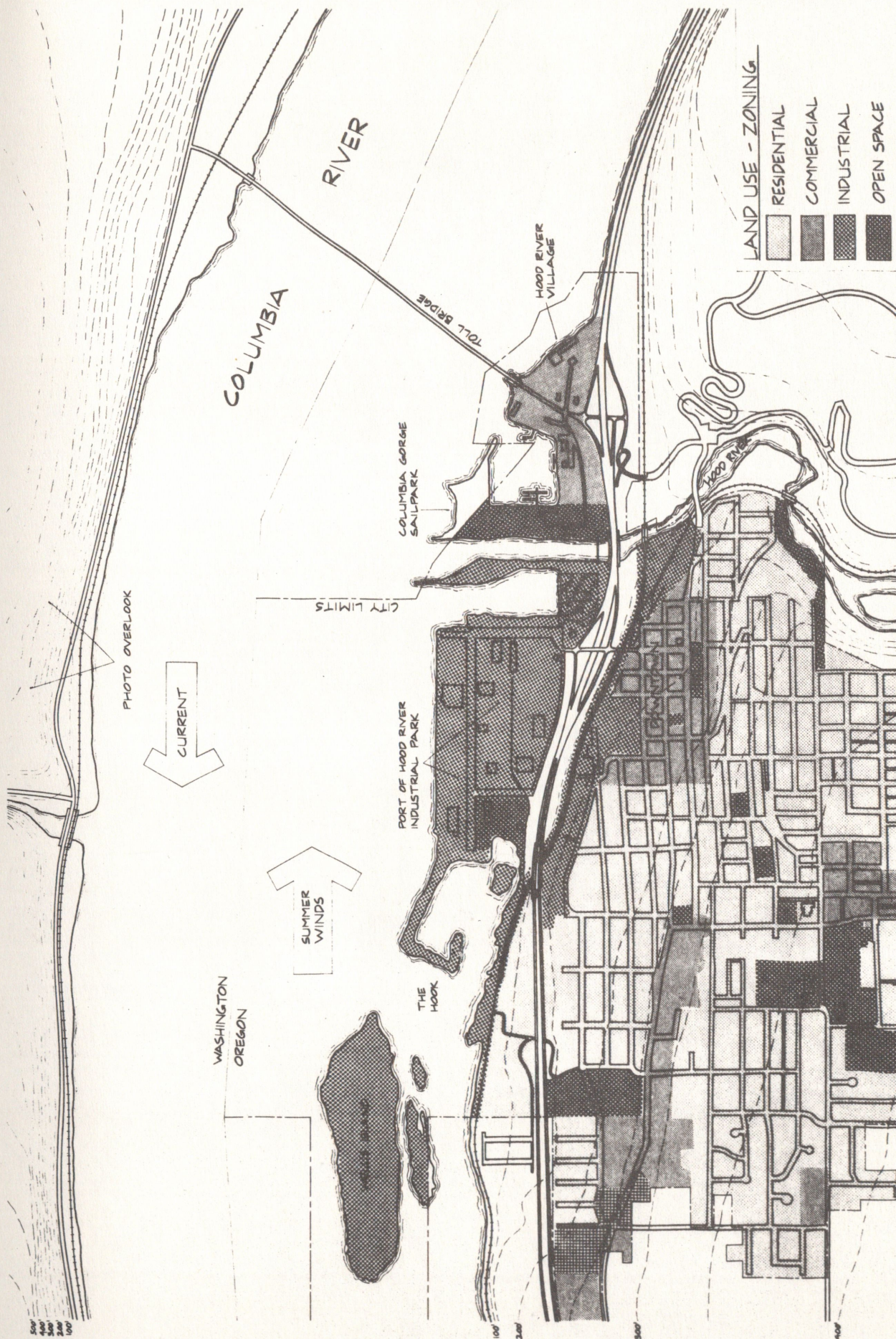
regional site orientation



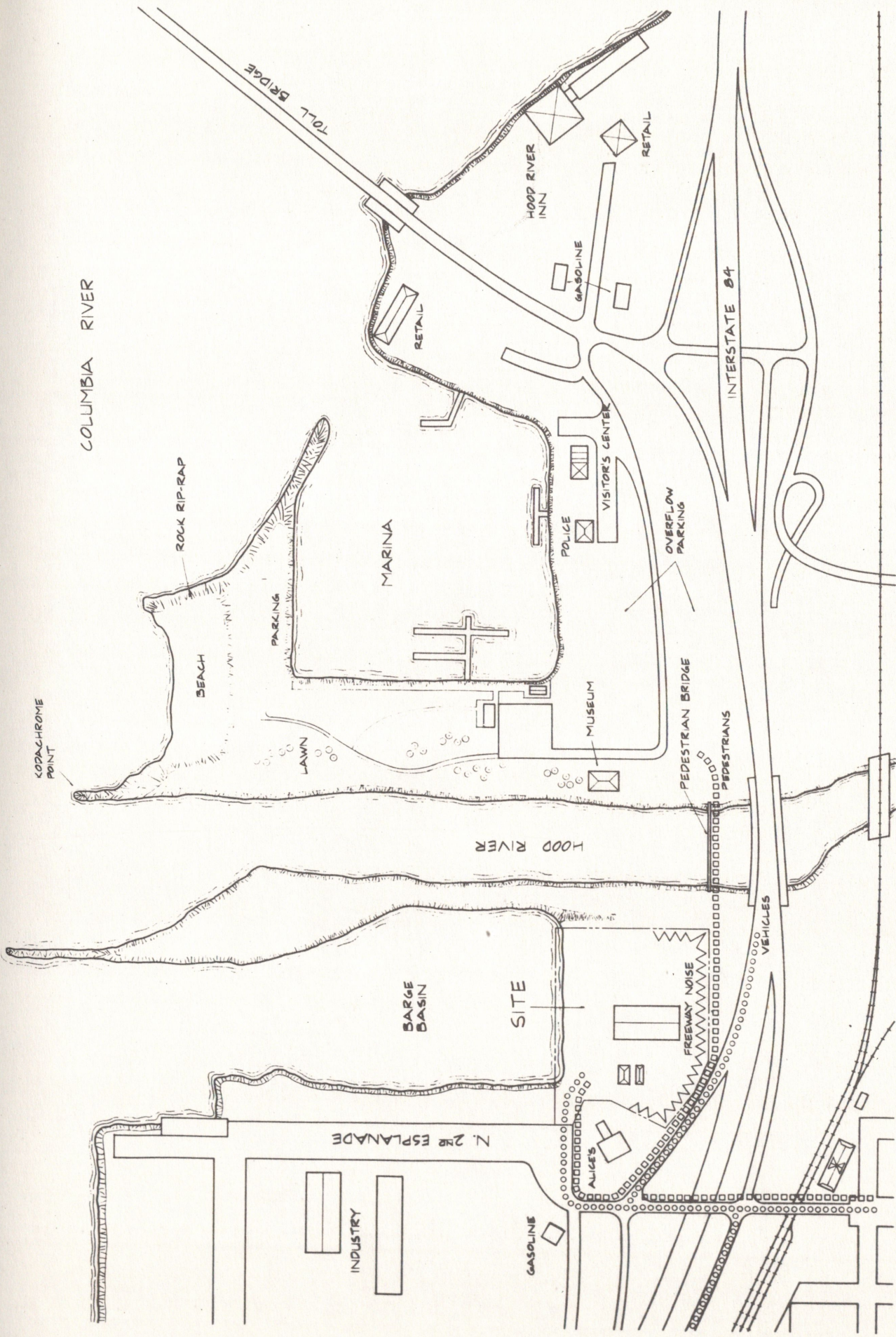
site vicinity



site vicinity section



site context plan



site context plan

General Characteristics

The city of Hood River, Oregon, is the county seat of Hood River County. The city's population is 4,450 while the county is home to 14,400 people in its 536 sq. miles. Hood River is situated on the shore of the Columbia River, which at this point is nearly a mile wide. This is the heart of the region known as the Columbia Gorge, a canyon through the Cascade mountain range connecting the relatively coastal Willamette Valley on the west with the inland desert on the east. Elevations in the county range from the Columbia River, at about 80 ft., to the highest point in Oregon, Mt. Hood, at 11,245 ft. The mountains are covered with douglas fir in the west and pines in the east. Many waterfalls occur as rivers and streams flow into the gorge of the Columbia, including Multnomah Falls, second highest in the U.S. at 620 ft. The entire Columbia Gorge is a scenic treasure.

Two major hydro-electric dams control the Columbia River on both sides of Hood River. Bonneville Dam, the first on the Columbia, is downstream to the west and The Dalles Dam is upstream. The Hood River Valley, just south of the city, has used its mild climate, fertile soil, and abundant rainfall to agricultural advantage as a fruit producer. Always known for its apples, the valley today is the world's number one producer of d'Anjou pears. The timber industry is also important to the area, with six lumber mills and hardboard plants in the county. Also, adjacent to this project's site, is the Port of Hood River Industrial Park, with industries in

clothing manufacture, distilling, plastics, electronics, and boat building.

Access to the city of Hood River is by Interstate Highway 84, which runs from Portland, 60 miles west, through the length of the Columbia Gorge and eventually out of Oregon to the east. The Hood River-White Salmon Toll Bridge crosses the Columbia at Hood River, connecting with Washington Highway 14, running the length of the gorge on the Washington side of the river. Though Hood River does have a small airport, most visitors would use the Portland International Airport, 50 miles west. Amtrak also has a station in Hood River.

History

The Columbia Gorge was homeland to several tribes of Native Americans when the Lewis and Clark Expedition traveled west through the region in 1805 on their way to the Pacific Ocean. It was half a century later that the white man first settled permanently in the vicinity of what is now the city of Hood River, Oregon. In 1854, Nathaniel Coe, his wife, and 4 sons moved to the Hood River Valley from The Dalles, 30 miles to the east, and built a "substantial log cabin" and planted the first fruit trees. Other settlers followed and by 1859 Hood River had its first postmistress, and its first school opened in 1863 with 15 pupils.¹

Transportation in the area consisted of roads, with a good one to The Dalles being completed in 1867, and Columbia River steamships. Sternwheelers were being built at Cascade Locks, 20 miles to the west, as early as 1858, and the Oregon Steam Navigation Company was incorporated in 1860. These paddlewheel steamships carried the principal crop, peaches, from Hood River to Portland through the 1870's, a period of slow but steady growth resulting in 17 resident families by 1880. Much faster growth occurred following the selection of Hood River for a railroad station by Oregon Railway and Navigation Company in 1881.

The townsite of Hood River was platted in that year with land offered at \$10/acre, business lots at \$50 and \$75, and

¹Fred Lockley, History of the Columbia River Valley from The Dalles to the Sea, (Chicago: S. J. Clarke, 1928).

house lots offered free. The city of Hood River was incorporated in the state of Oregon in 1890, by which time they had a store, drug store, hotel, and newspaper. A fire department followed in 1894; the first bank building was constructed in 1900 by Leslie Butler. This building now houses Hood River's branch of the U. S. Bank. The city's population had risen to 500 by the turn of the century. Two carloads of apples were shipped by rail in 1900; growth occurred rapidly over the next two decades resulting in 4,000 carloads of fruit shipped in 1924.

Already world famous for its apples, Hood River began to see an increasing number of tourists after the completion of the Hood River Loop highway in the mid-1920's. Banker Leslie Butler stated at that time,

The completion of the Hood River Loop did much for Hood River, as many tourists make this trip who, returning to their homes in the East, advertise the scenic beauties and the climatic and commercial advantages of Hood River Valley.¹

Agriculture and tourism have both contributed to steady growth in Hood River to the present day.

An early pioneer to the region, Robert Rand, summed up Hood River's potential in the 1920's, saying at that time,

When I landed in Hood River in the fall of 1884, Hood River was a straggling little village and you could buy all the land you wanted anywhere in the valley at from \$5 to \$20 an acre. No one then would have dared to prophesy that the day would come when Hood River would be world-famous for its apples, its strawberries and the beauty of its surroundings. Some day this Hood River Valley is going to be a second Switzerland. There will be summer resorts tucked in every little valley from

¹Ibid., p. 916.

Billy Sunday's place to Cloud Cap Inn.¹

This resort potential has been on the minds of the residents of the Columbia Gorge ever since, to the point of being a joke--that ever present but never fulfilled potential. Now, with the influx of boardsailors in increasing numbers from around the world, the fulfillment of the region's tourist potential seems to be taking place.

¹Ibid., p. 920.

Climate

The Hood River Valley lies in a transition zone between marine-influenced climate west of the Cascades, and the dry continental climate to the east. The Columbia Gorge serves as the gap through which these two climatic types flow and meet. The movement of air is usually from the west.¹

It is the west wind, so prevalent and strong through the spring and summer seasons, that attracts boardsailors to Hood River. The microclimate along the shore and out on the water of the Columbia River provides strong and steady winds in the 10-40 mph range almost every day from April to October. An occasional east wind cycle lasting a few days occurs during these months; strong east winds are common in the late fall and often continue through the winter. Other than the winds, the climate is known for its moderation between the extremes of the coastal and inland weather systems. Temperatures, relative humidity, precipitation, and cloud cover all fall between the patterns typical to the east and west.

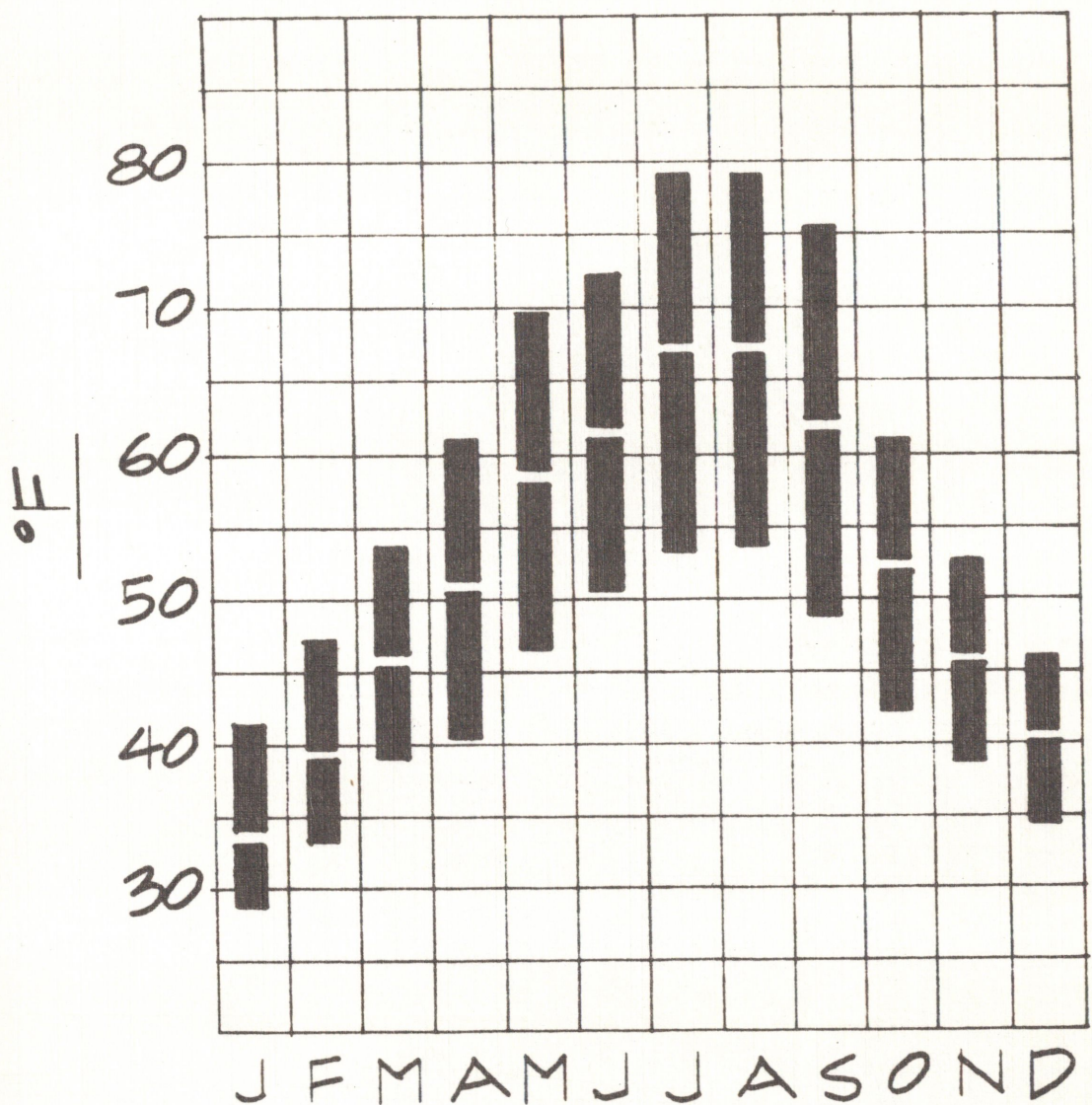
Troutdale, Oregon, is the nearest recording station to Hood River for which a U.S. Dept. of Commerce Local Climatological Summary is available. Troutdale lies to the west of the mouth of the Columbia Gorge, surrounded by level ground about 45 miles from Hood River, with the recording station located one mile south of the Columbia River and 14 miles from the 3000-ft. elevations above the gorge.

Average temperatures in Troutdale, in degrees F., are

¹Background Report for the City of Hood River Comprehensive Plan, (May, 1983), p. 23.

36.4 in January and 65.4 in July, while those in Hood River are 33.1 and 66.8, respectively. Average daily maximums in Troutdale in July and August are 78 degrees; those in Hood River are slightly higher. Hood River's frost-free growing season averages 183 days, from April 20 to October 20.

Relative humidity in Hood River is comfortably between the dampness to the west and the dryness to the east. Annual precipitation in Troutdale is 47 inches, with about 75% of that occurring from October to March. Precipitation in Hood River averages 30.65 inches, indicating the clearer skies of Hood River as compared to the often overcast coastal weather of the Pacific Northwest.

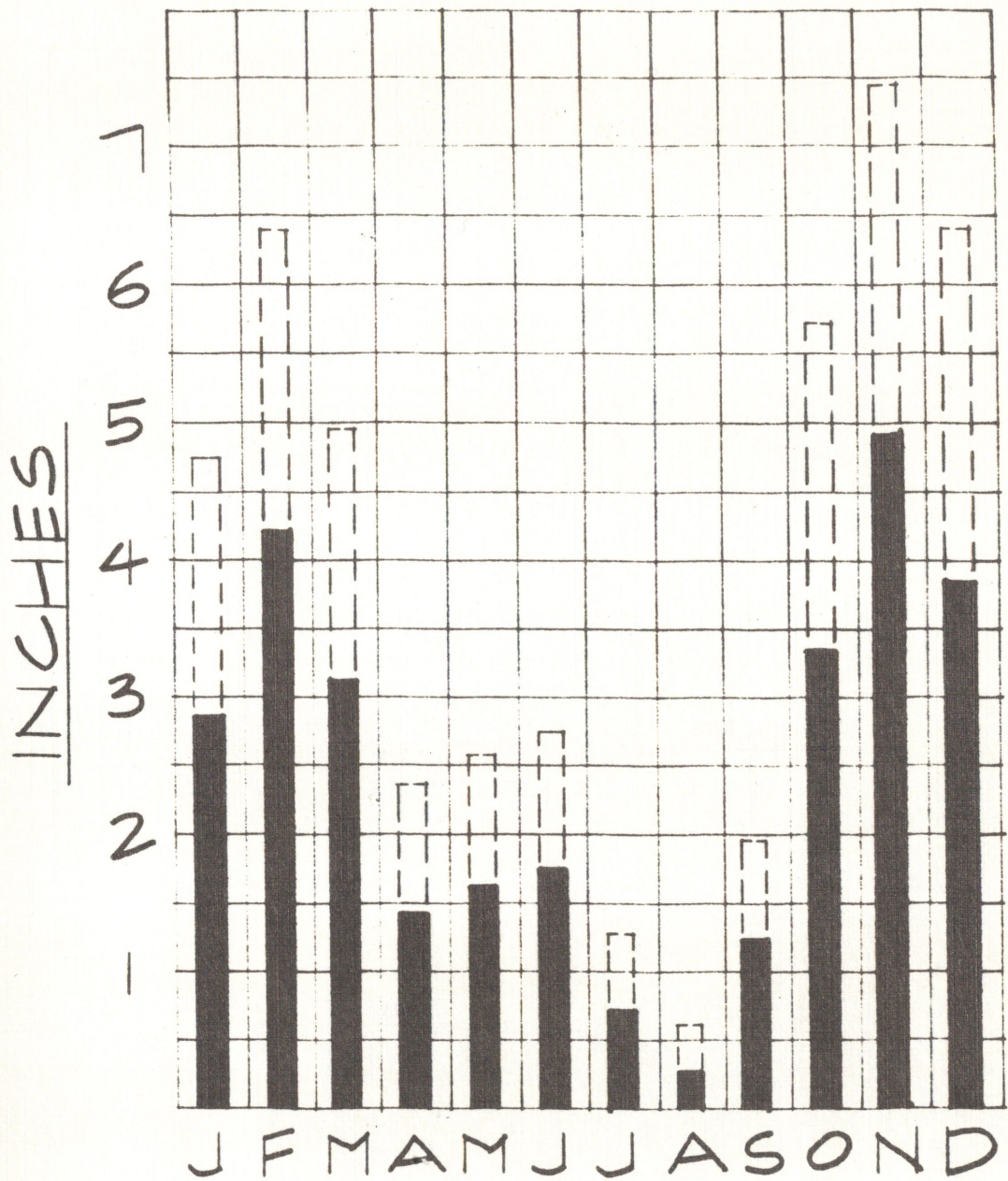


■ AVERAGE DAILY HIGH
 ■ MONTHLY MEAN
 ■ AVERAGE DAILY LOW

TEMPERATURE

HOOD RIVER

BASED ON:
 HOOD RIVER CHAMBER OF COMMERCE
 AND
 U. S. DEPT. OF COMMERCE DATA
 FOR TROUTDALE



ANNUAL AVERAGE 30.65"

PRECIPITATION

HOOD RIVER

BASED ON:

HOOD RIVER CHAMBER OF COMMERCE
AND

U.S. DEPT. OF COMMERCE DATA
FOR TROUTDALE (DOTTED)

A Place for Boardsailing

The incessant wind that has been a constant irritant to locals since settlers first arrived at the Columbia Gorge--where the river cuts through the Cascade Range--has become an unexpected lure for tourism dollars.¹

Definitely one of the best spots in the country because of the consistency. The real advantage is the wind blows upstream. You can sail and sail and never wash downriver. It's like having a perpetual chairlift.² (Robby Naish, world's dominant professional boardsailor)

For clean, all-around high-performance sailing, conditions here at Hood River are almost impossible to beat.³ (Drew Kampion, editor, Windsurf Magazine)

This is the best place for a holiday and sailboarding that I have ever been.⁴ (Stephen van den Berg, Holland, 1984 Olympic gold medalist in boardsailing)

It seems like everyone agrees! This is the place! With a west wind of 10-40 mph 25 days a month from April to October blowing in the opposite direction as the river current of up to 6 mph, better conditions for high-performance boardsailing are hard to find. In addition to a free upwind push, the opposing directions of wind and current make for larger standing waves on the water, enjoyed much like moguls on a ski slope. Skies are generally clear during the sailing season, with temperatures often in the 80's and 90's. The water temperature reaches a maximum of 69 degrees in late August, and wetsuits or drysuits are practically an essential. There are wind and wave reports on the local radio stations and even a recorded phone message of

¹Bozeman (Montana) Daily Chronicle, 1 Aug. 1985, p. 7.

²Ibid.

³"Slalom at Hood River: Venturi Effects," Windsurf 14, No. 6, (Oct., 1984): 44.

⁴Bozeman (Montana) Daily Chronicle, 1 Aug. 1985, p. 7.

conditions which is updated every half hour.

The Port of Hood River recognized the direction things were going a couple years ago and developed the Columbia Gorge Sailpark next to the Hood River Marina. This has become the center of activity for boardsailing in the gorge, with crowds of recreational sailors all season and a number of the largest professional events in the United States. The reasons for the success of this facility are many. First, it is a safe place for novices to the gorge. The Columbia is wide at Hood River, resulting in reduced wind and current compared to other areas. The navigation channel with its potentially dangerous river barge traffic is on the other side close to the Washington shore. Beginners can learn in the completely protected marina while intermediates can use the large shallow mudflat area for learning the techniques required for high performance sailing. There is a large lawn area for convenient rigging and ample room for large crowds of spectators. Restrooms, food concessions, and easy access and parking have all contributed to making this the most popular boardsailing spot in the Columbia Gorge.

As for the professional events, they are held at the same sailpark. An estimated 30-45,000 spectators showed up for the 1985 Pro-Am Speed Slalom to watch over 230 competitors from 12 countries compete for \$20,000 in prizes. All the world-class athletes were there.

Everywhere you turned you saw stars. Larger than life... right here beside you... Manufacturers, distributors, editors, sailors and retailers; everybody who was anybody was here. Even those who think they are

somebody were here.¹

(I was there, too!) "Kodachrome Point," the best photography vantage point, was a buzz of motor-drives. Even the Florida magazine Windrider said,

This event is now established as a "must do" for top U.S. competitors, both pro and amateur, as well as a "must see" for boardsailing addicts who learn by watching the pros.²

The schedule for 1986 includes even more professional events, with the Stoh's American Boardsailing Association Pro-Am to follow in the wake of the Pro-Am Speed Slalom. Competition is expected to be keener with larger purses and certainly larger crowds of spectators.

¹Brian Sprout, "Gnashing in the Gorge," Windsurf 15, No. 11, (Nov., 1985): 41.

²Nancy K. Crowell, "1985 Pro-Am Speed Slalom," Windrider 4, No. 7, (Oct., 1985): 62.

