ST. PETERSBURG YACHT CLUB

ST. PETERSBURG, FLORIDA

CHERYL A. WHITTON

MAY 20, 1981

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ABSTRACT
ST. PETERSBURG YACHT CLUB
ST. PETERSBURG, FLORIDA

IN THE PAST DECADE, FLORIDA HAS
BECOME THE BOATING CAPITAL OF THE WORLD.
WHERE BOOMING ACTIVITY IS PROMINENT AS
IN THE CASE WITH MOST AREAS, LACK OF
ADEQUATE FACILITIES IS ACUTE.
ST. PETERSBURG IS NO EXCEPTION.

THE EXISTING ST. PETERSBURG YACHT
CLUB HAS OUTGROWN ITS EXISTING FACILITIES
AND LACKS ADEQUATE PARKING AND BERTHING
FOR BOATS. THIS NEW FACILITY WOULD PRO-
VIDE FOR THIS NEED BY EXPANDING DINING
FACILITIES, BERTHING AND AMOUNT OF PARKING.
HEALTH FACILITIES, A POOL, TENNIS COURTS,
BEACH AND A PLAYGROUND WAS ALSO ADDED TO
THE COMPLEX.

THE SITE WAS CHOSEN FOR (1) ITS
EXISTING YACHT BASIN, THUS PROVIDING
PROTECTION FOR BERTHING BOARS; (2)
LOCATION IN THE NORTHERN END OF THE
DOWNTOWN WATERFRONT DISTRICT, THUS ALLOW-
ING BUSINESSMEN AS WELL AS THEATER GOERS
PATRONAGE. FUTURE EXPANSION IS ALSO
CAPABLE ON THIS SITE.

THIS BOOK DESCRIBES MY FINAL SOLU-
TION TO THE NEEDS OF THE ST. PETERSBURG
YACHT CLUB. INCLUDED ALSO IS THE PROCESS
I FOLLOWED THROUGHOUT THE EIGHT MONTHS OF
DESIGN.
ACKNOWLEDGMENTS

I WOULD LIKE TO THANK THE FOLLOWING PEOPLE FOR THEIR HELP AND SUPPORT THROUGHOUT MY PROJECT:

A. E. PALMER, STUDIO CRITIC
PAUL LASEAU, THESIS CRITIC
ROBERT KOSTER, THESIS CRITIC
J. RODNEY UNDERWOOD, OUTSIDE CRITIC
DEAN RUNDELL, LANDSCAPE CRITIC
THE MANAGEMENT OF ST. PETERSBURG YACHT CLUB
A. E. PALMER'S DESIGN SECTION

A SPECIAL THANK YOU GOES TO MY FAMILY: MRS. JOANN WHITTON AND MR. & MRS. JOHN SMAR JR. FOR THEIR SUPPORT BOTH FINANCIALLY AND EMOTIONALLY.
INTRODUCTION
THESIS PROGRAM

THE THESIS PROGRAM AT BALL STATE UNIVERSITY IS A THREE QUARTER PROGRAM WITH EMPHASIS ON CONCEPTUAL DESIGN, SCHEMATIC DESIGN, DESIGN DEVELOPMENT AND FINAL DESIGN. IT IS OUR OPPORTUNITY TO PULL EVERYTHING WE HAVE LEARNED IN THE LAST FOUR YEARS TOGETHER INTO ONE PROJECT.

PROJECT BRIEF
DEFINITION OF 404

THE FIRST QUARTER OF THESIS DEALS WITH PROGRAMMING, SITE ANALYSIS, BUILDING TYPE STUDY AND CONCEPTUAL DESIGN. THESE STEPS GIVES A FIRM FOUNDATION ON WHICH TO CONTINUE TO DEVELOP THE PROJECT. BY IDENTIFYING THE STRONG POINTS AND WHAT YOU ARE ACTUALLY TRYING TO INCLUDE (SET LIMITS ON YOUR PROJECT), IT WILL ELIMINATE NEEDLESS WORK THROUGHOUT THE PROJECT.
PROGRAM SUMMARY

THE "IMAGE" SHALL BE PLAYFUL AND RESPONDING TO WIND AND WATER IN BUILDING FORM AND MATERIALS. THE DESIGN SHALL EMPHASIZE THE SPIRIT WHICH ENHANCES THIS LEISURELY COLORFUL FORM OF RECREATION. THE CHARACTER OF THE WATER AND ITS USERS SHALL ALSO BE EMPHASIZED.