Need for this Project

Five years ago Hood River, Oregon, was the proverbial sleepy whistlestop tourist town... Times have changed. Now it's a Mecca. Windsurfing has grown up from nothing at a hurricane pace. It has attracted more than a million Americans and twice that many people in Europe.¹

It's (Hood River) becoming the Aspen resort of sailboarding overnight.² (Tom Bissell, national sales manager of Neil Pryde Sails, largest producer of sails of all kinds in the world)

They're (sailboarders) eating up the rental market.³ (Mike Fowler, Hood River realtor)

The lodging situation is definitely going to be the limiting factor... Growth is going to happen only as fast as the lodging is increasing.⁴ (Bill Kline, guest services director of Hood River Windsurfing, prominent equipment and rental shop)

Hood River, Oregon, is in the early stages of an economic renaissance. The local economy is fueled by the very stable agriculture of its orchards and berries, by the depressed lumber industry, and by the, until recently, small contribution from tourism. Unemployment in May, 1985, was 16%. Now the word is out and generally agreed upon that the conditions at Hood River make it the very best sailboarding spot in North America. People from all over the world are coming to see for themselves, then telling their friends and coming back for more. The Chamber of Commerce receives an average of 50 requests a day for information. In addition to the 6,000 people on the beaches on a normal July weekend, 7

¹"Pro-Am: Ride the Wild Gorge," Western's World, (Aug., 1985): 31.

²Ibid.

³(Portland, Oregon) Oregonian, 4 Aug. 1985, p. C-1.

⁴Ibid., p. C-2.

retail equipment and rental shops and several manufacturers have opened for business, adding an industry employing about 50 people to the local economy.

Growth is expected to continue. Bill Kline predicts the impact will be "much like the growth of skiing in Colorado... 1st trickle now... very small compared to what it's going to be in the next 5 to 10 years."¹ Realtor Mike Fowler was skeptical when told in 1984 that the numbers would triple in '85 and double again in '86, "Now, I think they were conservative. I'm very much a believer."² The West Star Development Corporation, working on plans for the expansion of the Hood River Village, states in a promotional letter addressed to local business people,

as past predictions over the last few years appear to have been quite conservative, and as recent indications show increasingly strong interest and support for further development in these areas, we believe the future looks very bright for Hood River.³

Along with a 12,500 S.F. shopping center and a national fast food outlet, they are investigating the expansion of the Hood River Inn, currently the only hotel facility located near the water. Development related to the growth in boardsailing is on everyone's mind these days in Hood River.

¹(Portland, Oregon) Oregonian, 4 Aug., 1985, p. C-1.

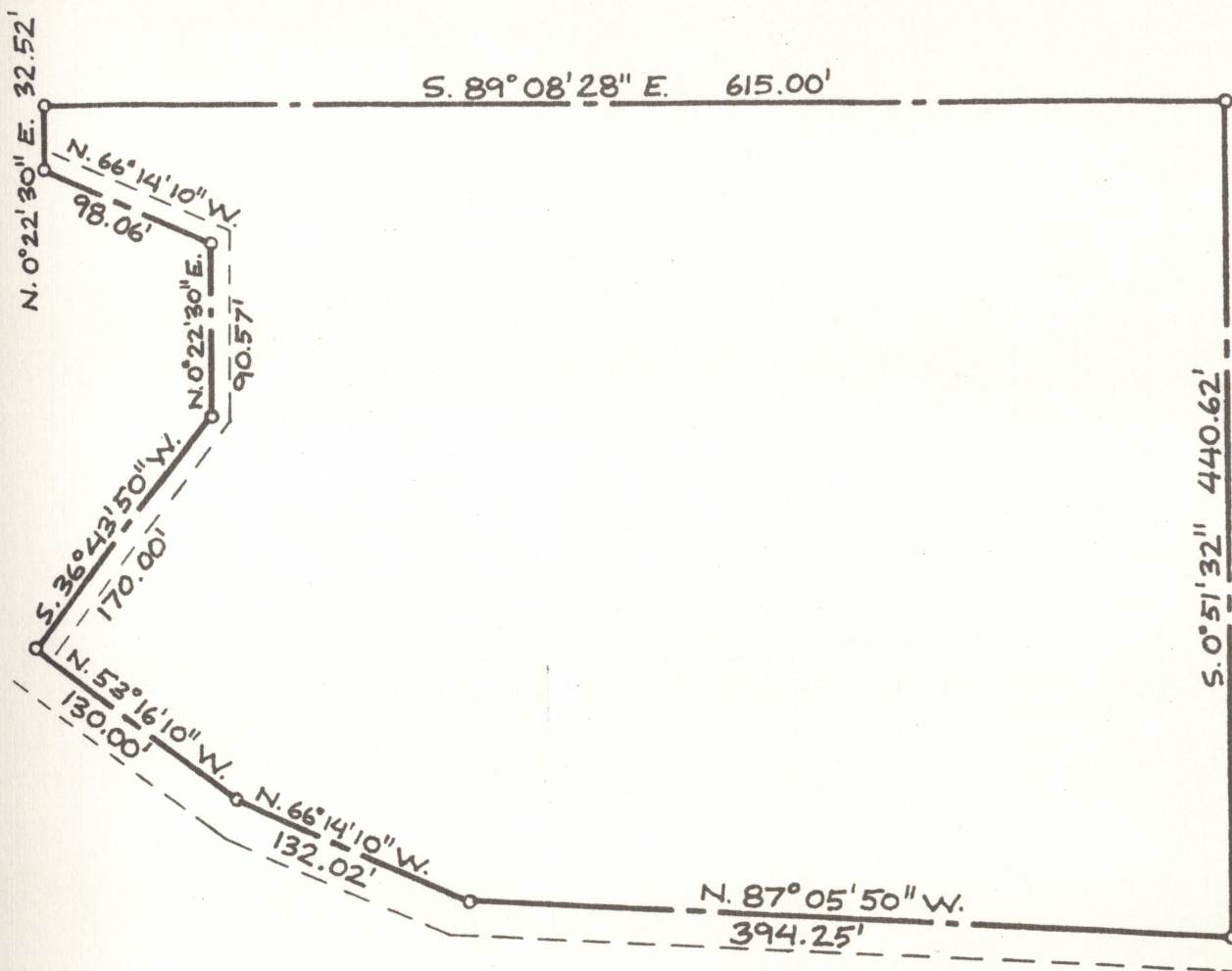
²Ibid., p. C-2.

³West Star Development Corporation, Portland, Oregon, letter, Dec. 13, 1985.

Site Description

The site is approximately 5.5 acres located less than a quarter of a mile northeast of downtown Hood River, just across Interstate Highway 84, as shown on the site context plans. The site is situated adjacent to landfill built up by the Port of Hood River which is presently used as an industrial park. The Hood River levee adjacent to the site is also owned by the Port of Hood River, and has been planned in one scenario to be used as public parkland; across a pedestrian bridge over Hood River is additional Port landfill which is already developed as public open space, including the Columbia Gorge Sailpark, a marina, the County Museum, and the Visitor's Center.

The current owner and occupant of the site is the Nichol's Boat Works Company, which has been there for three generations. They are manufacturers of barges, tugs, paddlewheel steamships, and other large-scale projects. Bob Nichols, in an interview, said that he is well aware of the development potential of this site and insists that for the foreseeable future he intends to continue in the boat building business in his present location. He is interested in seeing the results of this student project, but said the one thing he didn't want to see was a transit on his property; he doesn't want anyone to get the wrong idea. There are one large building and several small ones presently on the site, which for the sake of this school project will be assumed to have been removed.



PROPERTY BOUNDARIES

SITE PLAN

1" = 100'



Easements

There are three easements of importance to this site, as shown on the accompanying site plan. First, Pacific Power and Light holds a 10 ft. easement along the west property lines. Second, the city holds a 20 ft. easement along the outside of the south property lines for a public thoroughfare, to be used as a pedestrian and bicycle path connecting public lands to the east with the city center. Third, Bonneville Power Administration holds an easement for maintenance of the Columbia River shoreline between elevations 72.00 and 83.70 ft. for the clearing of vegetation and mosquito control, and also specifying that no habitable structures shall be allowed in this zone.

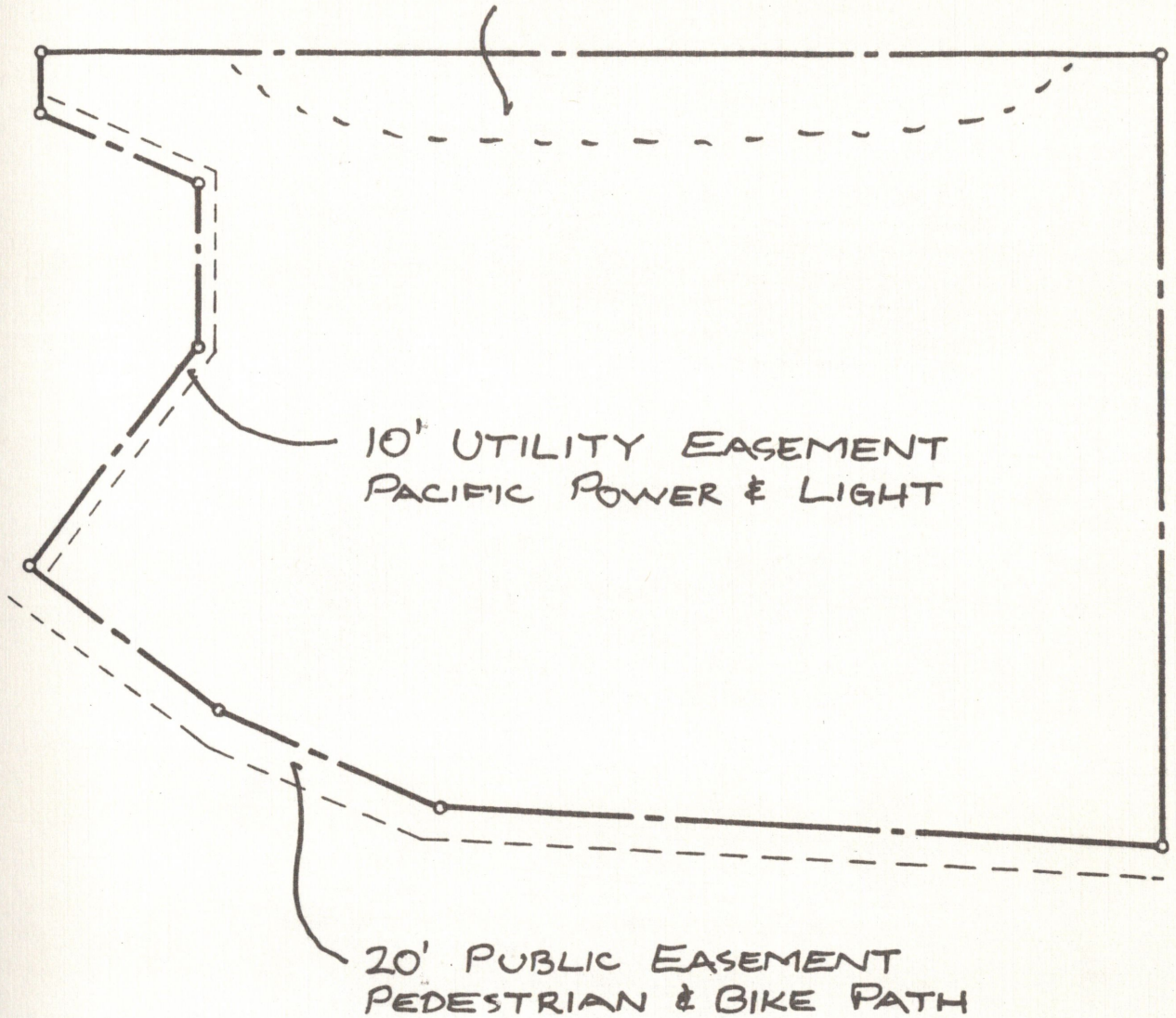
Utilities

The city of Hood River provides water and sewer service to the site. Pacific Power and Light provides electricity. Northwest Gas Company provides natural gas. See the accompanying site plan.

Topography and Flood Hazard

See the accompanying site plan for the existing topography of the site. The Background Report for the City of Hood River Comprehensive Plan states that the 100 year flood plain level is 86.5 ft. The U.S. Dept. of

WEED CONTROL EASEMENT
BELOW ELEVATION 83.70'
BONNEVILLE POWER ADM.

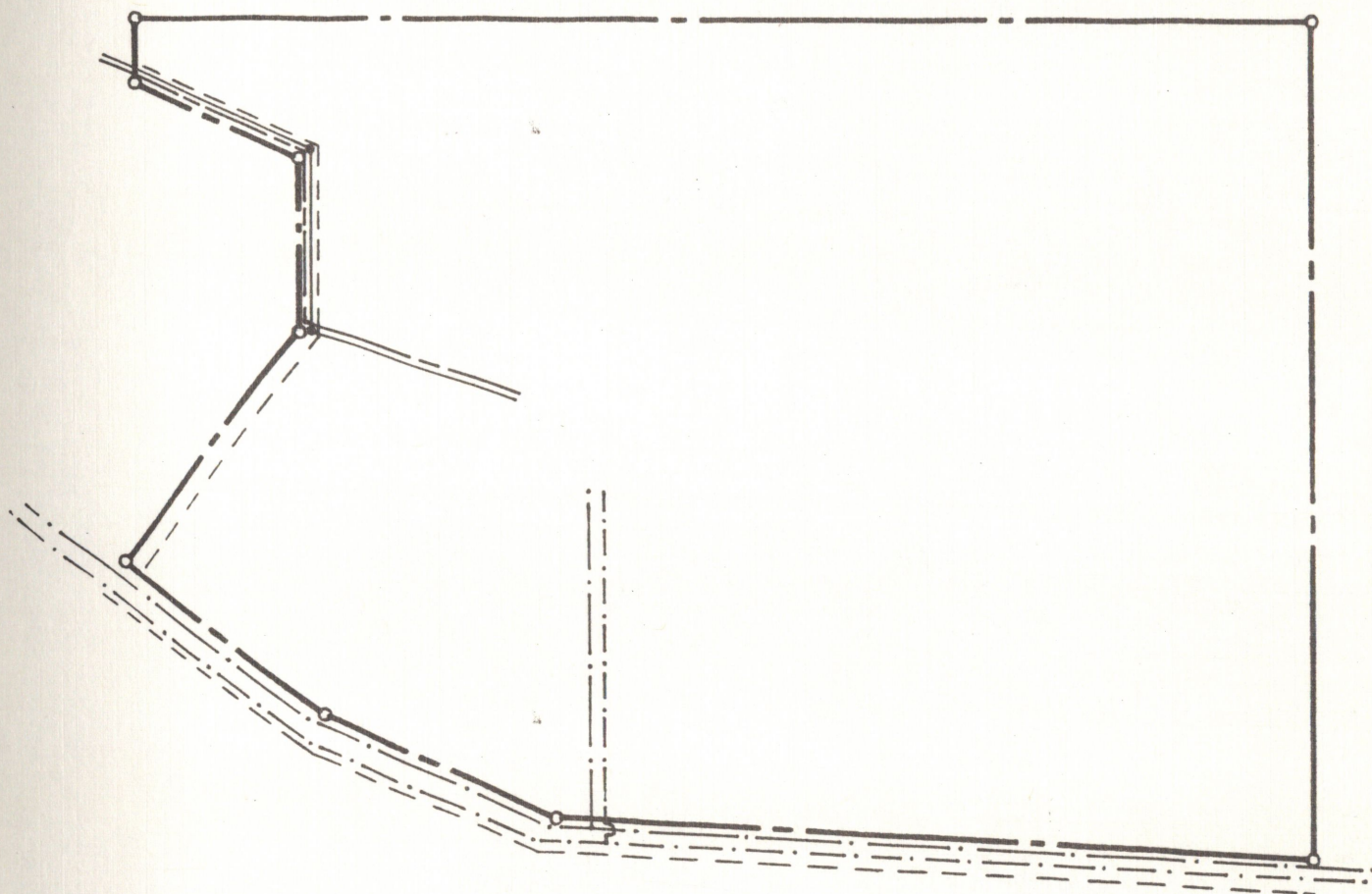


EASEMENTS

SITE PLAN

1" = 100'





KEY

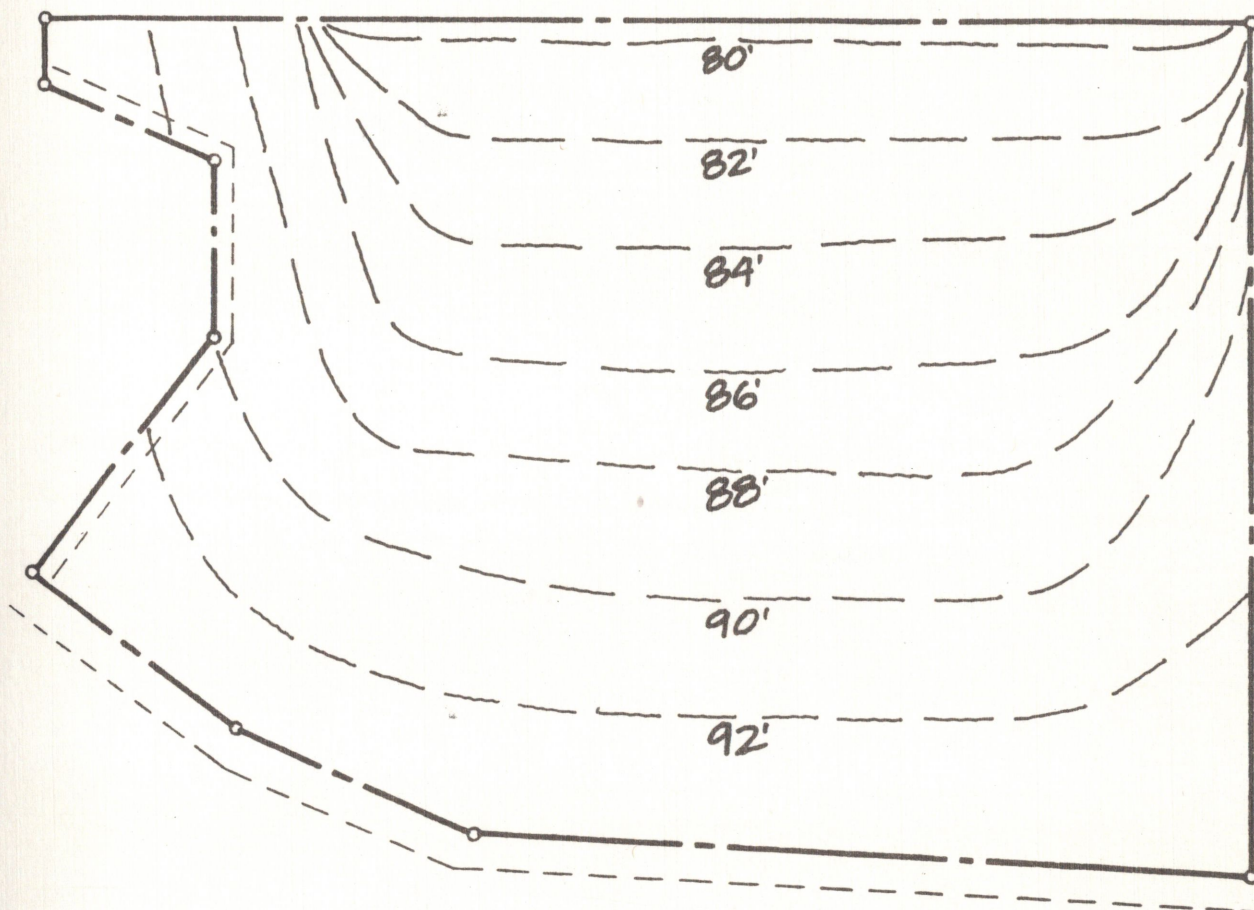
- ELECTRIC POWER LINE
- - - GAS LINE
- · - · - SANITARY SEWER (6" C.I. PRESSURE PIPE)
- · · · - STORM SEWER (8" PIPE)

UTILITIES

SITE PLAN

1" = 100'





EXISTING TOPOGRAPHY

SITE PLAN

1" = 100'



Housing and Urban Development has designated 88 ft. as their flood hazard level. The south end of the site is at 92 ft., as is the entire landfill area which surrounds the site. Presently the site slopes down to the north into the water, providing a ramp for boat launching. Bringing the grade up to the level of 92 ft. where necessary would eliminate any known flood hazard by the Columbia River.

Zoning

The site is presently zoned Industrial by the city of Hood River. A recently passed city ordinance has made all property in the Light Industrial zone available to recreational development, and I was assured in an interview with Gloria Martin, City Planner, that a conditional use permit for this project on this site would be obtainable. The city understands the value of its waterfront for more than industrial uses, and this project follows the intent behind the recently passed ordinance.

With a conditional use permit, this project would fall under zoning category C-2, general commercial. No building setbacks are required and building site coverage may be 100%. Maximum building height is 45 ft. Parking requirements are one space per employee plus additional spaces as required by the project. Gloria Martin suggested one space per room as a minimum additional requirement.

Access

Access to the site by vehicle is off of North Second Esplanade. See the accompanying site plan. The site is very easily accessible from the downtown business district as well as from the highway.

Access to the site for pedestrians and bicyclists can be the same as that for vehicles. Additionally, due to the public easement south of the site connecting the public park east of the river with the city center, pedestrian access can occur all along the south border of the site, as well as the east border, since this Port of Hood River property will probably be developed as public parkland, an alternative they have already investigated.

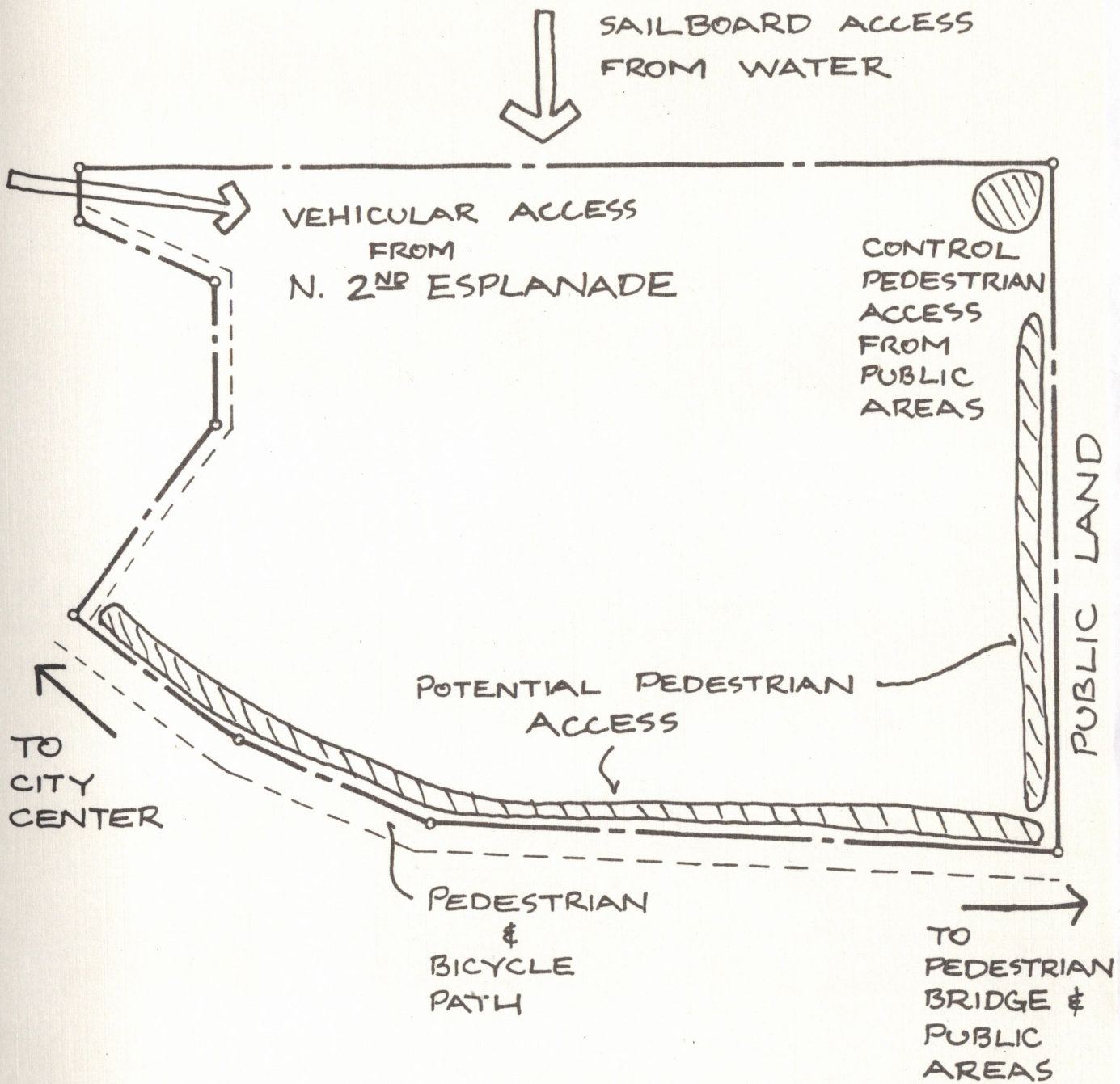
Constraints and Opportunities

This site falls into the "Rip Rap and Urban Columbia River Shores" zone, and contains no significant wildlife habitat requiring special consideration. Also, no geologic hazards exist on the site.¹

Noise from the adjacent freeway is the major detrimental feature of the site. See the accompanying site plan.

The strong and steady west wind can hardly be called a detriment, being the essential factor resulting in this project, yet special consideration is needed to overcome its negative effects. A wind block, as shown on the accompanying

¹Background Report for the City of Hood River Comprehensive Plan, May, 1983, pp. 11, 31.

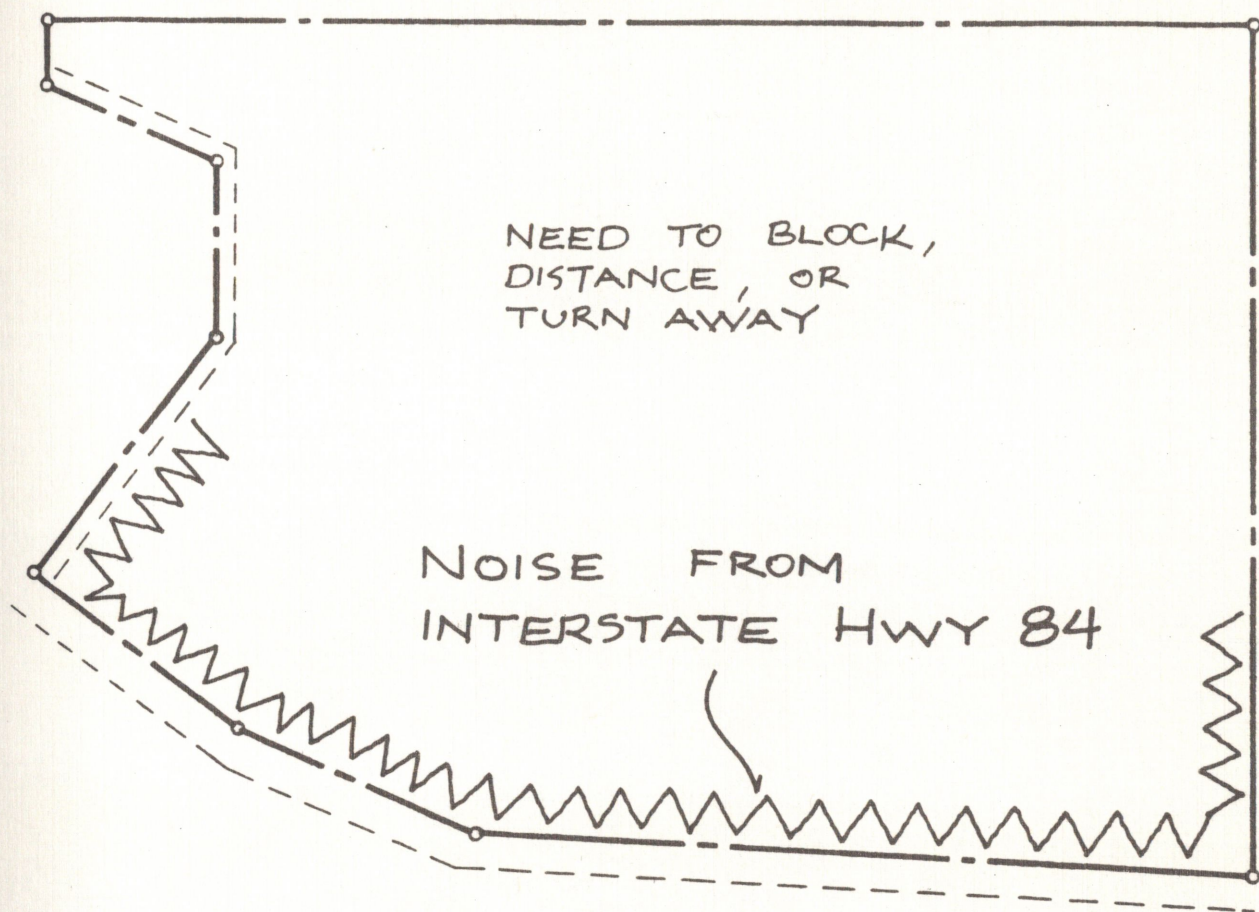


ACCESS

SITE PLAN

1" = 100'





NOISE

SITE PLAN

1" = 100'



site plan, is necessary for outdoor activities to take place comfortably on the site.

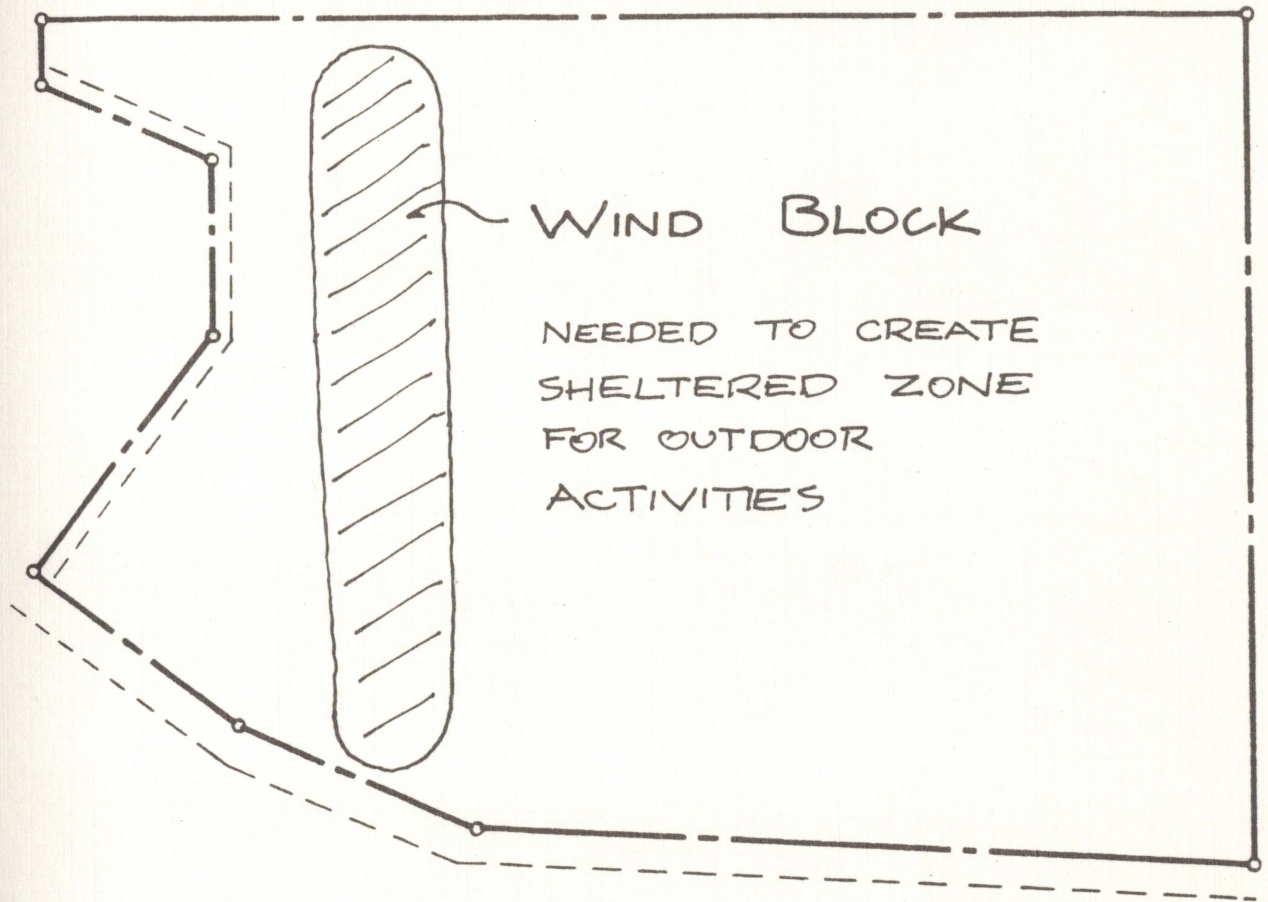
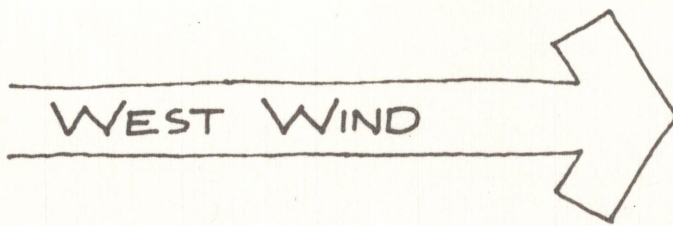
Views both into and out of the site are governed by the uniform flatness of the surrounding landfill area and the rip-rap banks of both the Columbia River and Hood River. See the accompanying site plans. The site is easily seen from all adjacent areas, from out on the Columbia River, and from vantage points in the business and residential districts of town where a view to the water's edge can be found.

A primary objective should be to maintain a visual relationship between city residents and the surrounding mountains and rivers.¹

Views out of the site include the Columbia River with the steep slopes of the Washington shore beyond, the park lands across Hood River, views up into the downtown with residential hillsides beyond, and also Alice's Restaurant and gas station and the industrial buildings to the west.

This project has great potential as a landmark due to its high degree of visibility from many vantage points. Recognition from passing motorists can be used to advantage. Situated along the pedestrian and cyclist connection between downtown and the public waterfront park lands and facilities, it will be in the eye of both residents and visitors to Hood River. As a development in the activity of boardsailing, from which Hood River is presently gaining an image and a reputation, this project will be noticed and talked about.

¹Background Report for the City of Hood River
Comprehensive Plan, May, 1983, p. 6.

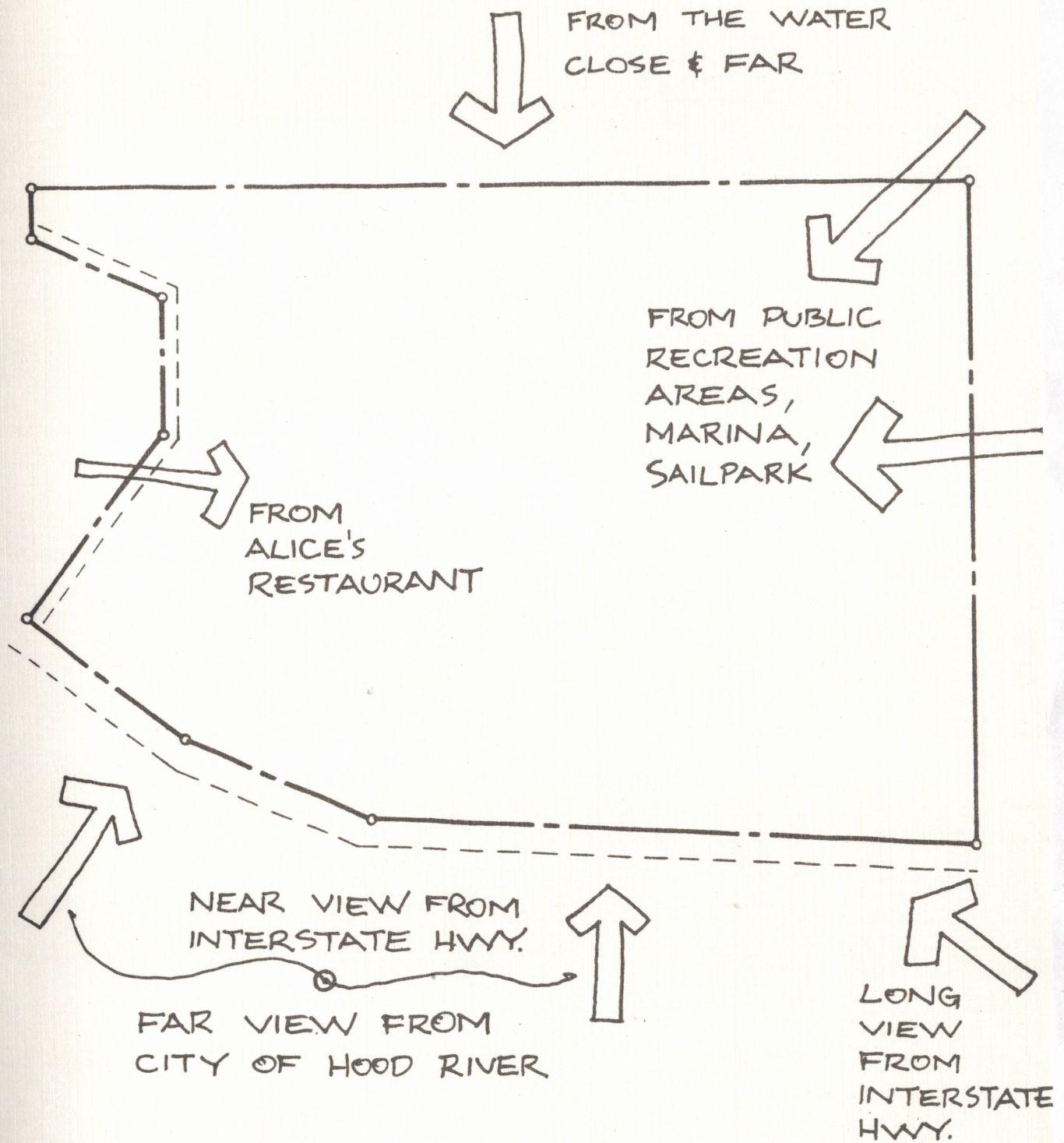


WIND

SITE PLAN

1" = 100'



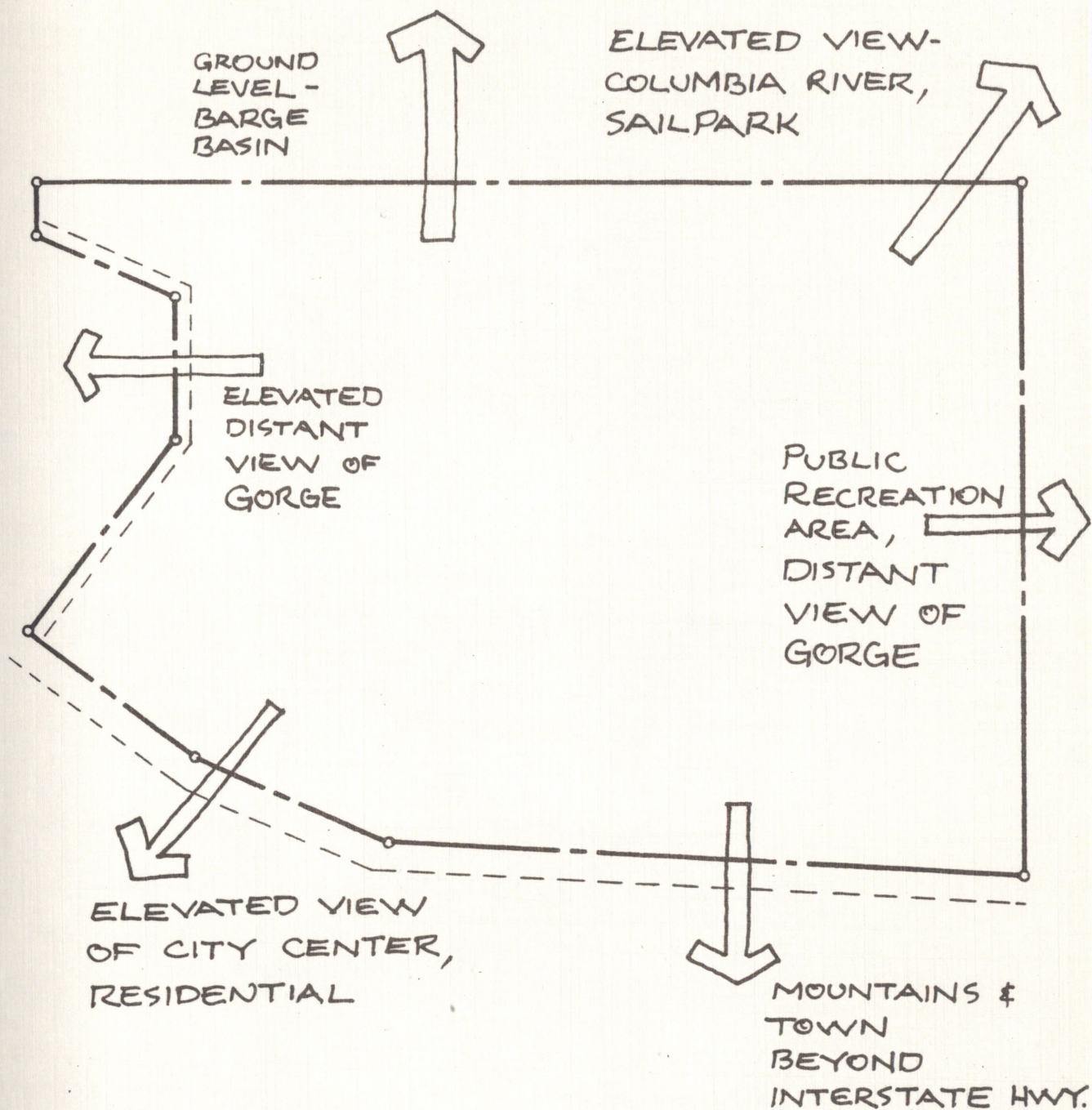


VIEWS IN

SITE PLAN

1" = 100'





VIEWS OUT

SITE PLAN

1" = 100'



Program Requirements and Organization

With a long history and many examples to look at, the hotel as a building type is thought to be very well understood. The spaces required in a hotel are generally divided into the figurative categories "front of the house" and "back of the house." The front is where the guests are and the back is where those serving the guests are. These distinct areas are highly interrelated yet so separate that the guest should be virtually unaware of the back of the house.

The organization of spaces, as seen in existing hotels and as recommended by those writing about them, is a system of grouping spaces by their functional relationships. Public functions, the front of the house, are grouped around the lobby and service functions, the back of the house, are grouped around the receiving area, with food-related functions grouped around the kitchen. Special functions like the retail shop, game room, child care, and outdoor spaces can be located for less functionally-oriented reasons like aesthetics and interest. Also, the organization of spaces must take into account the non-guest users of facilities like the restaurant, bar, and retail shop.

Rules of thumb, abbreviated "ROT" in the program, were obtained from Hotel Planning and Design,¹ by Walter A. Rutes and Richard H. Penner and from Timesavers Standards for

¹Walter A. Rutes and Richard H. Penner, Hotel Planning and Design, (N.Y.: Watson-Guptill, 1985).

Building Types, 2nd Edition,¹ Joseph De Chiara and John H. Callender, Ed. These guidelines to space requirements contain differences yet are, in general, very consistent in both sources.

A few generalities found in my research are worth listing. The guestroom is of primary importance.

Many hotel operators believe that the guestroom and the guest bathroom make a more lasting impression on the lodging guest than any other single interior space--more than the lobby, the restaurants, or the function space.²

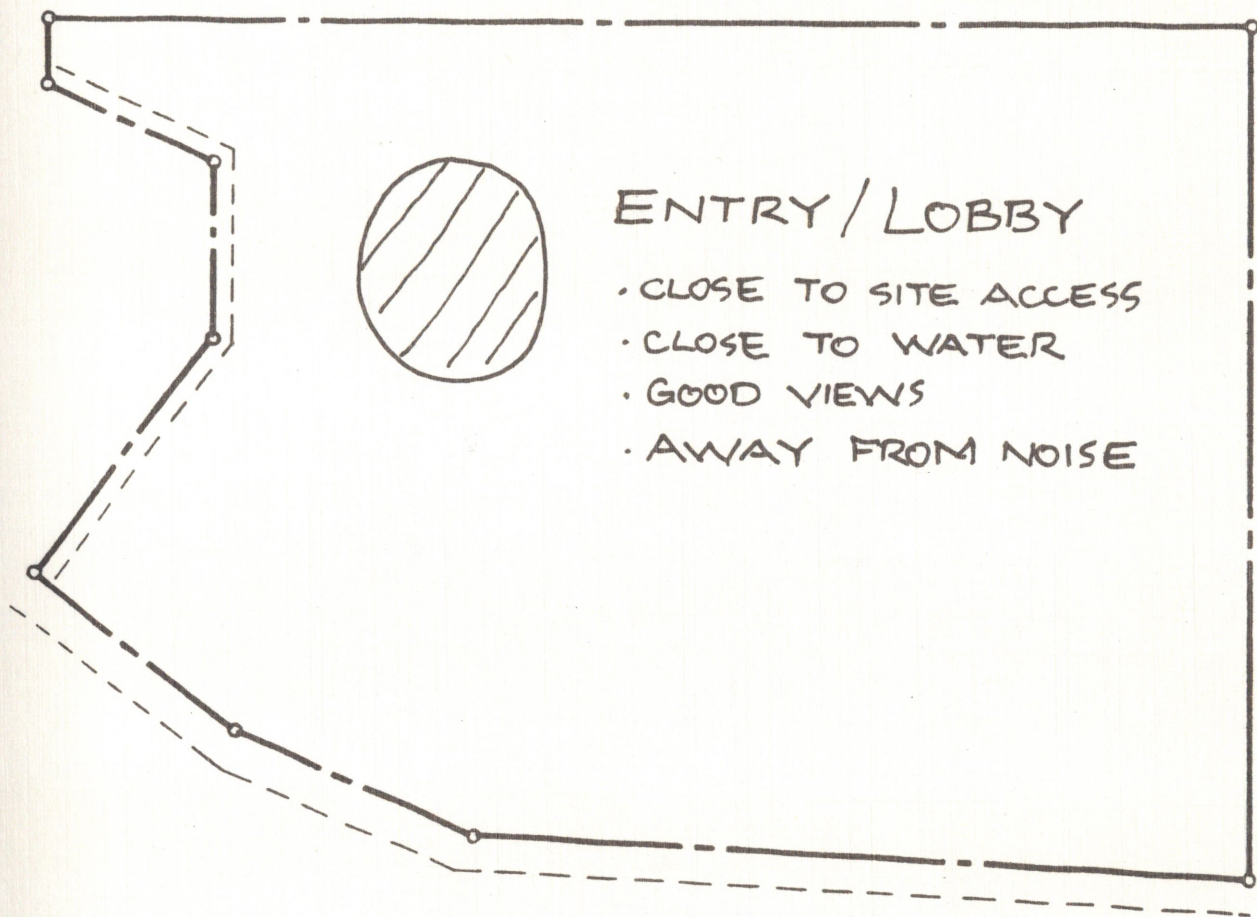
Also, for resort hotels, land fit and views are of overwhelming importance, along with the expression of the particular locale of the resort.

A good resort takes advantage of the landscape, optimizing the natural resources; a better resort responds not only to the climate and topography but to the cultural history of its particular place.³

¹Joseph DeChiara and John H. Callender, ed., Time-Saver Standards for Building Types, 2nd Ed., (N.Y.: McGraw-Hill, 1980).

²Walter A. Rutes and Richard H. Penner, Hotel Planning and Design, (N.Y.: Watson-Guptill, 1985), p. 168.

³Charles K. Gandee, "Four Hotels: Taken in Context," Architectural Record 168, No. 1, (July, 1980): 110.

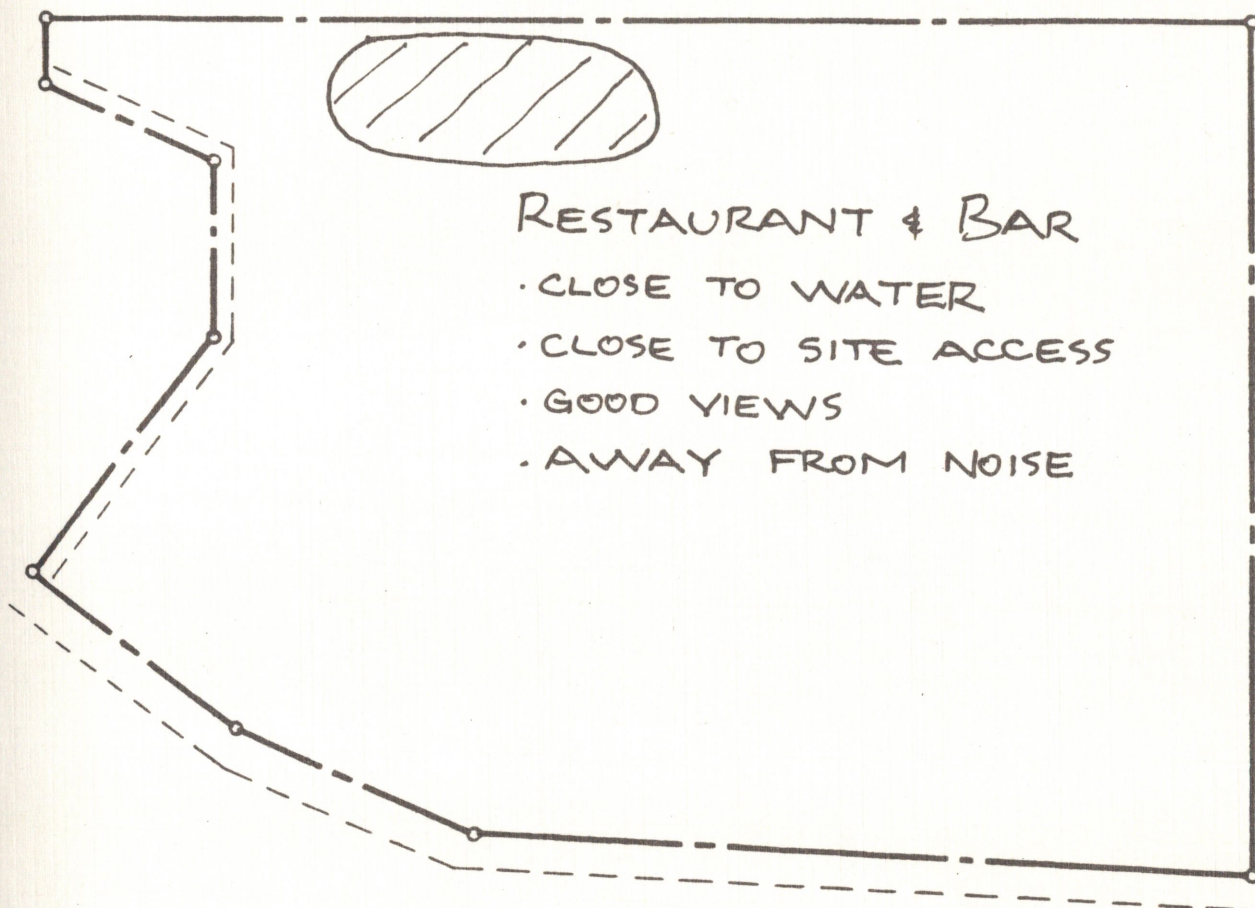


ENTRY / LOBBY

SITE PLAN

1" = 100'



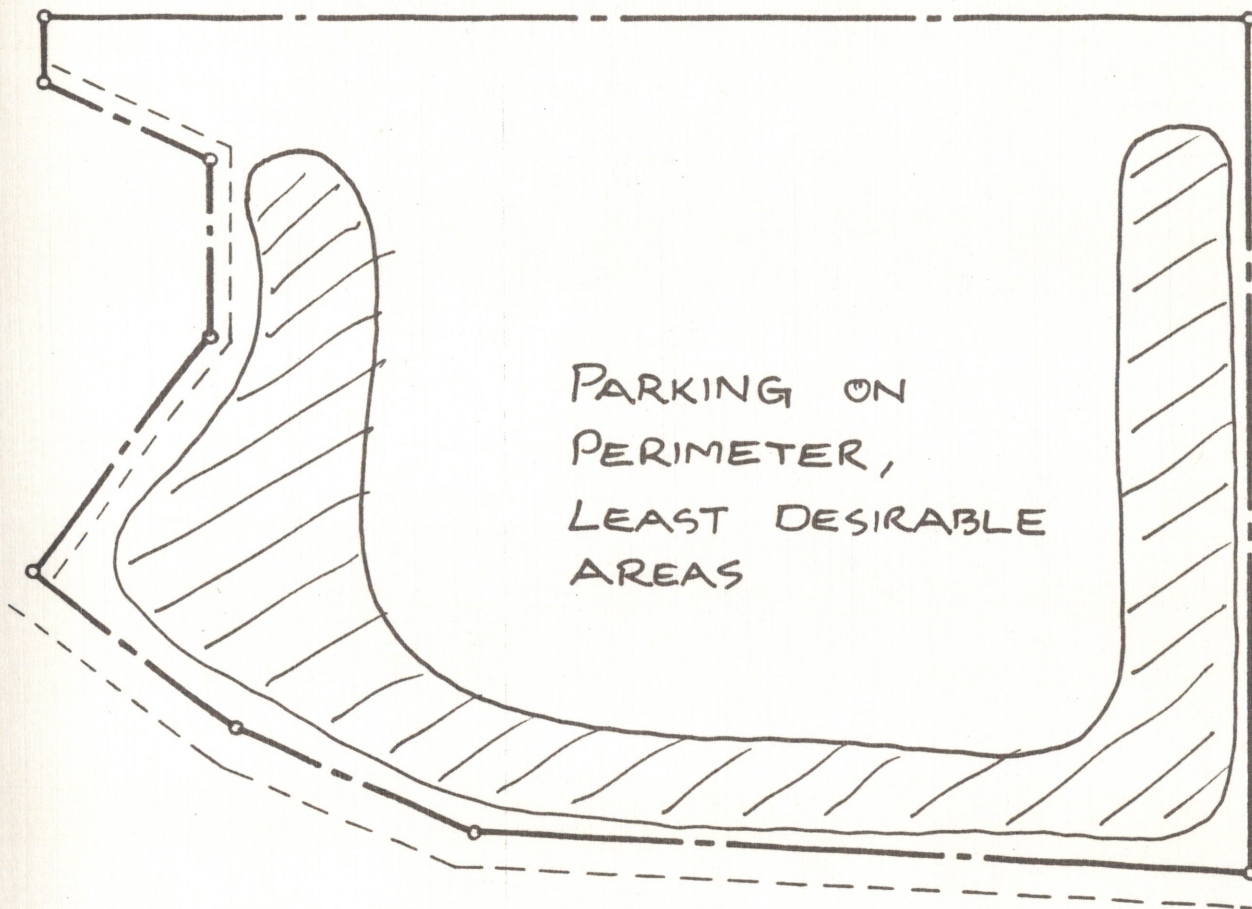


RESTAURANT & BAR

SITE PLAN

1" = 100'



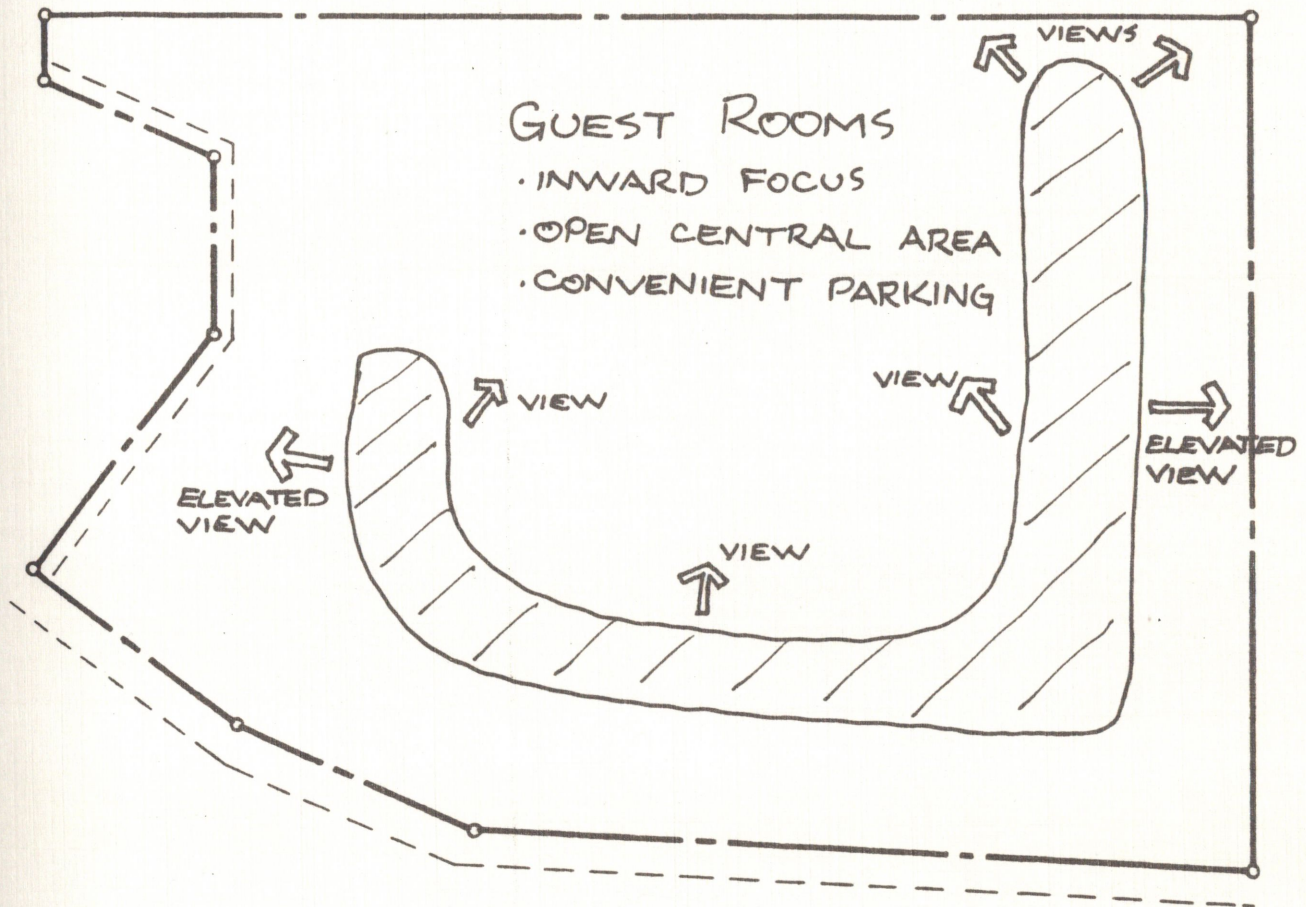


PARKING

SITE PLAN

1" = 100'



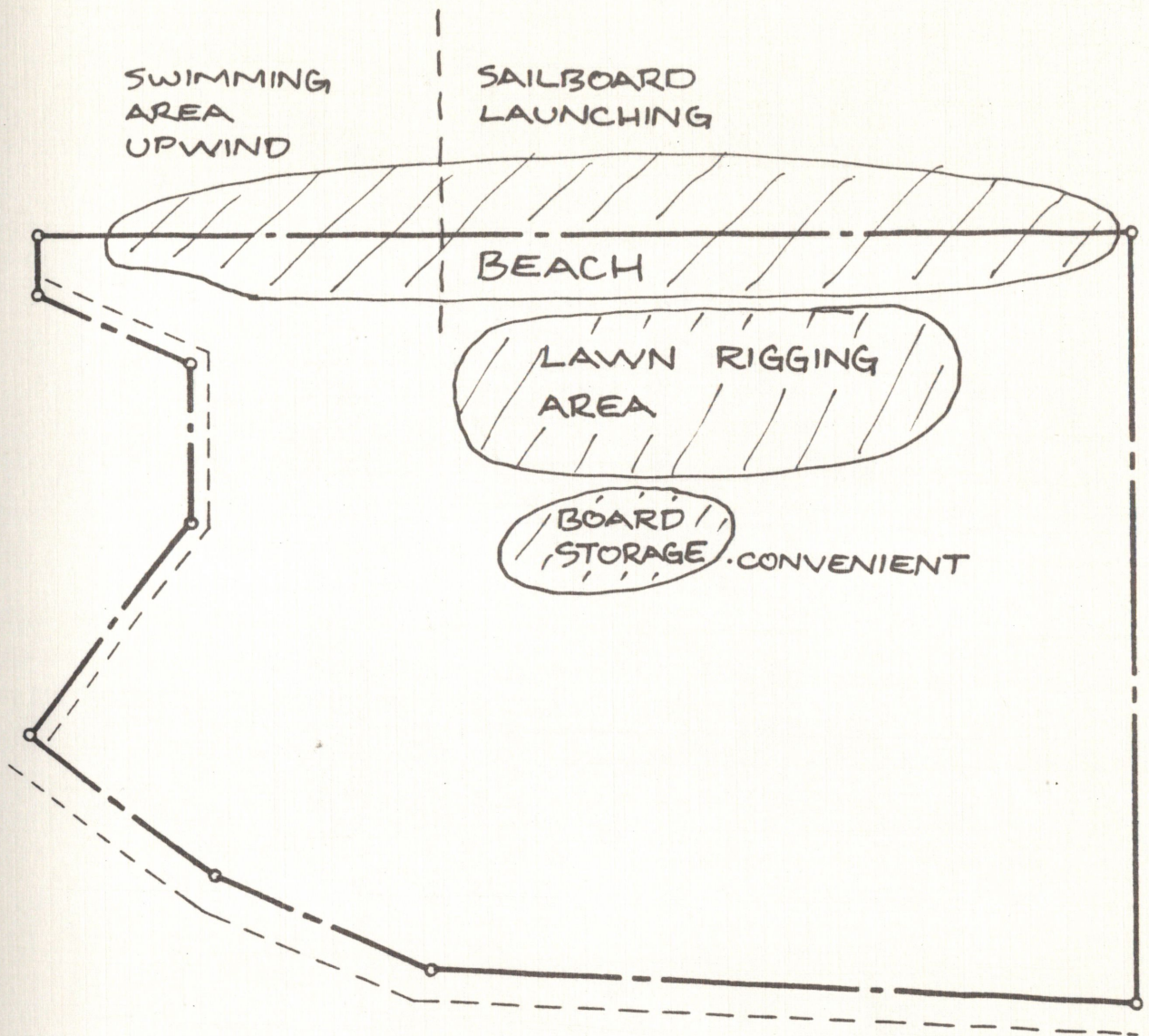


GUEST ROOMS

SITE PLAN

1" = 100'





BEACH ACTIVITIES

SITE PLAN

1" = 100'



PROGRAM SUMMARY (of indoor spaces)Front of House

Lobby	2000	sf
Guest Rooms	40,000	sf
Restaurant	2000	sf
Cafe/Deli/Coffee Shop	1000	sf
Bar	1500	sf
Ballroom/Meeting/Banquet	1500	sf
Ballroom Foyer	500	sf
Child Care	1000	sf
Game Room	1000	sf
Exercise Room	800	sf
Sailboard Retail Shop	1500	sf
Guest Sailboard Storage	1000	sf

Back of House

Front Office	300	sf
Manager's Apartment	1000	sf
Kitchen	1500	sf
Housekeeping	400	sf
Employee Lounge	600	sf
Mechanical/Engineering	2000	sf
Receiving	1000	sf

Total Area = 60,600 sf

Lobby 2000 sfUses:

entry
 orientation
 lounging
 registration
 temporary luggage storage
 restrooms
 telephones
 circulation
 exhibit viewing

Goals:

image-rich first impression
 ROT: 15 lineal foot front desk counter
 6-10 sf/guest room, more for resort, small hotel
 seating near front desk, entry
 clear circulation

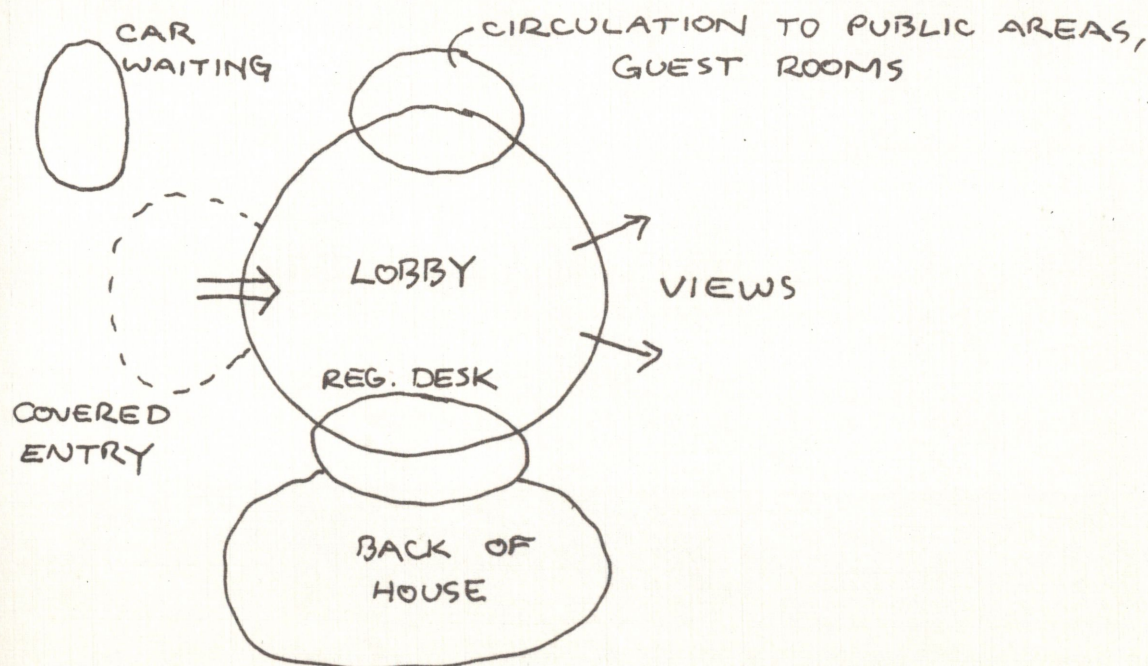
Strategies:

front desk visible from entry, possible focus
 porte cochere
 waiting area for cars
 exhibit possibilities:
 aquarium of native fish
 local native american artifacts
 sailboarding
 geology
 natural history
 weather information, instrument displays, readouts
 aviary

views

interior landscaping

water elements: fountains, pools, bridges



Guest Rooms

500 sf each, including circulation
80 rooms: 40,000 sf

Uses:

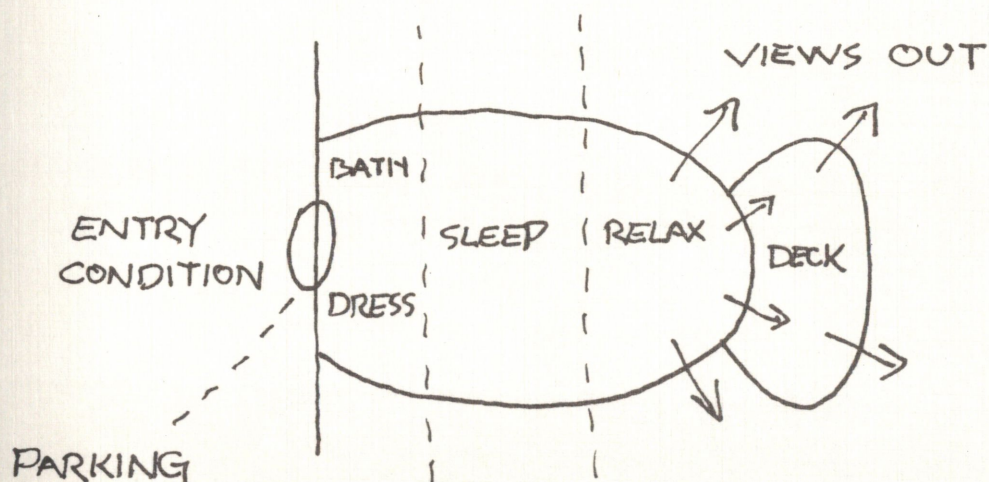
guest living space
sleeping
eating
dressing
personal hygiene
entertaining
storage of clothes, small gear

Goals:

number 1 importance to overall impression
variety of options
ROT: aim for 70% total sf of project
12'x26' mid-price
13'6"x28'6" first class
convenient for activities pursued by guests
sense of individuality of this resort
privacy

Strategies:

recessed doorways, entry condition to rooms
drying racks for wet clothes
luggage stands
room service cart area
extra storage
large closets
families: double-double (queen bed: 5'x7')
king with sofa bed (king: 6'x7')
possible adjoining rooms
compartmentalized bath
zones: bath/dress, sleep, relax/TV, deck
couples: king bed, dining, work surface,
compartmentalized bath
singles: queen, dining, work surface, standard bath
VIP suites
decks
views



Corridors

Uses:

- circulation of guests
- circulation of staff
- location of and access to small spaces: vending, ice, maid cart storage, electrical rooms, telephone rooms, linen storage

Goals:

- pleasant
- well lighted
- convenient
- spatial interest

Strategies:

- 5' width OK, 5'6" or 6' preferred
- durable wainscot
- recessed doorways to rooms, entry condition

Restaurant

2000 sf

Uses:

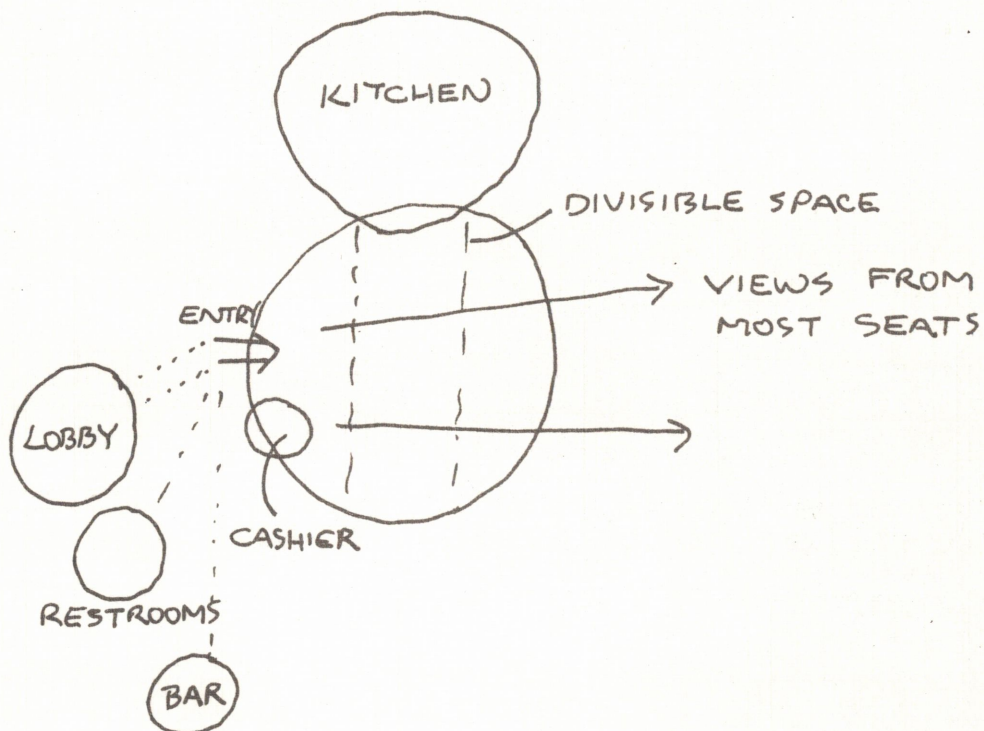
breakfast, lunch, dinner
entry
cashier
service

Goals:

ROT: seating .75 of guest rooms
16 sf/seat
uniquely special
adaptable to high and low volume of use
thematic

Strategies:

buffet/salad bar area
adaptable lighting
views from most seats
area control well integrated
fanciful architecture



Cafe/Deli/Coffee Shop

1000 sf

Uses:

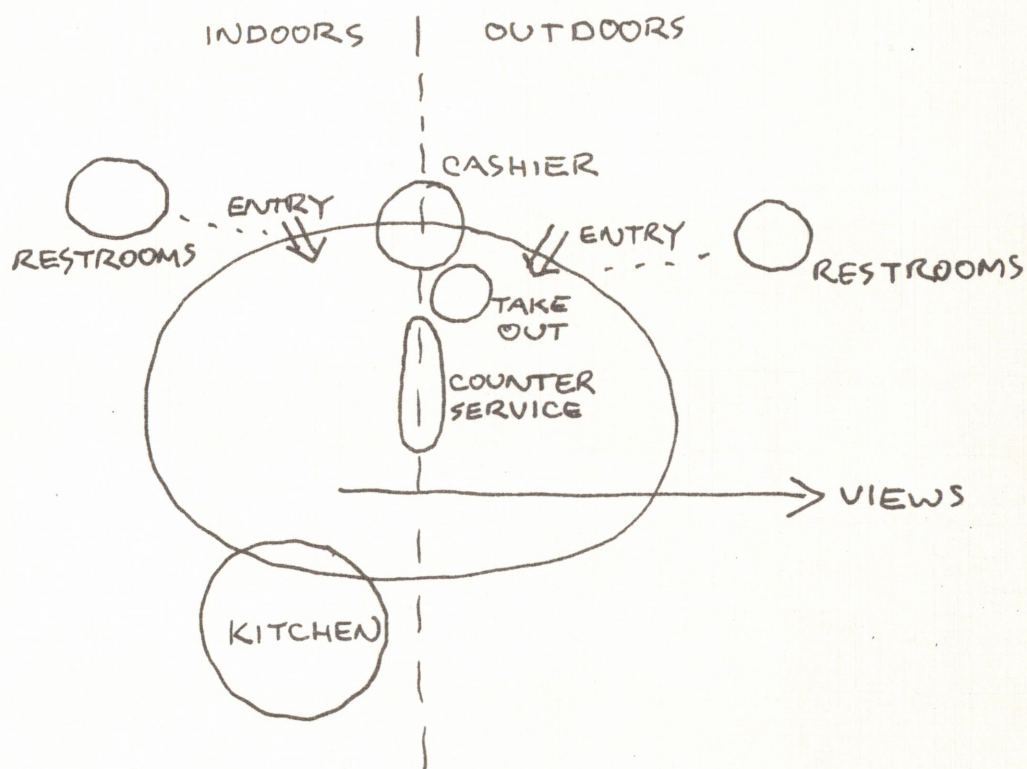
casual eating/drinking
 snacks
 entry
 cashier
 service

Goals:

casual image
 serving swimsuit crowd, wet people

Strategies:

outdoor deck
 indoor and outdoor service
 counter service
 take-out service
 appropriate furniture
 views



Bar 1500 sf

Uses:

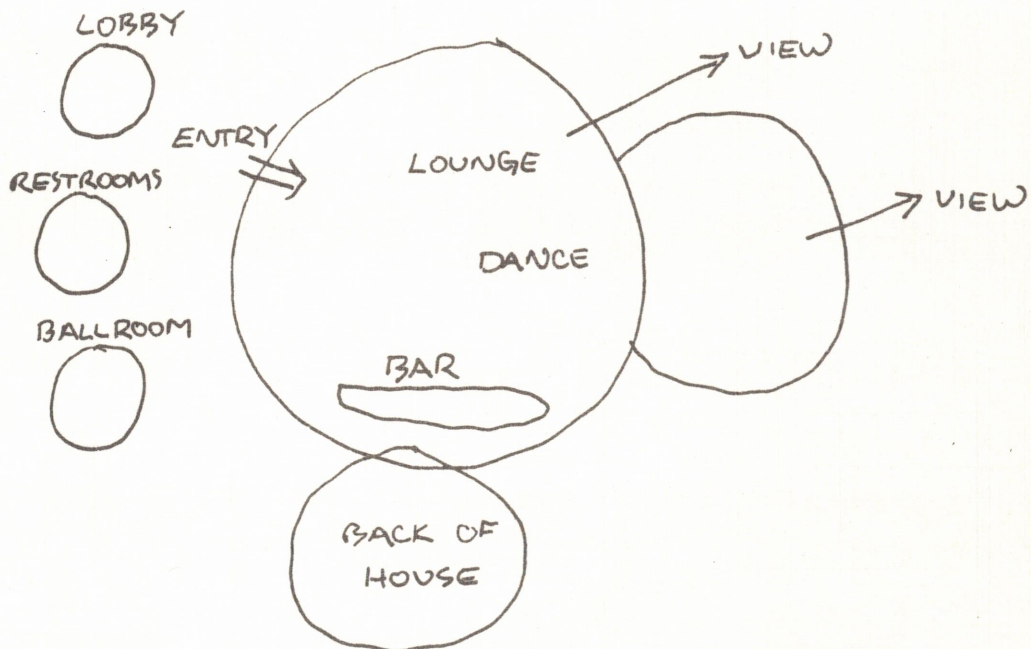
drinking
lounging
waiting for restaurant, ballroom
entertainment, dancing
service

Goals:

ROT: seating .5 of guest room
bar 10-25%
lounge 20-30%
entertainment 50-65%
uniquely special
thematic

Strategies:

unique bar and back bar
views from lounge
outdoor deck
adaptable lighting
fanciful



Ballroom/Meeting/Banquet Room

1500 sf

Uses:

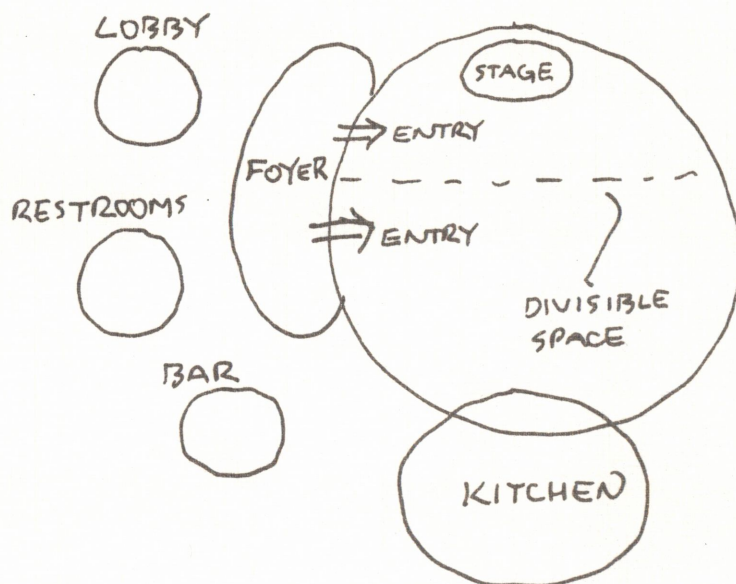
banquets
balls
meetings
service
entry

Goals:

adaptable to various functions
adaptable to various size gatherings
ROT: 10-20 sf/guest room
person seated at table: 10-15 sf (100+ capacity)
person seated at meeting: 8-9 sf (150+ capacity)

Strategies:

high ceiling
no columns
blackout possible for projection
divisibility of space well integrated
stage area, possibly removeable



Ballroom Foyer

500 sf

Uses:

- gathering
- registering
- waiting
- checking coats

Goals:

- ROT: .25-.33 of ballroom area
- person standing in foyer: 5 sf
- cloakroom: 120 sf
- comfortable
- not boring or claustrophobic
- good sense of orientation in building

Strategies:

- views of outdoors or significant point in building
- some seating nearby

Child Care

1000 sf indoors, 1000 sf outdoors

Uses:

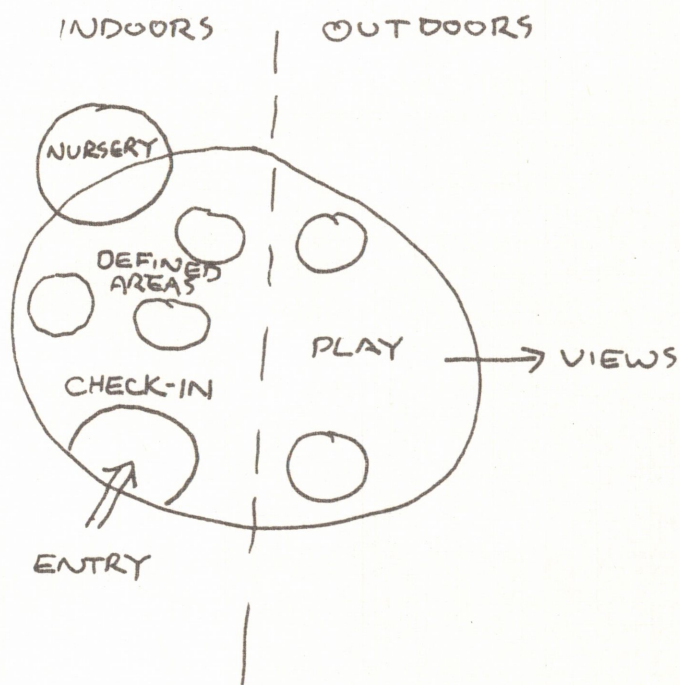
child care for guests
 play
 nursery area
 activities
 check-in for parents

Goals:

safe
 secure
 enjoyable for kids and parents

Strategies:

visible and secure control of access
 view of beach
 little doorways
 separate areas: books, crafts, toys
 attention to different age groups
 room for naps
 outdoor play equipment, fenced and supervised



Game Room

1000 sf

Uses:

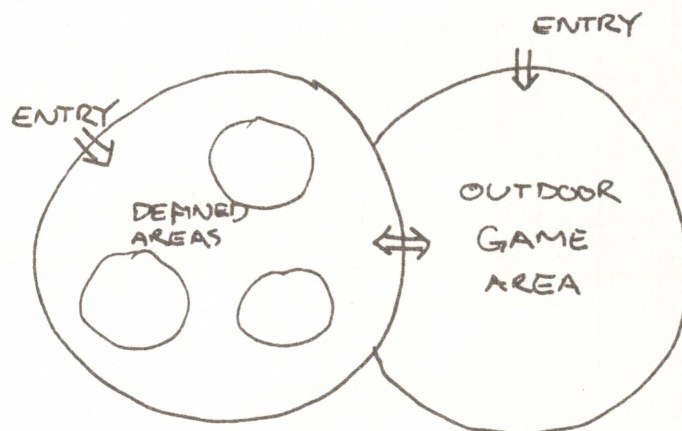
table tennis
billiards
video games
board games
cards
chess
mah jong
others as needed and requested

Goals:

atmosphere of good times
variety of activities at same time

Strategies:

spatially varied, large and small sub-spaces
views
well-lighted



Exercise Room

800 sf

Uses:

physical fitness

Goals:

pleasant space for workout

variety of options

still that special vacation feeling

Strategies:

state of the art equipment

spatial interest

weight machines

exercycles

floor mats

dance/ballet bar

mirrors

Sailboard Pro Shop (Retail)

1500 sf

Uses:

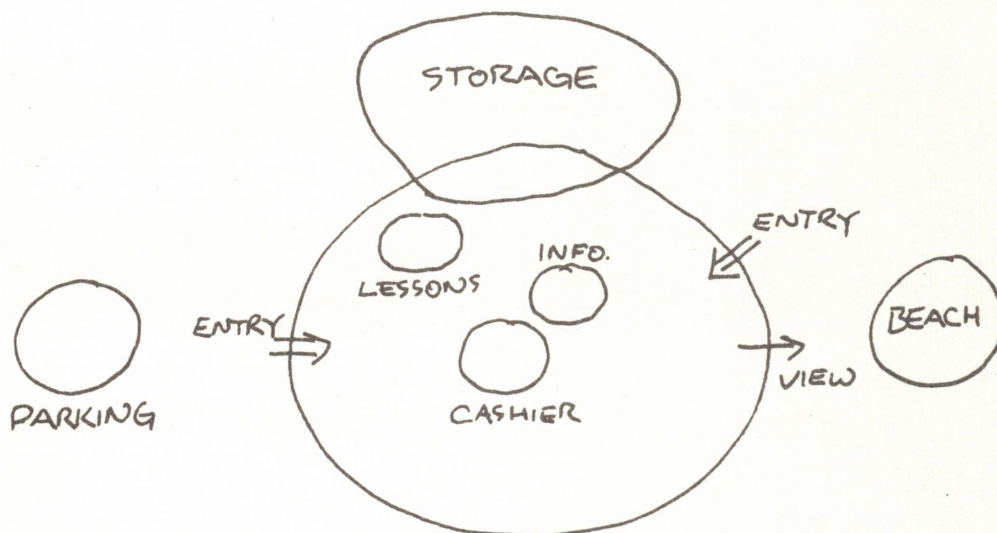
retail sales: equipment and clothes
rentals
lessons
first aid
information on conditions here and elsewhere
cashier
storage

Goals:

uniquely tied to this resort
good feelings for both guests and non-guests

Strategies:

high ceiling
spatially varied
views
well-defined areas for lessons, information, service
easy access to board storage, launching beach



Guest Sailboard Equipment Storage

1000 sf (200 boards)

Uses:

storage of boards, booms, sails, masts, etc.

Goals:

secure

safe

convenient to cars and launching beach

Strategies:

well ventilated

13' high, 2'6" wide

soft floor, racks, hooks, shelves

2 possibilities: (or a combination of both)

individual lockers

controlled group storage like cloakroom

possible site focus, architecturally significant



Front Office

300 sf

Uses:

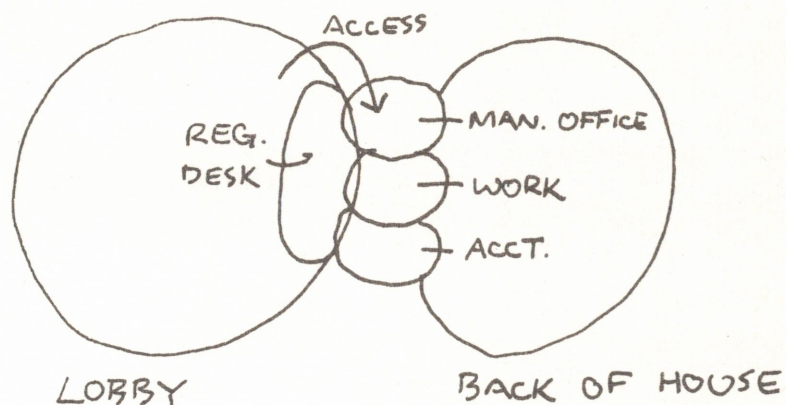
manager's office
work area
mail handling
accounting
safe
storage

Goals:

manager's office: 100 sf
accounting, safe: 100 sf
work area, counter, cabinets: 100 sf

Strategies:

easy employee connection to other back of house areas
manager's office accessible, but out of main path
secure work areas hidden from guests
in back of registration desk



Manager's Apartment

1000 sf

Uses:

living space for managers (a couple)

Goals:

apartment living unit

not obvious to guests

potential for control, observation

Strategies:

possible controlling view, entry or site access

close to lobby

Kitchen

1500 sf

Uses:

chef's office
 food storage
 food preparation
 room service preparation
 kitchenware storage
 dishwashing

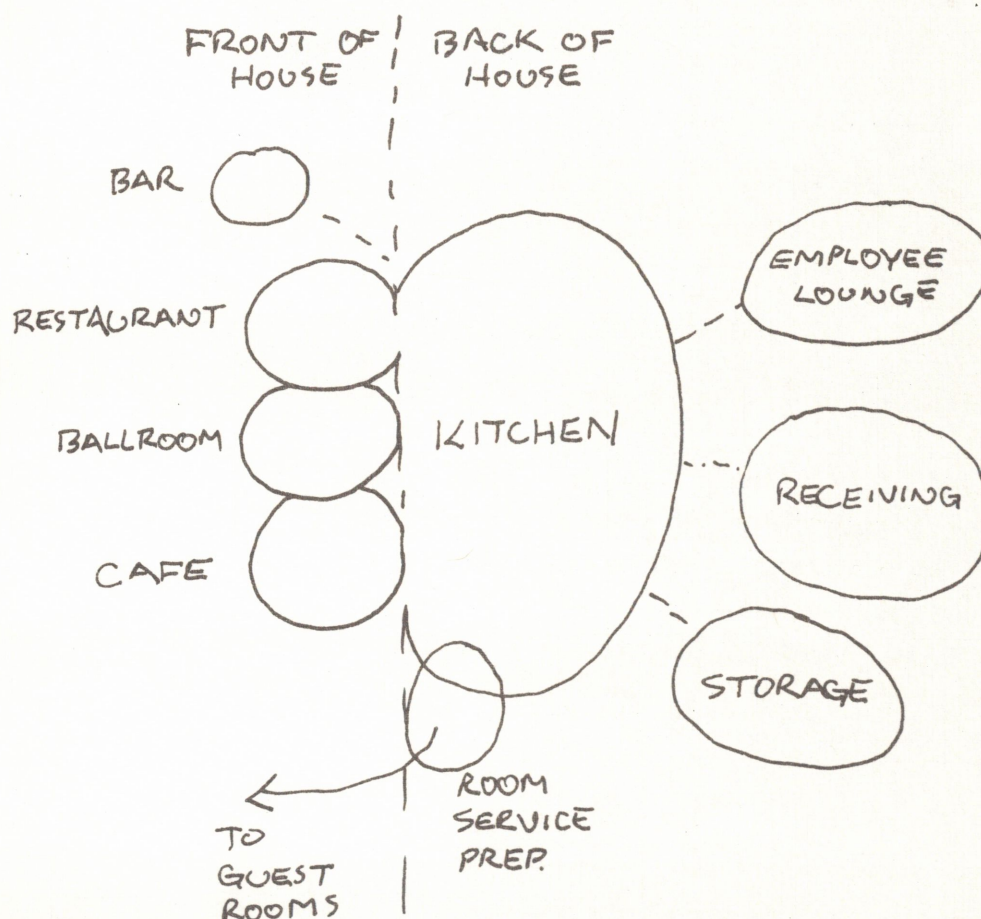
Goals:

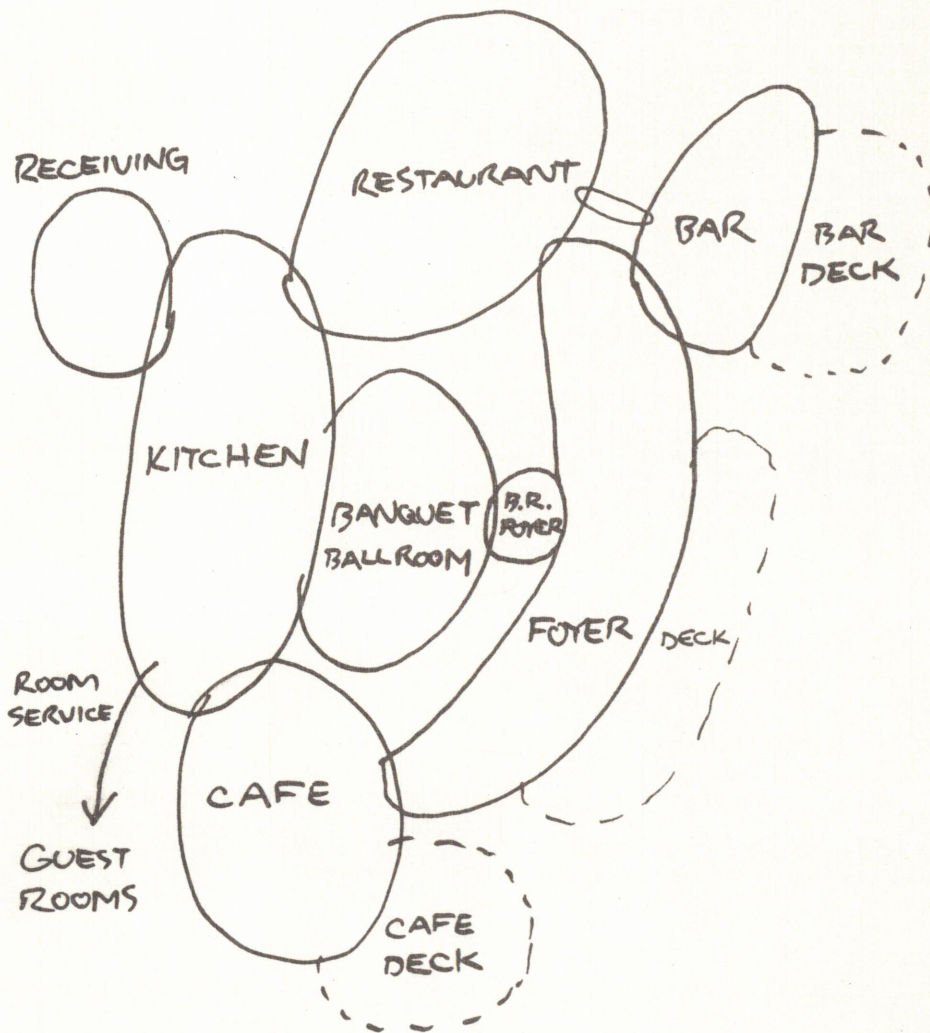
ROT: 6 sf/restaurant seat	450
2 sf/banquet seat	150
1 sf/bar seat	50
1 sf/guest room	<u>100</u>
	750 sf total

ROT: food/beverage storage .3-.5 area of kitchen
 should be oversized for small operation (this project)
 efficient plan
 easily cleaned
 well lighted

Strategies:

appropriate functional design
 use professional consultants





FOOD SERVICES

Housekeeping

400 sf

Uses:

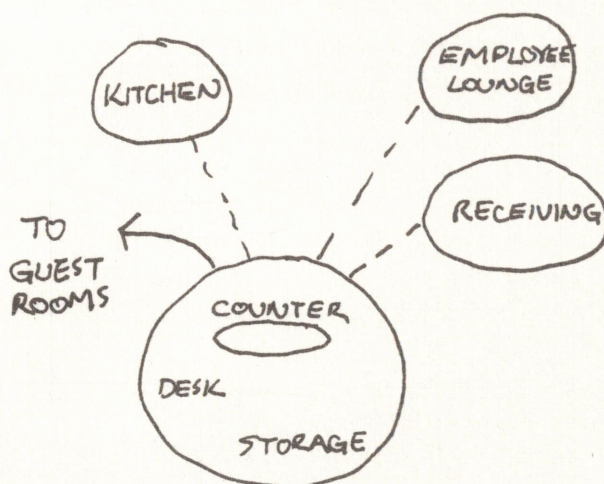
office, head of maids and porters
storage, clean linen and uniforms
distribution of linen and uniforms

Goals:

ROT: 2-4.5 sf/guest room

Strategies:

desk
counter
shelves
laundry to be done off site



Employee Lounge Area

600 sf

Uses:

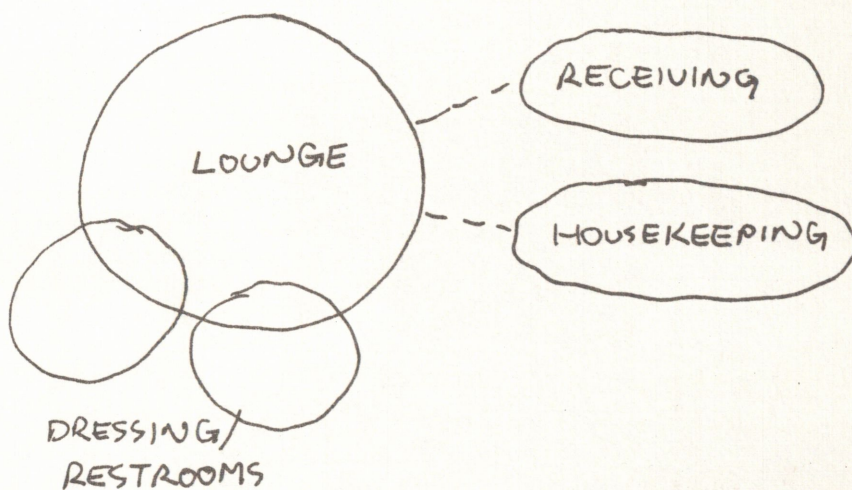
relaxing
dressing
meeting

Goals:

pleasant, not luxurious, space

Strategies:

some natural light
tables and chairs
coffee bar
kitchenette
lockers
toilets/dressing rooms
first aid
time clock



Mechanical/Engineering Area

2000 sf

Uses:

mechanical equipment operation
maintenance/repair shop
storage
desk/office space

Goals:

ROT: shops	4.0 sf/guest room
furniture storage	2.5 "
transformer vault	<u>1.0</u> "
	7.5 sf/guest room total

Strategies:

hidden from guests

Receiving

1000 sf

Uses:

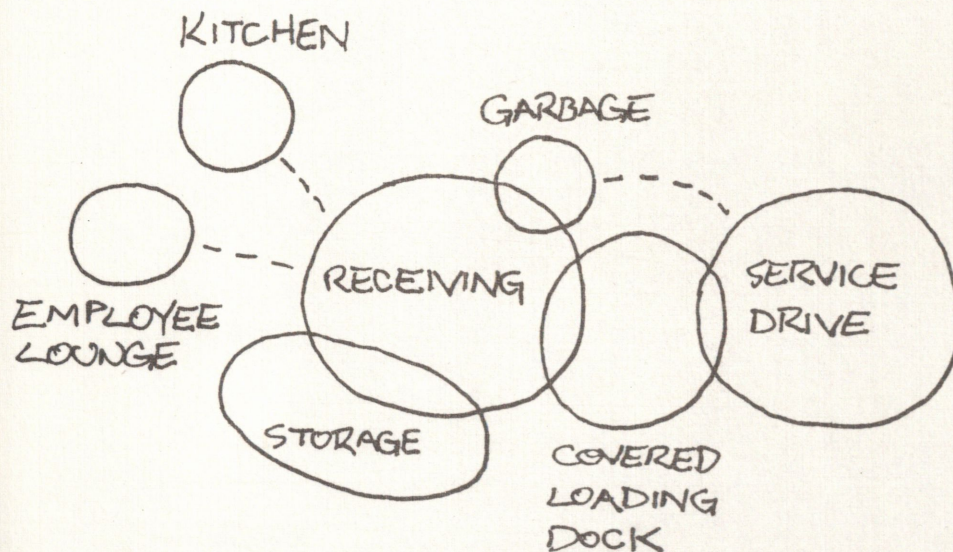
receiving goods
 steward's storage
 beverage storage
 trash storage
 equipment storage
 employee entrance

Goals:

ROT: receiving room	1.6	sf/guest room
garbage room	.75	"
steward's storage	4.0	"
beverage storage	<u>2.0</u>	"
	8.35	sf/guest room total

Strategies:

covered loading dock for 2 trucks
 avoid cross traffic: receiving and trash
 hidden from guests
 ease of access to trucks



Outdoor Activities

Uses:

- swimming
- hot tub soaking
- volleyball

Goals:

- variety of activities
- open space for sunbathing, rigging, relaxing
- swimming pool: 800 sf min., 2400 sf min. with patio
- group hot tub: 20 sf/person
- volleyball: 30'x60' court, 6' clear space perimeter
min., 10' preferred

Strategies:

- arrange on site with decks, lawns, paths, shelters
- some control of water activities for easy parental supervision

Parking

Uses:

parking by guests, non-guests, and employees

Goals:

convenient

oversized for guestrooms preferred: 10-11'x23' for ease
of luggage handling

requirements:

guests:	80 spaces, 64'x500'
dinner, bar, ballroom:	40 spaces, 64'x250'
sailboard shop:	10 spaces, 64'x100'
employee:	<u>30 spaces, 64'x200'</u>
	160 spaces total

Strategies:

use the least desirable areas of site
landscape

pathways and changes of materials for pedestrians

Precedents

In researching precedents, I have attempted to find resort hotels which share something with this project in terms of character of place, type of user, and similar organizing principles.

Salishan¹ is a popular and well known resort on the Oregon coast. It consists of a main lodge building with public rooms and meeting facilities and a collection of 12 eight-unit guest room buildings connected by covered walkways. Construction is almost entirely of wood: wood-shingled gable roofs over rough sawn board-and-batten siding. Both the casual vernacular character and the collection of smaller buildings around a larger focus seem to me to suggest similar design ideas in Hood River.

Sunriver² is a similar resort in Oregon, also utilizing wood shingles and rough textured wood surfaces as well as a similar site plan. Of a more stylish design with massive stone fireplaces and bands of clerestory windows, this resort also captures a vernacular character that would be appealing in Hood River.

Kah-Nee-Ta³ is an Oregon resort which responds to its desert surroundings with massive geometric forms clad in

¹"Resort Designed to Fit a Scenic Site," Architectural Record 141, No. 1, (Jan., 1967): 145-150.

²"Sunriver: Relaxed and Natural Down-Home Vernacular in Oregon," Architectural Record 146, No. 6, (Dec., 1969): 132-134.

³"Strong Forms, Bold Scale for Resort on Oregon Indian Reservation," Architectural Record 152, No. 5, (Nov., 1972): 122-125.

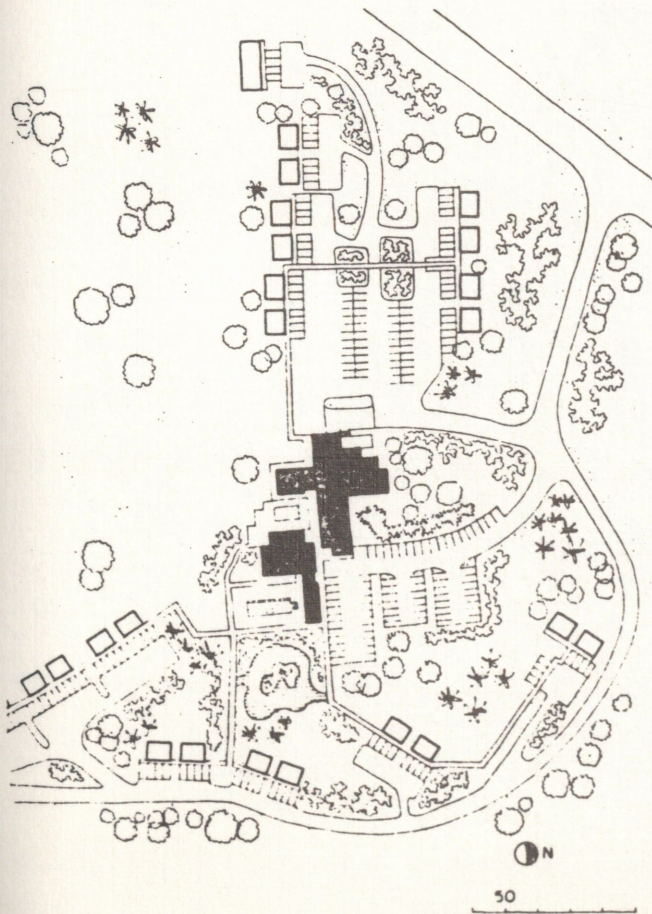
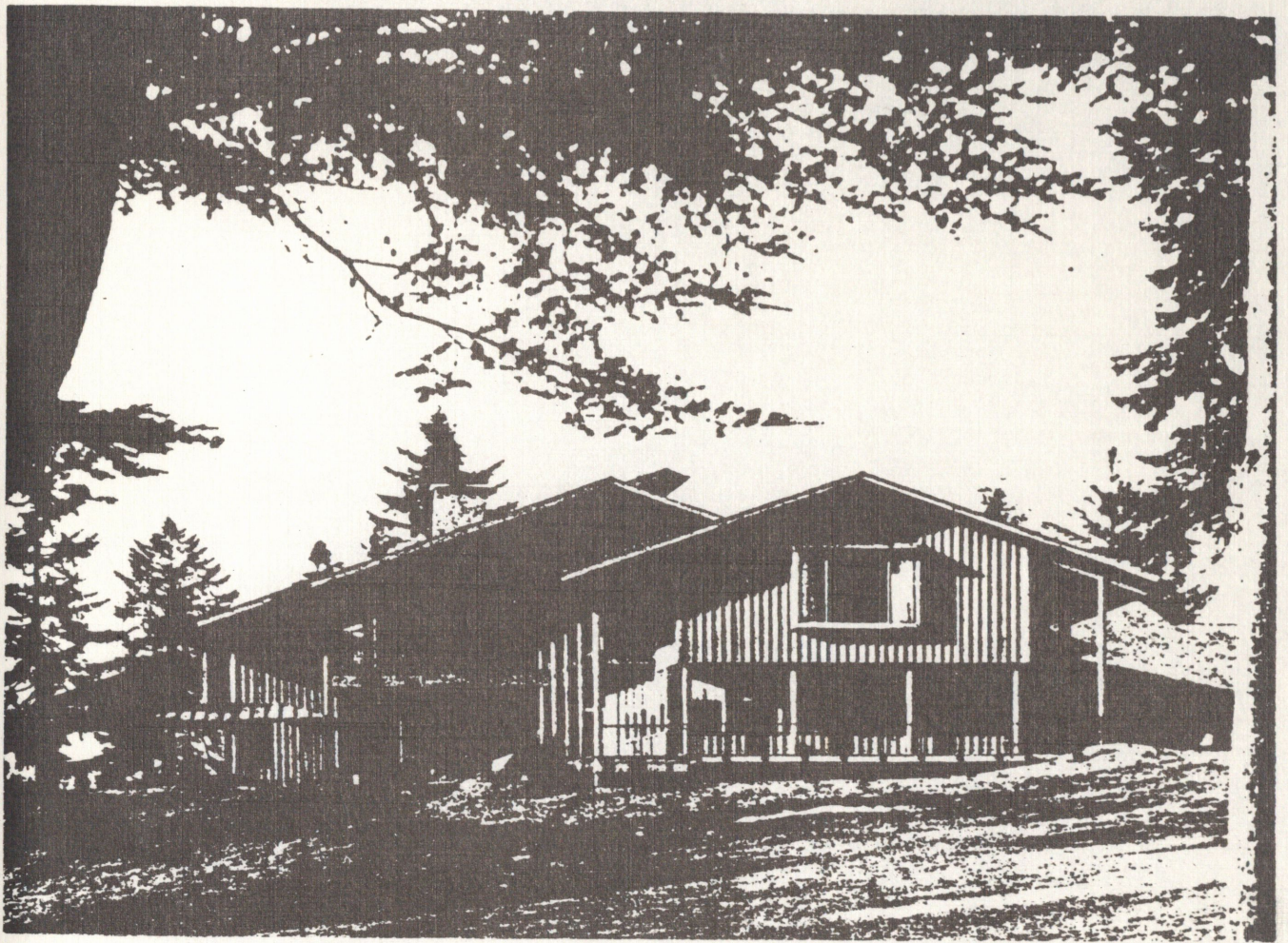
wood. Guest rooms are arranged on three levels off single-loaded corridors so that all rooms have a view and a deck, an organizing pattern that seems appropriate on the site at Hood River. Also, the strong forms of the public spaces suggest what might be done to assure that the project will be a recognizable landmark.

The Martinique Hilton¹ is organized on similar principles as Kah-Nee-Ta, with three levels of guest rooms with decks off single-loaded corridors. Here, however, it is the guest room wings themselves which are the architectural focus, with the public spaces tucked below and between them. Perhaps in this manner the guest might take with him even stronger memories of his special room in a special place.

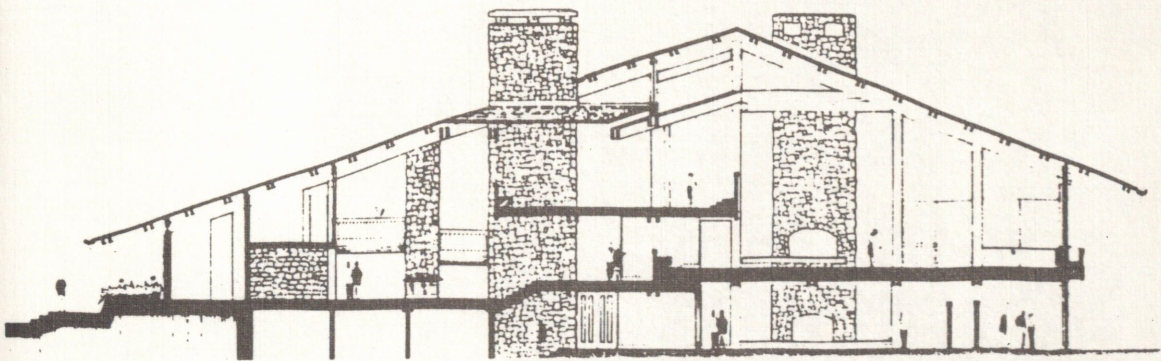
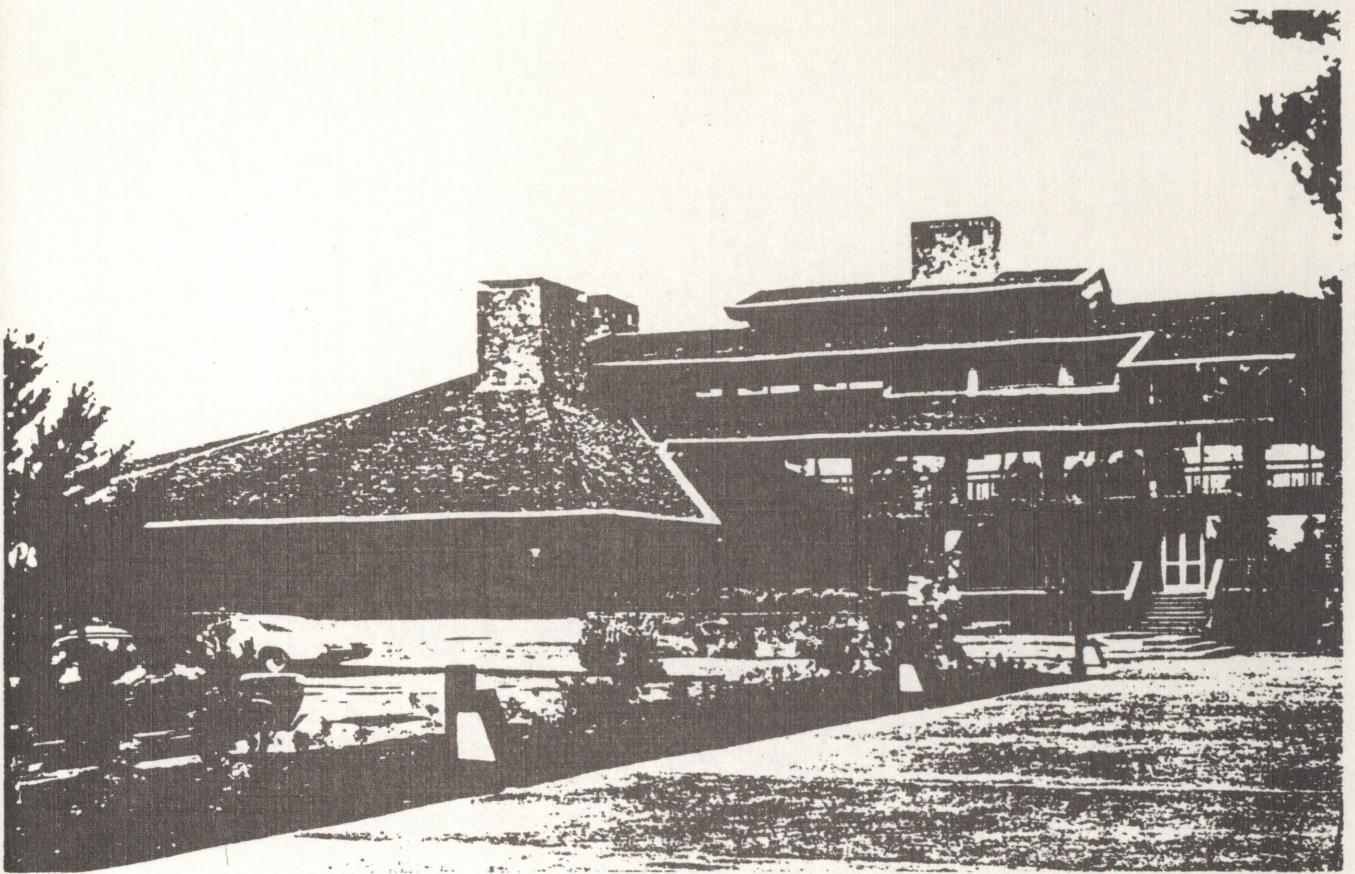
The Sheraton-Islander Inn,² on Goat Island across Narragansett Bay from Newport, Rhode Island, takes advantage of its highly visible waterfront setting with a sculptural and angular massiveness. This is another example of a powerful landmark, pointing out what could be done in Hood River on the shore of the Columbia.

¹"A Good Site Plan Makes a Rocky Coast Just Right for Swimmers," Architectural Record 150, No. 5, (Nov., 1971): 100-104.

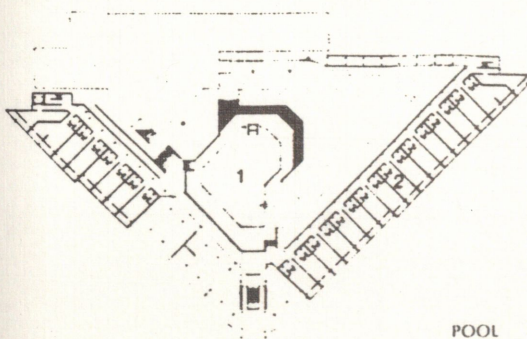
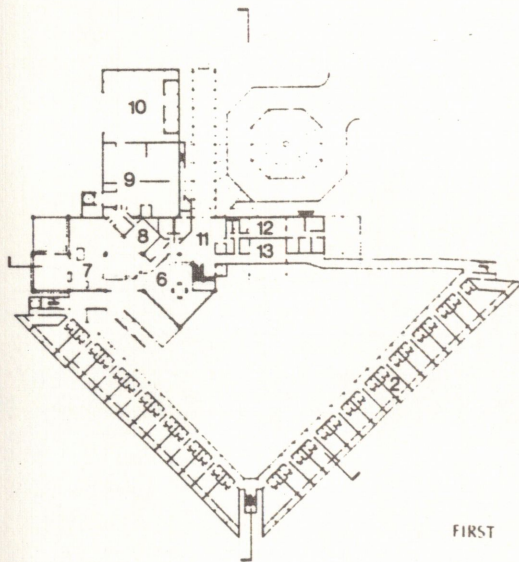
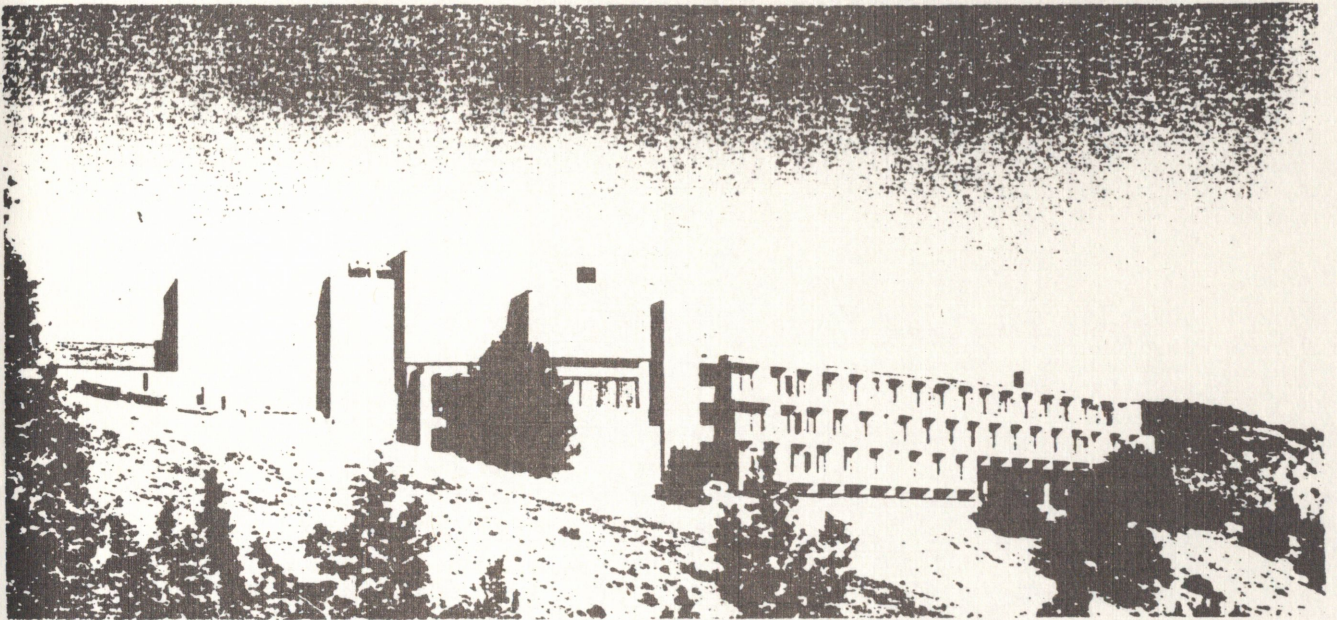
²"Across the Water this Sharply Angled Silhouette Looks Better than a Box," Architectural Record 150, No. 5, (Nov., 1971): 96-99.



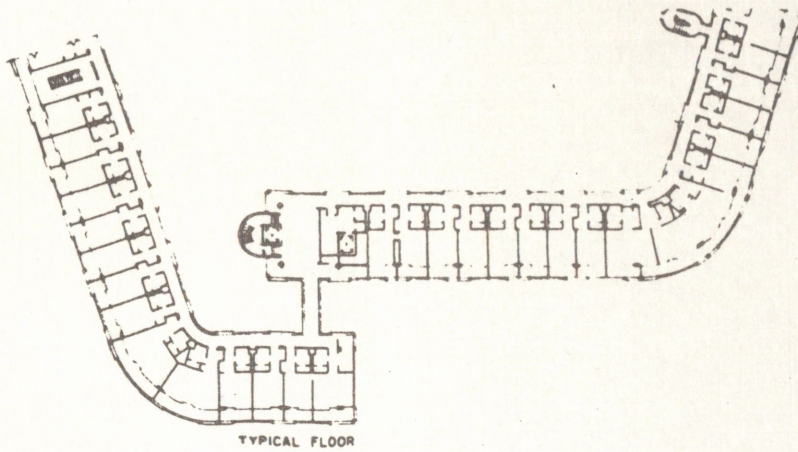
SALISHAN



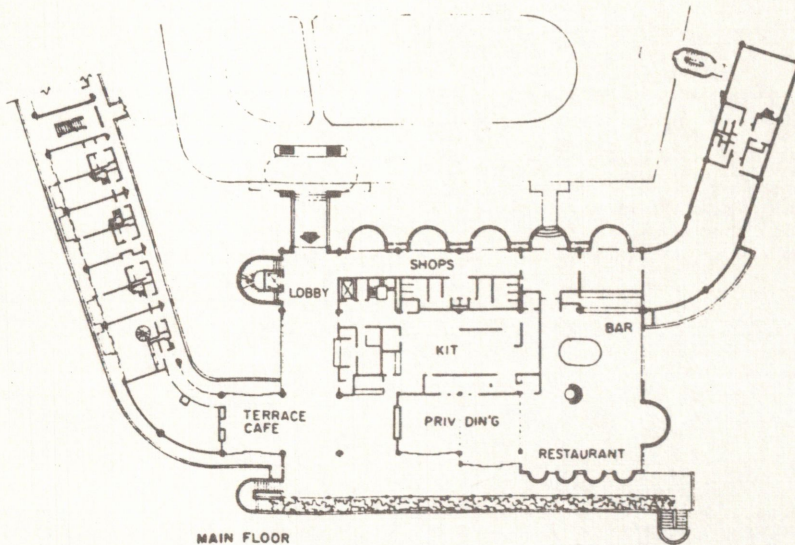
SUNRIVER



KAH - NEE - TA



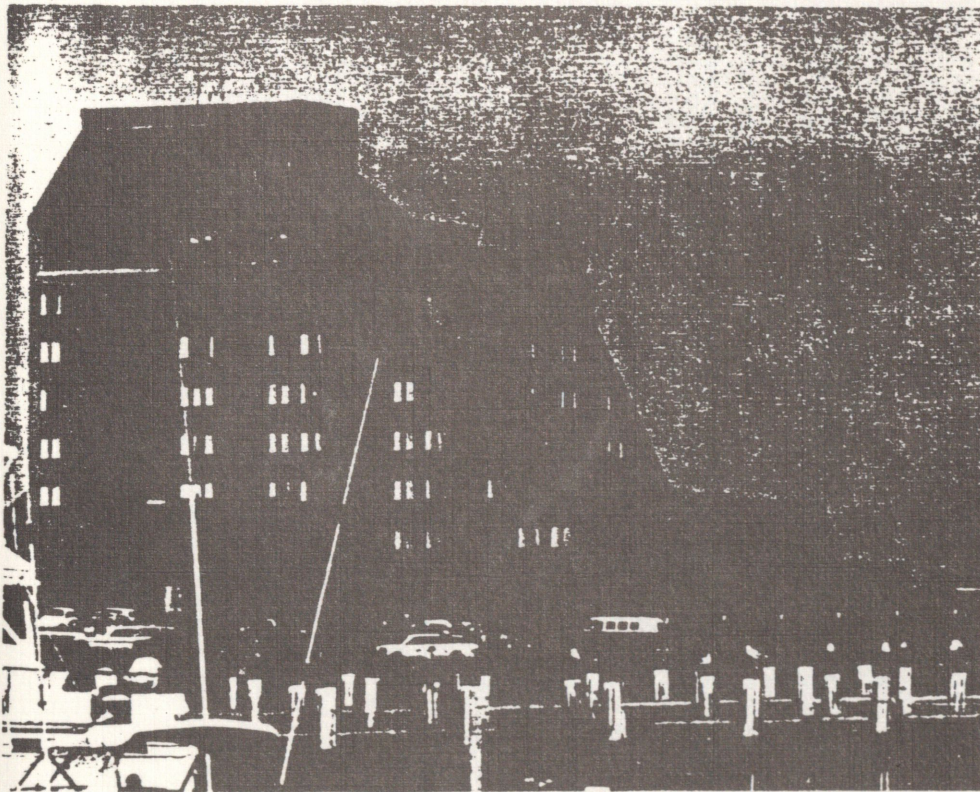
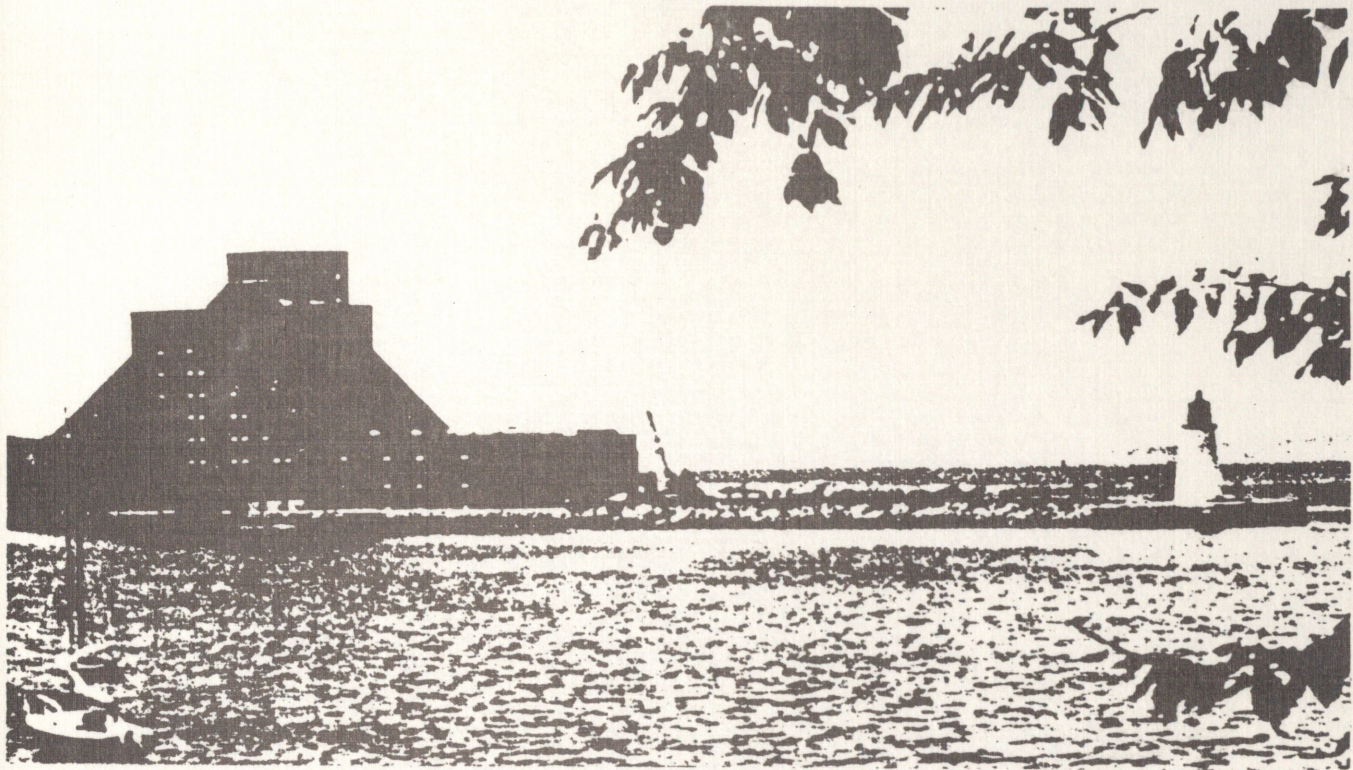
TYPICAL FLOOR



MAIN FLOOR



MARTINIQUE
HILTON



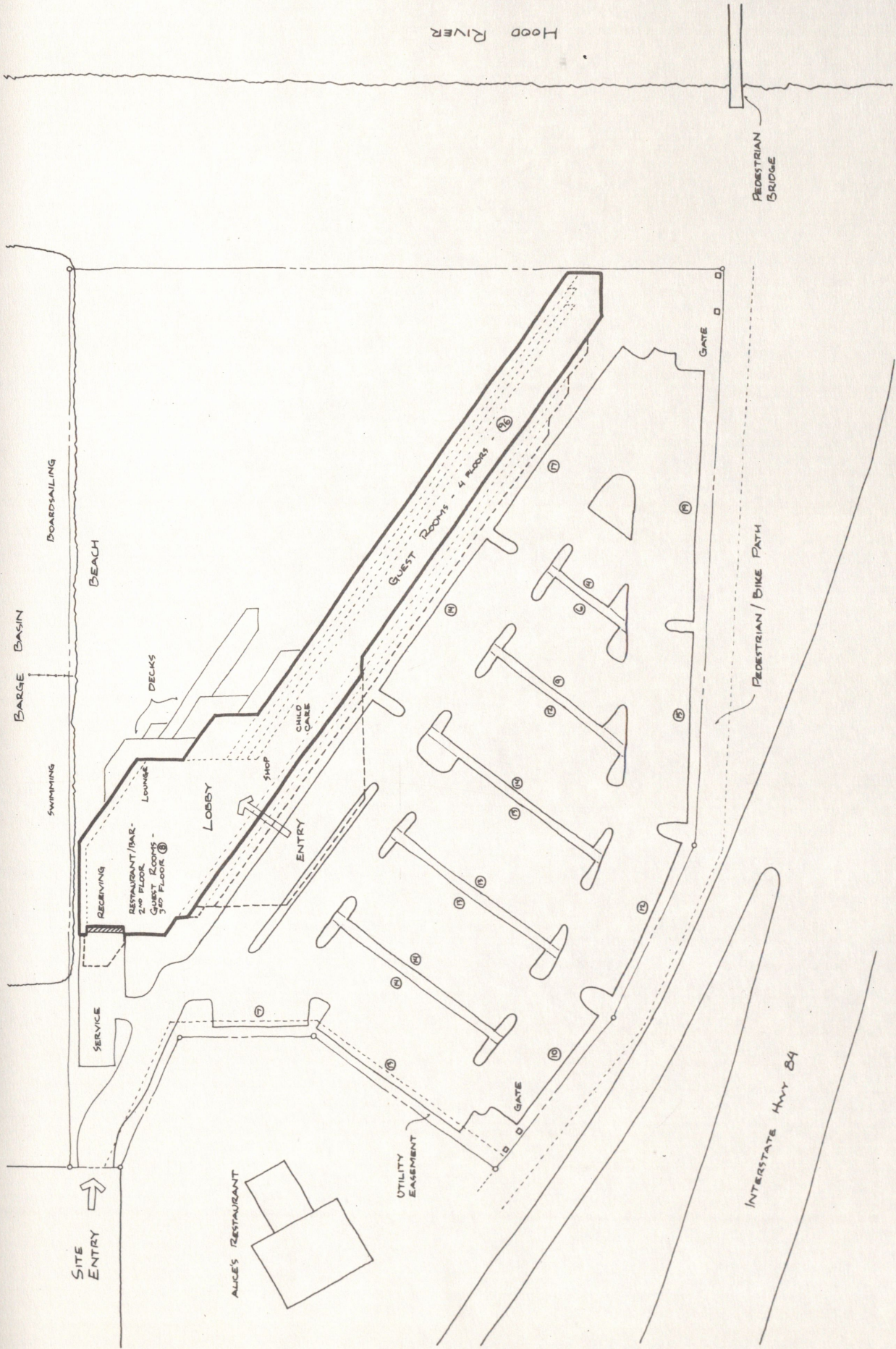
SHERATON - ISLANDER

DESIGN DOCUMENTATIONDrawings

Preliminary Site Plan
Site Plan
First Floor Plan
Second Floor Plan
Third Floor Plan
Fourth Floor Plan
Elevations
Sections
Partial Floor Plans
Perspectives

Models

Site in Context - 2 photos
Building on Site - 5 photos

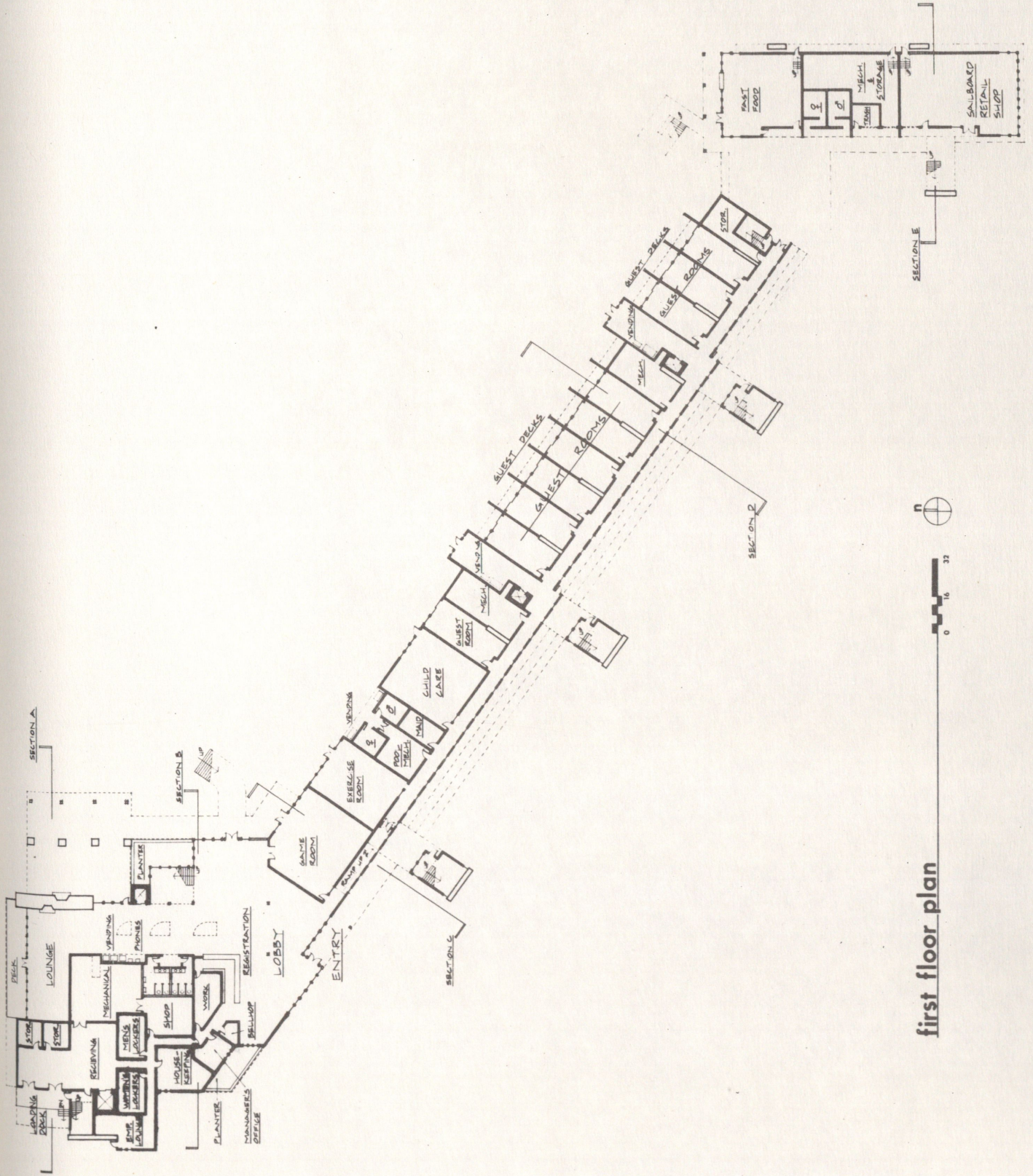


GUEST ROOMS - 104 ROOMS
 PARKING - 219 SPACES

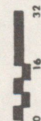
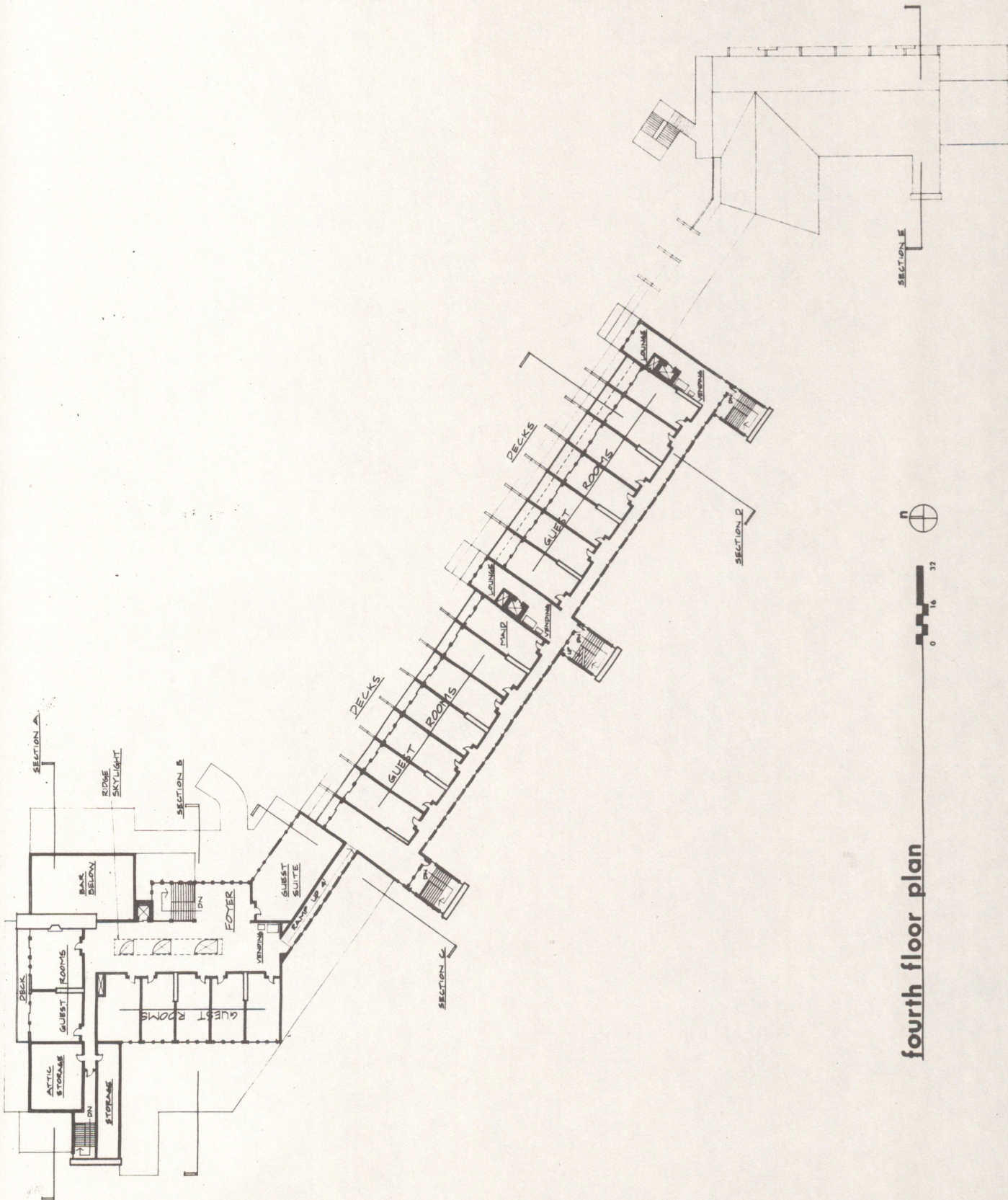


SITE PLAN - SCHEME "E"
 1" = 30'-0"
 "F-2"

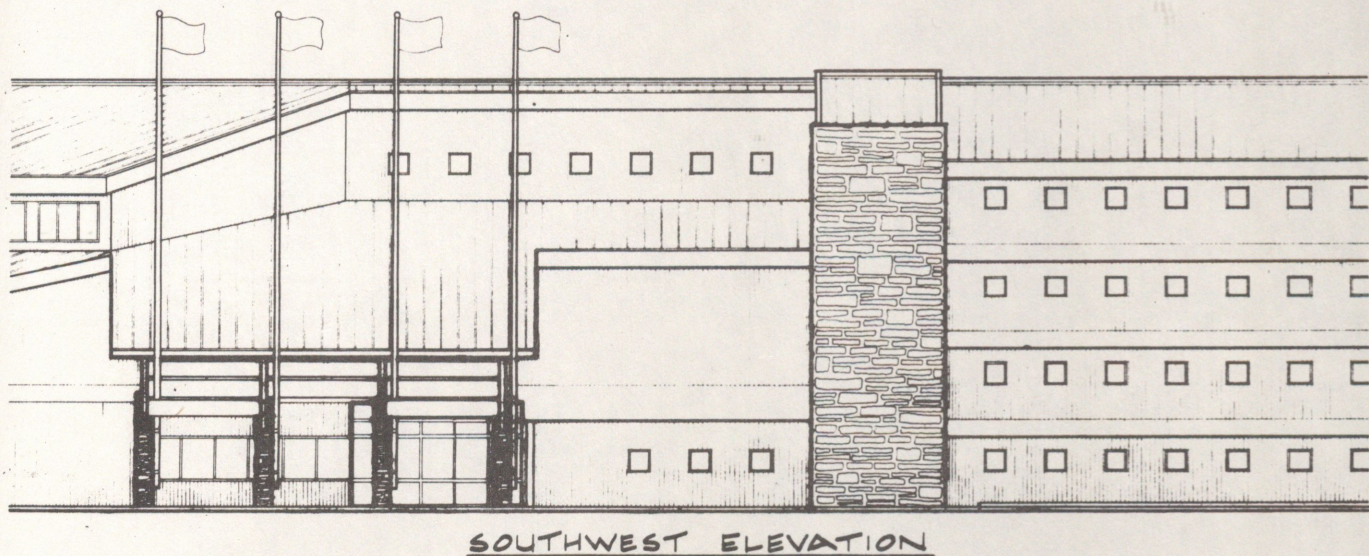
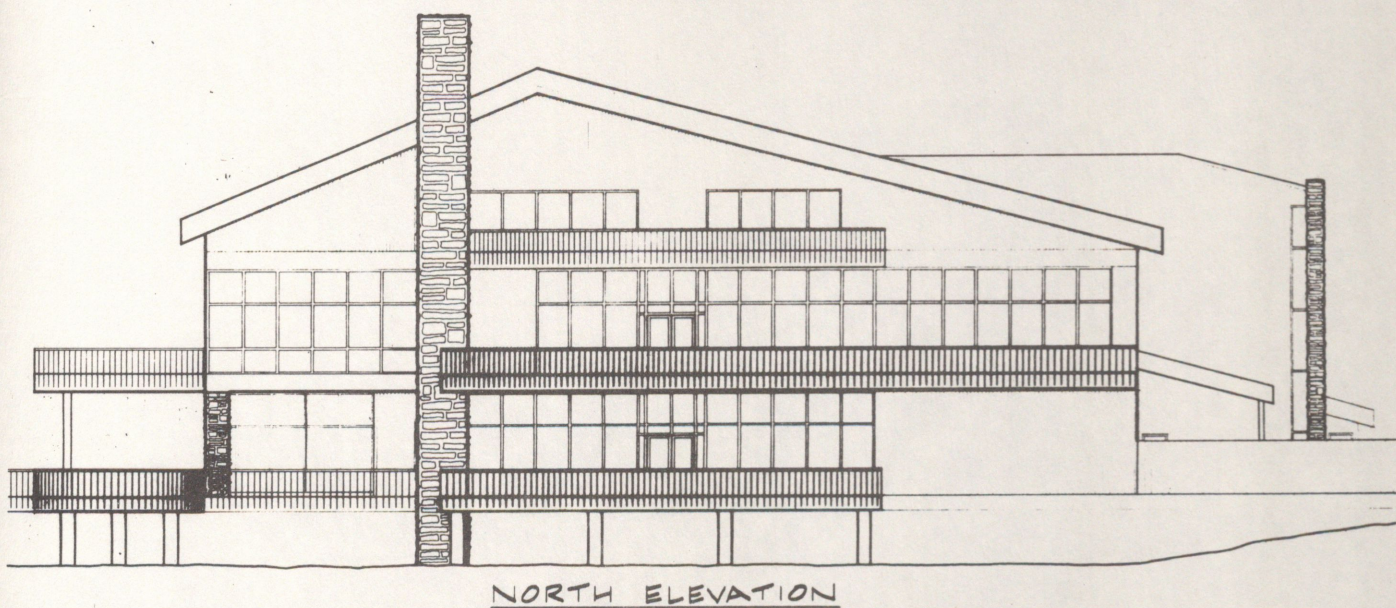
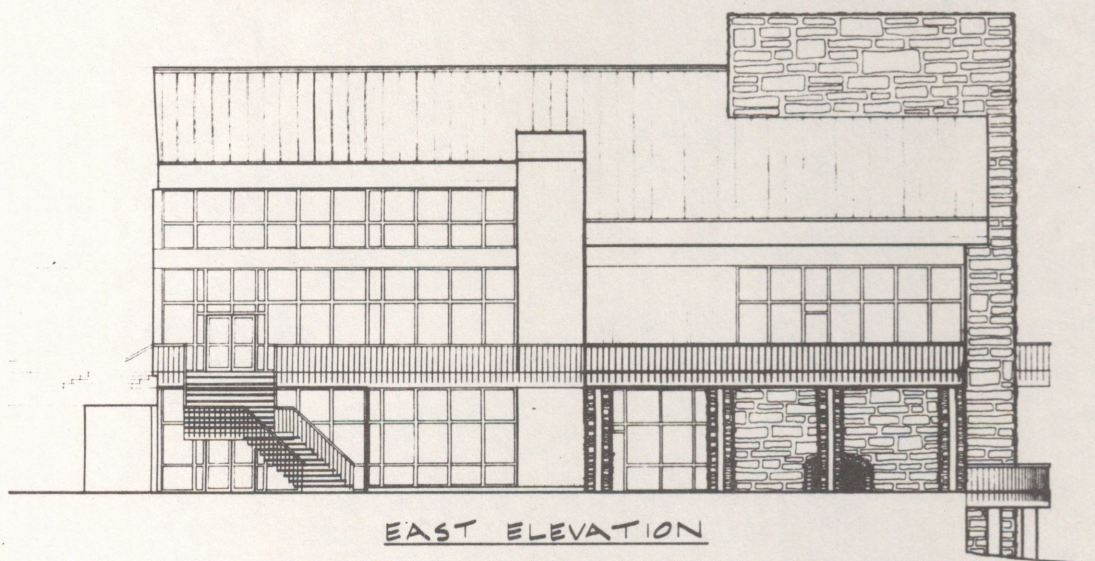
PRELIM.



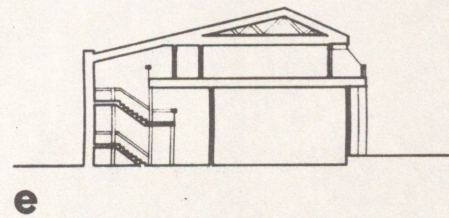
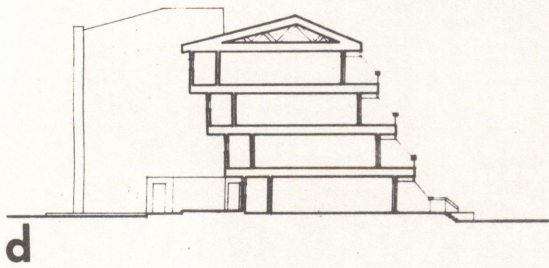
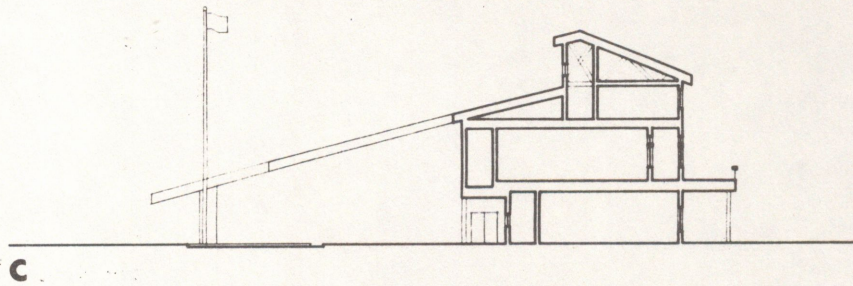
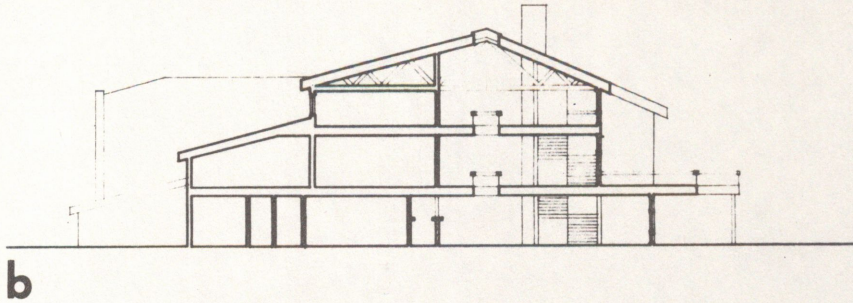
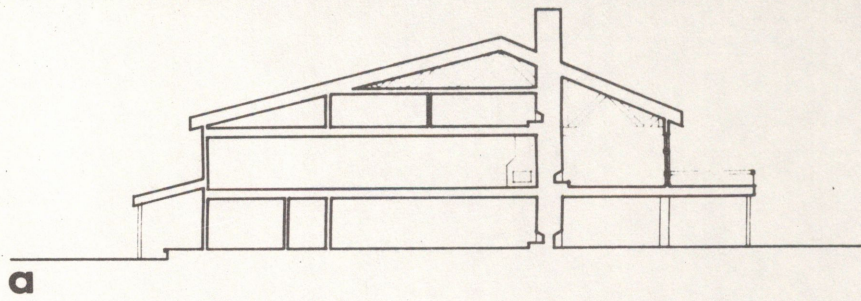
first floor plan



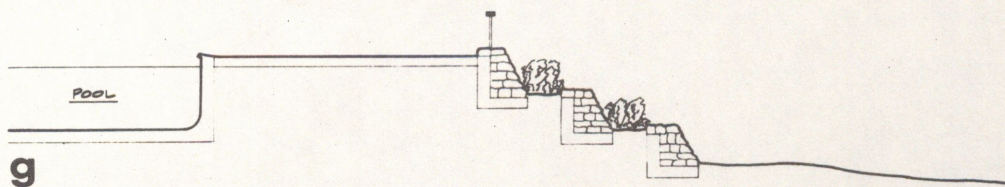
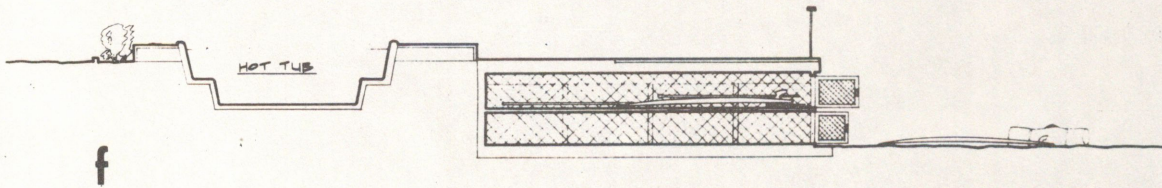
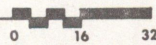
fourth floor plan



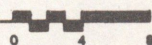
partial elevations

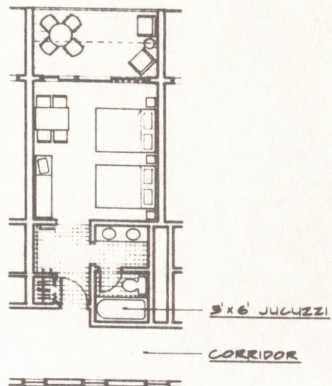


building sections

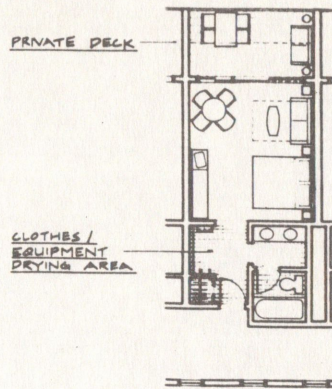


site sections

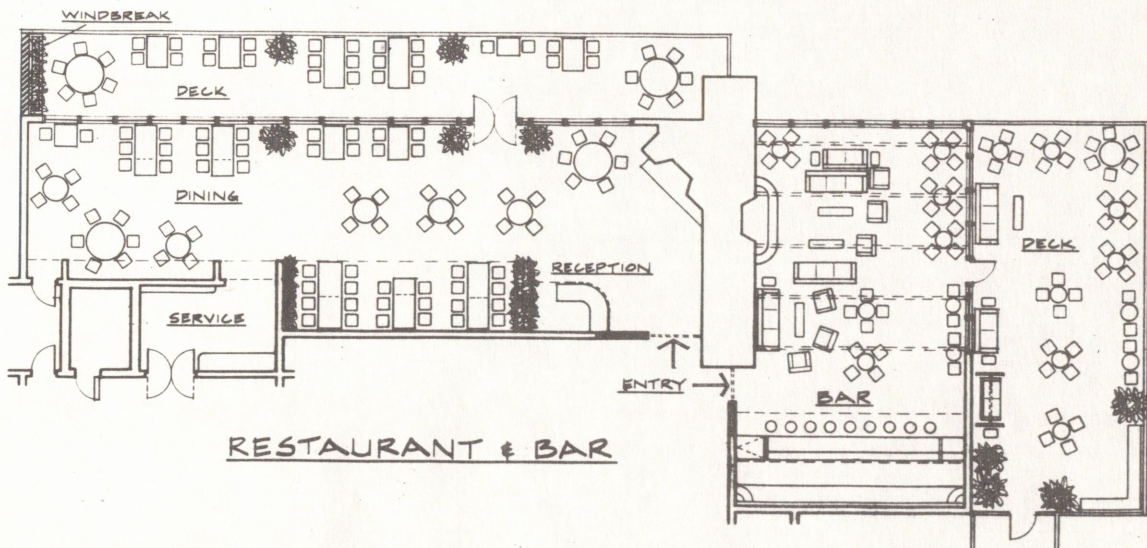
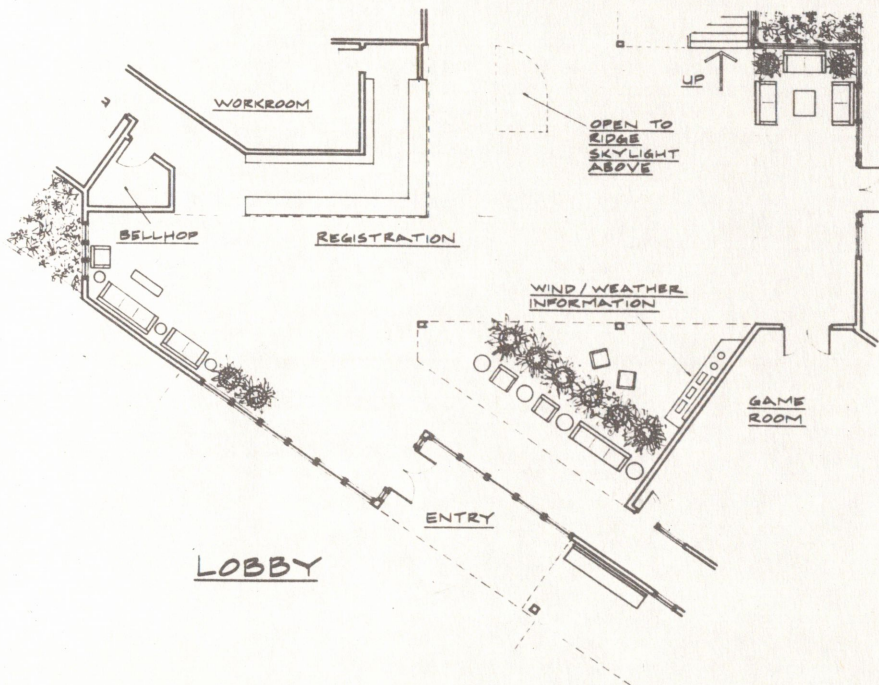




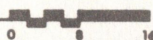
DOUBLE-DBL. GUEST ROOM

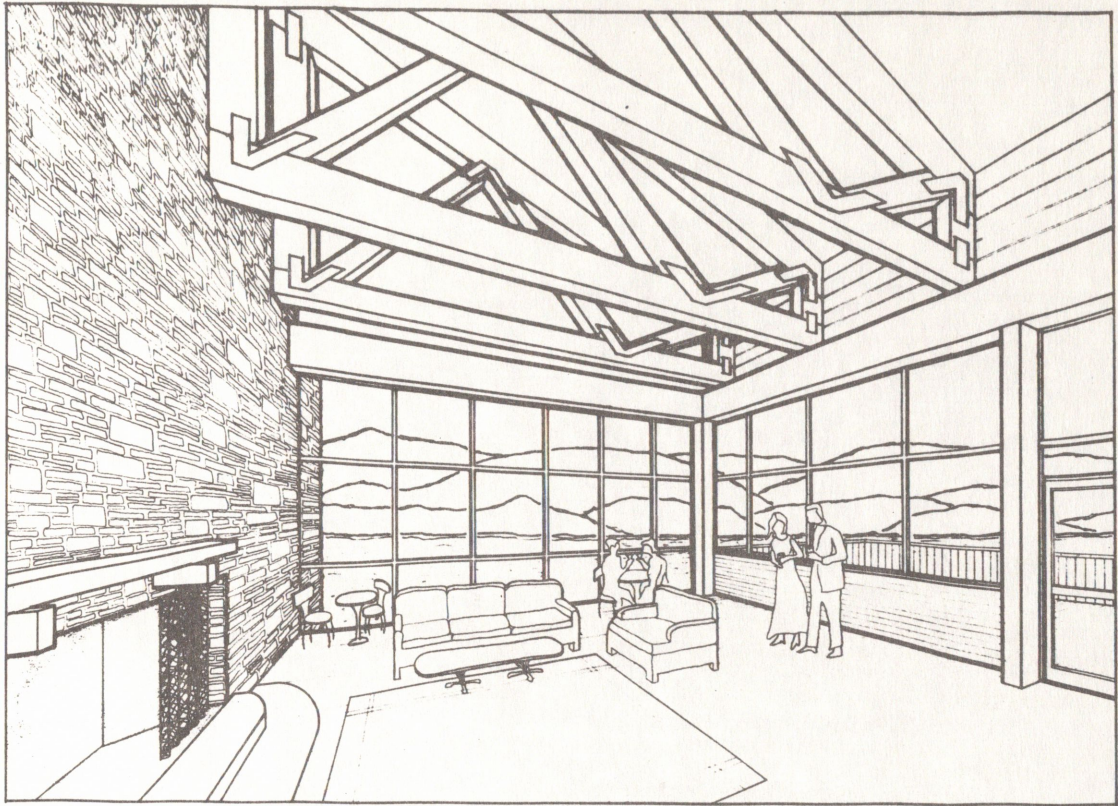


KING-SOFA BED GUEST RM.



partial floor plans

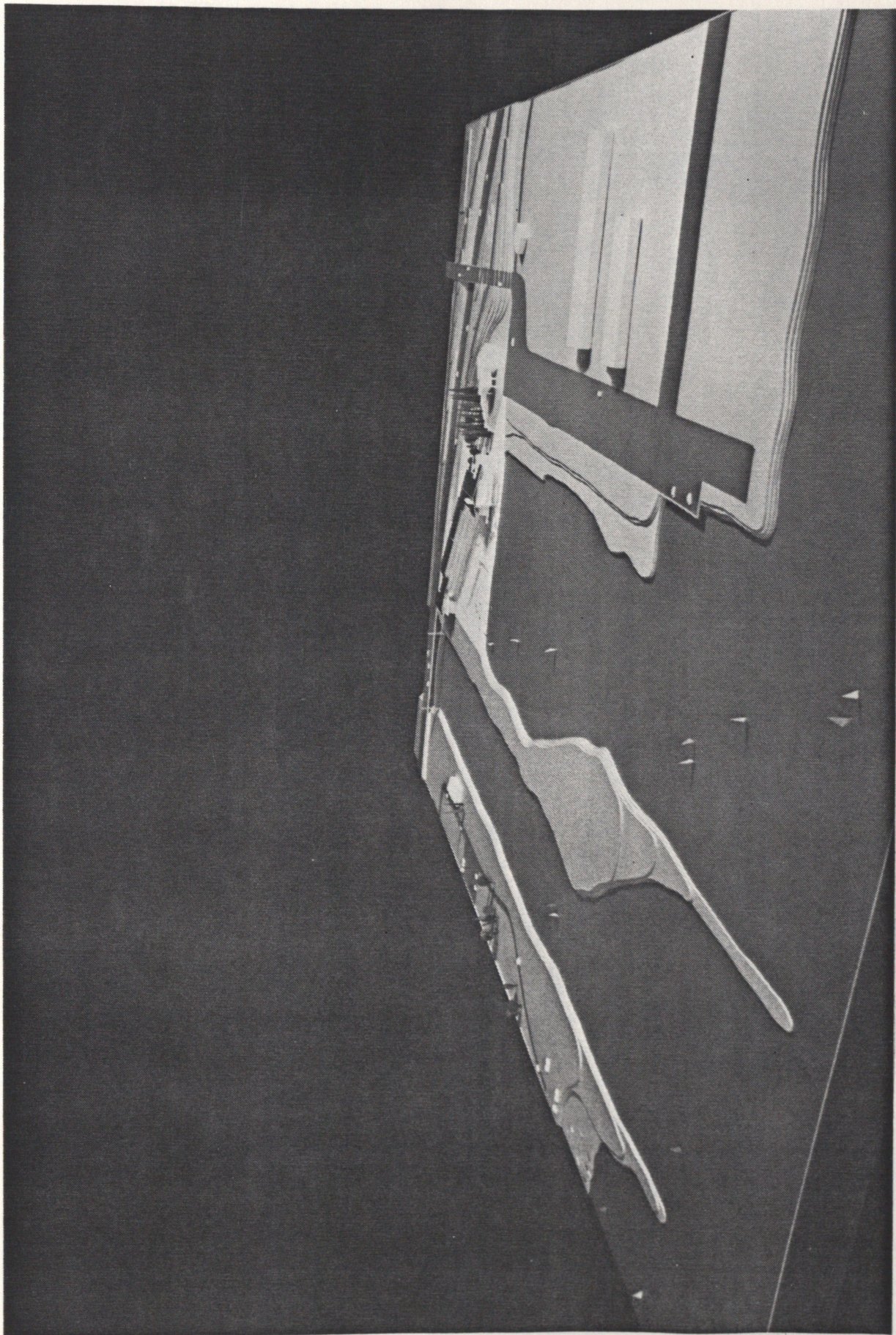


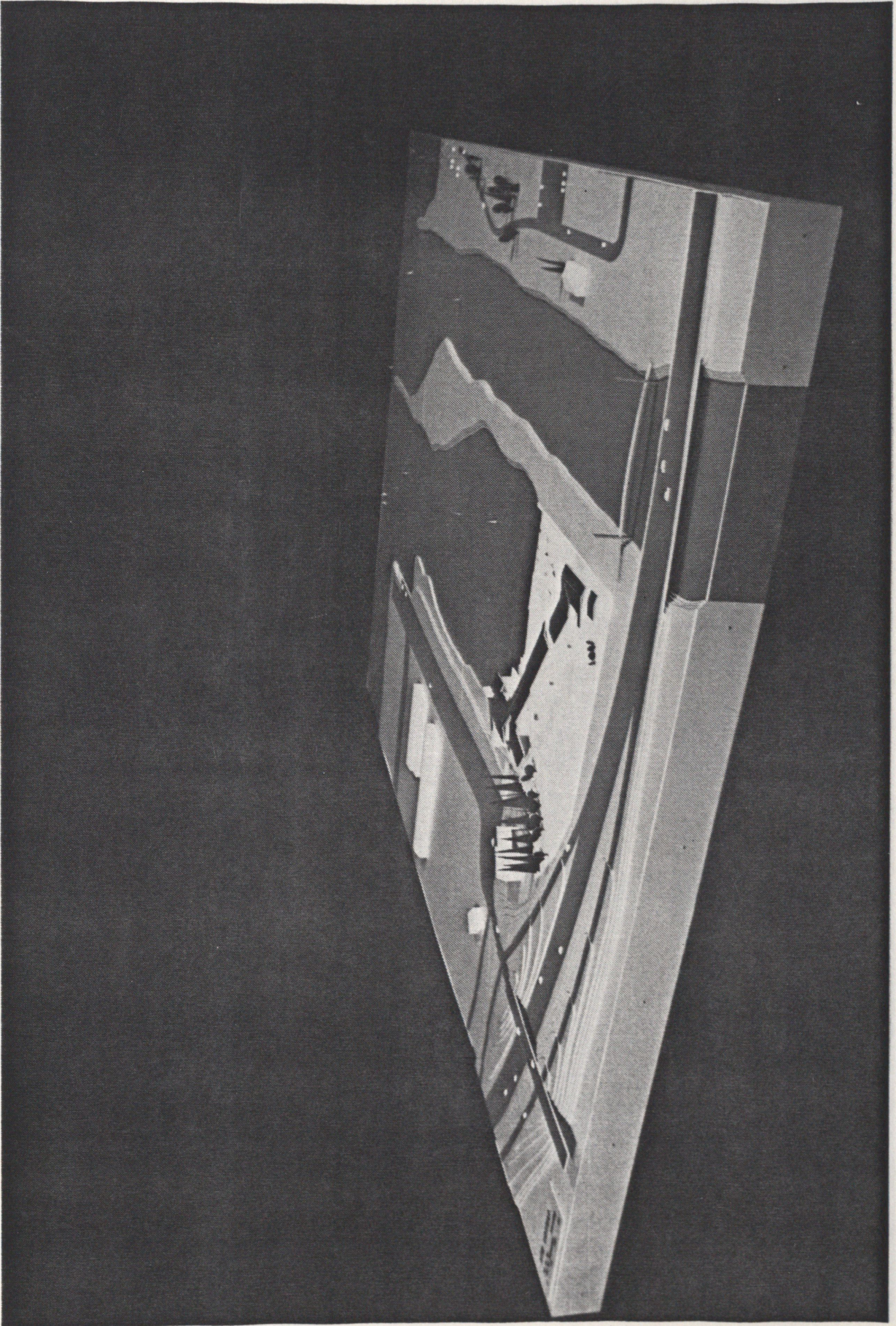


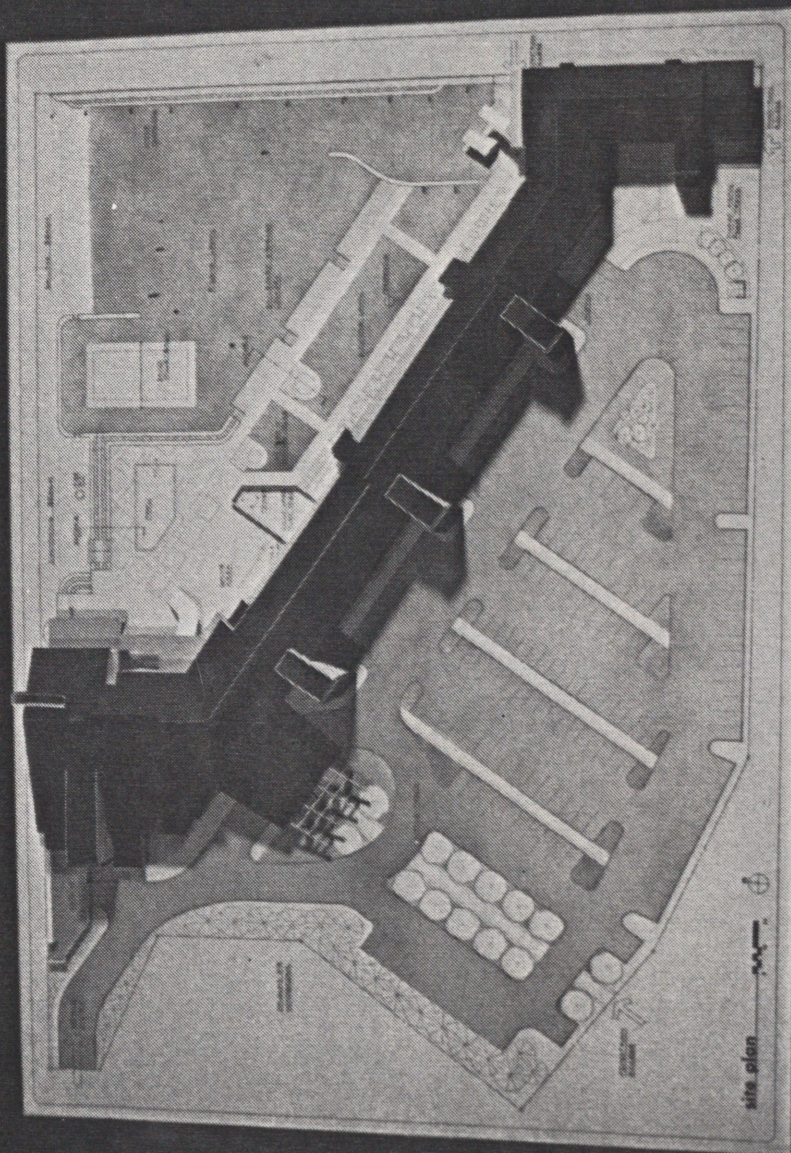
BAR

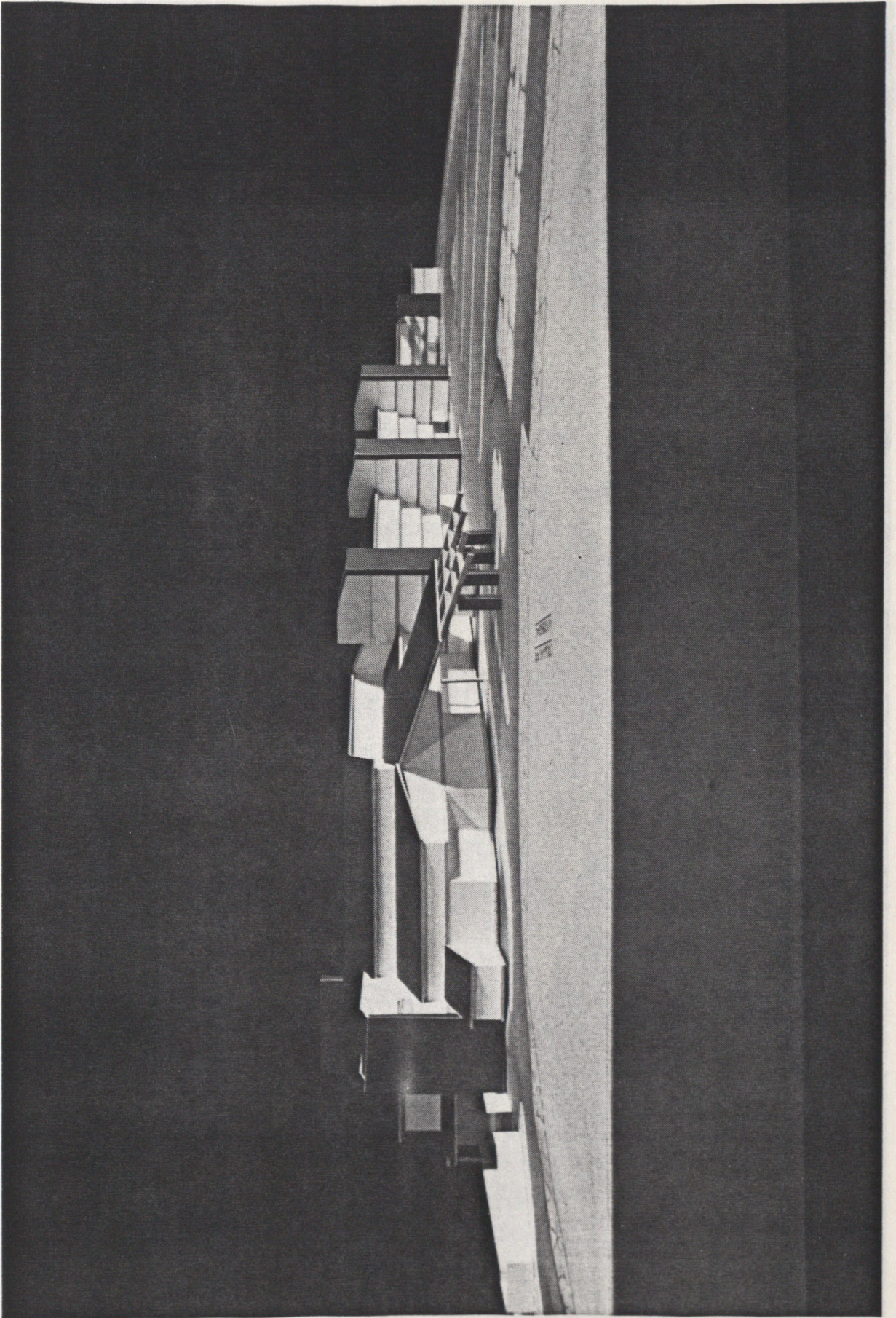


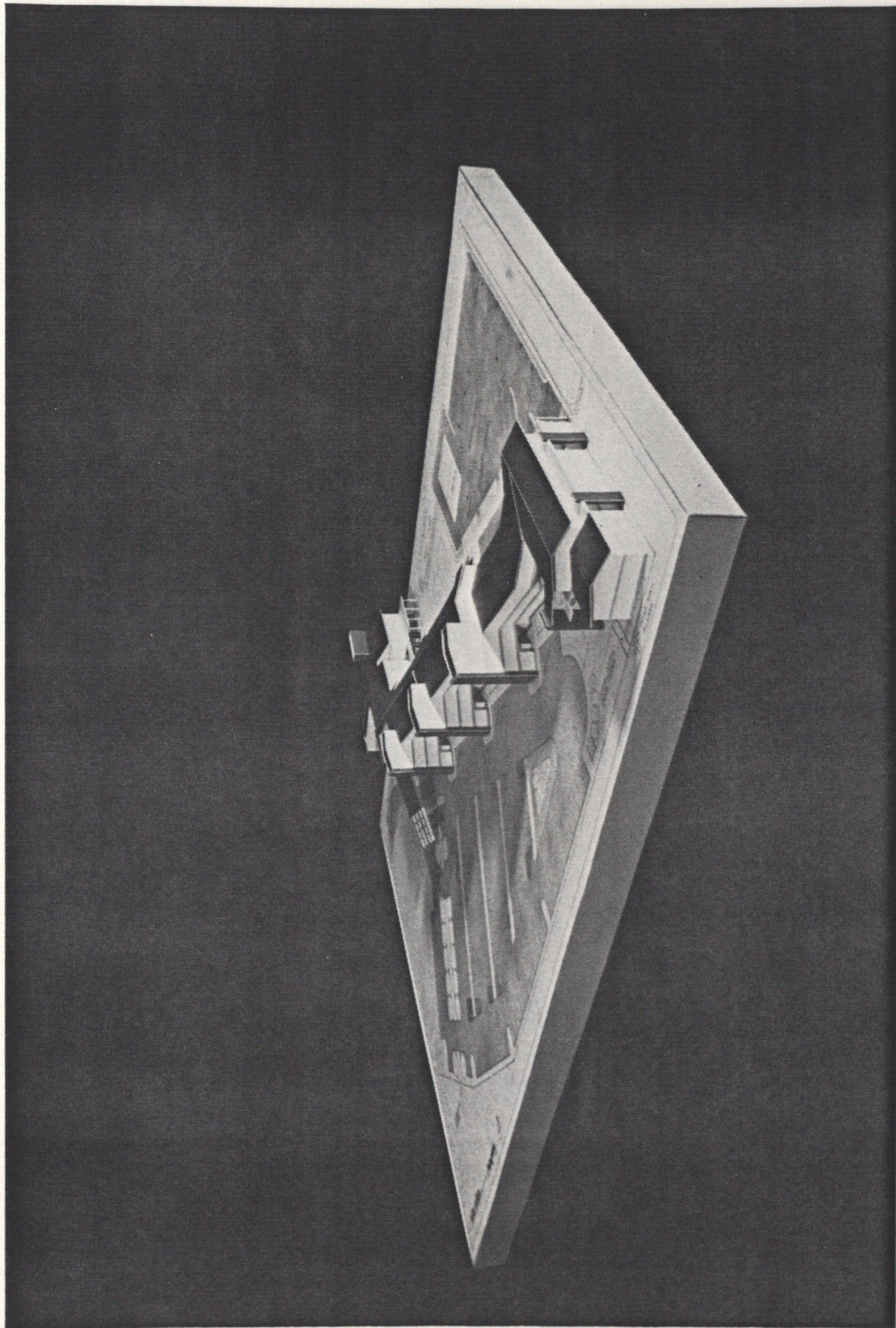
GUEST ROOM BALCONIES

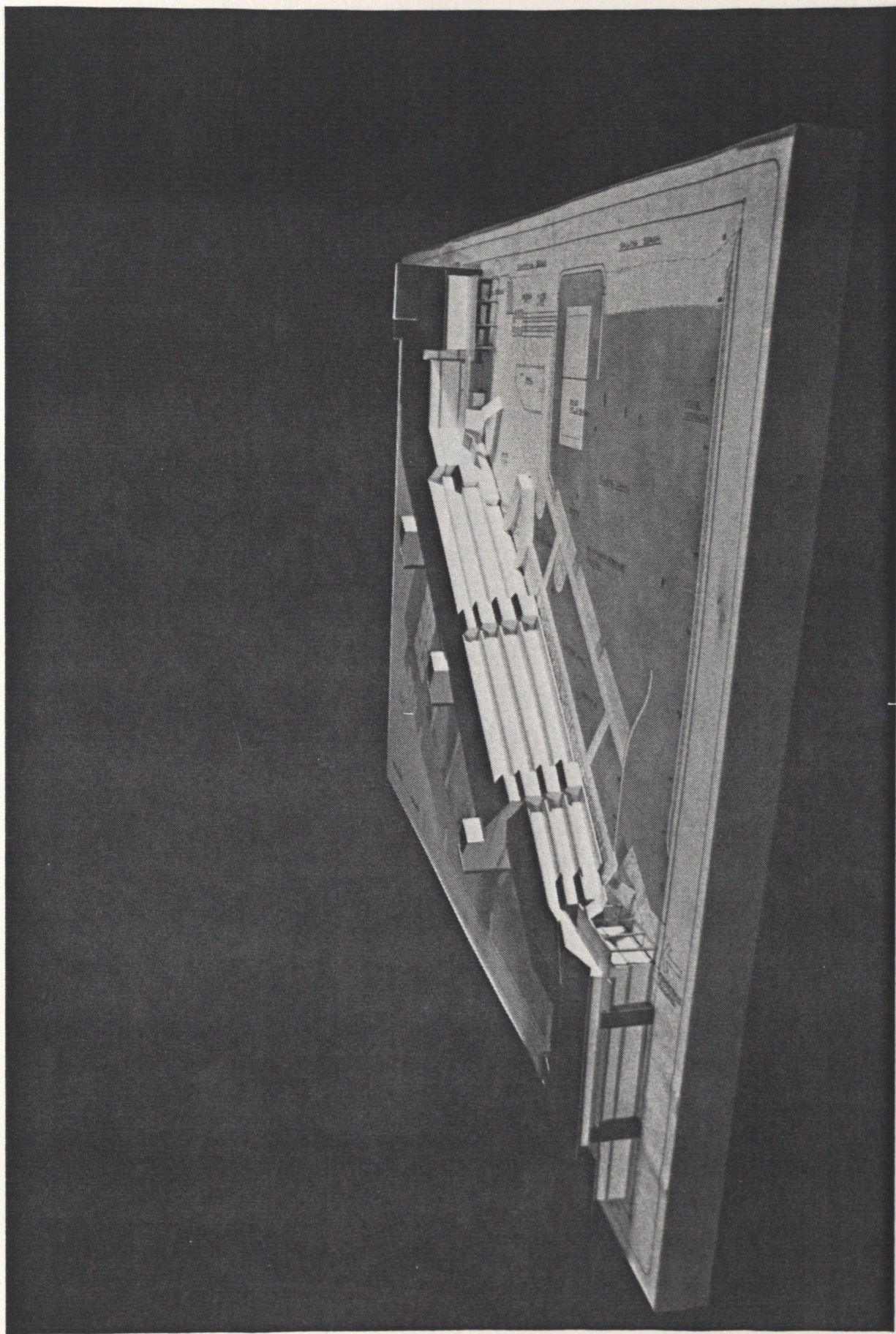


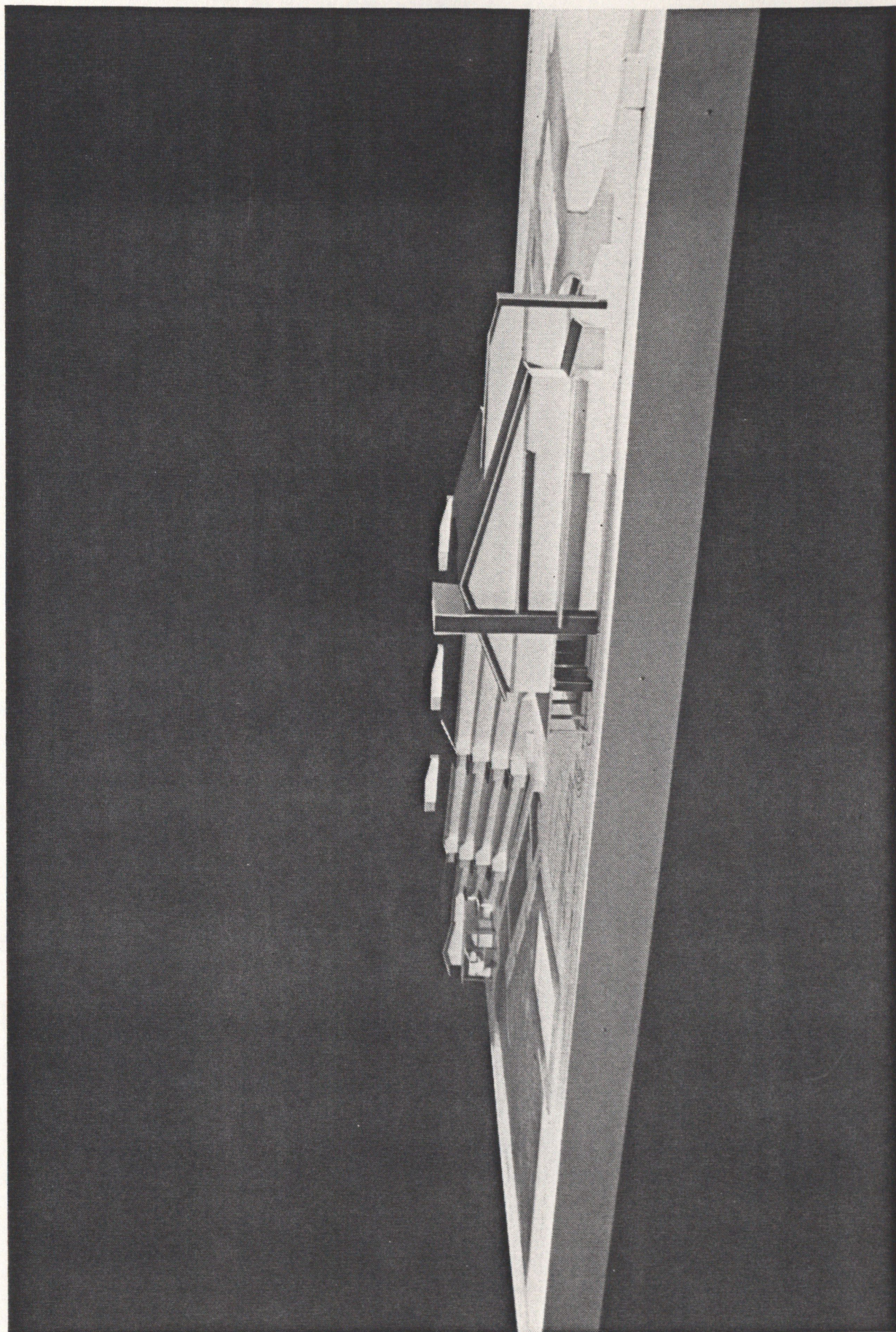












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