THE CLUB WILL BE USED BY THE MEMBERS AND STAFF, BUT ALSO BY REGATTA PARTICIPANTS. THESE PEOPLE ARE FROM THE UPPER-MIDDLE SECTION OF SOCIETY.

SITE ANALYSIS SUMMARY

The site that I choose was at the northern edge of the downtown business district of St. Petersburg, Florida. The site is located with Tampa Bay on the east and the Vinoy Yacht Basin to the east. The Vinoy Hotel, which is a landmark, is to the west. The best views are out to the water, to the downtown area and back to the Vinoy Hotel.

Access to the site is either from 5th Avenue, Shoreline Drive or from Tampa Bay. The road onto the site is 5th Avenue. After it passes the Vinoy Hotel, 5th Avenue becomes a brick paved road that is in excellent condition.

The prevailing winds are out of the east from 6 to 8 miles an hour, the average temperature range is 43° to 85°. The site comprises 10.4 acres.
BUILDING TYPE SUMMARY

The building type study produced aspects of the examples that were similar throughout the building type. For yacht clubs the most important consideration is the site. Locating the building on the site to maximise the best views and giving a variety of views was the strongest point. Geometric plans and forms were common along with a playful quality. There was a strong separation of functions that was handled by changes in levels. Circulation in the buildings was easy to find and follow with in some cases on the exterior of the building. The patterns and rhythms of the examples was determined by the exposed structural system. Lastly the examples all had unique features that made the building become identifiable from a distance.
FINAL DESIGN
FINAL SOLUTION

AFTER PROGRAMING, CONCEPTUAL DESIGN AND DESIGN DEVELOPMENT, THE DESIGN FOR THE ST. PETERSBURG YACHT CLUB HAS EVOLVED INTO ITS PRESENT STATE. BELOW I WILL EXPLAIN THE CONCEPT LEADING TO THE DESIGN AND THE FINAL SOLUTION.

BUILDING CONCEPT

THE CONCEPT FOR THIS BUILDING WAS TO SEPARATE THE TWO FUNCTIONS OF DINING AND HEALTH FACILITIES INTO SEPARATE BUILDINGS. THE BUILDINGS WOULD STILL BE CONNECTED AT THE SECOND LEVEL BY AN OVERHEAD WALKWAY.

THE EXISTING BRICK ROAD WAS IN EXCELLENT CONDITION AND WANTED TO BE INCORPORATED INTO THE PROJECT. THE ROAD COMES IN AND QUICKLY EXITS THE PROJECT.

THE STRUCTURAL GRID HAS BEEN AN OVERRIDING ORGANIZING FACTOR THROUGHOUT THE SITE. WITH THE USE OF MATERIALS, CONSTRUCTION AND THE FABRIC STRUCTURES, THE FEELINGS AND SOUNDS OF SAILING ARE BROUGHT WITHIN THE COMPLEX.
YACHT BUILDING

FIRST FLOOR

THE FIRST FLOOR IS THE BANQUET FACILITIES LEVEL. THIS WAS PLACED HERE FOR THE STRONG CONNECTION WITH THE VEHICULAR DROP-OFF. MOST PEOPLE USING THIS SPACE WOULD BE UNFAMILIAR WITH THE LAYOUT OF THE CLUB. THIS ARRANGEMENT WOULD FACILITATE THEIR MOVEMENT.

THE MAIN BANQUET SPACE IS ONE LARGE ROOM THAT CAN BE SET UP FOR MANY TYPES OF PARTIES. THE ROOM COULD HOLD 280 FOR COCKTAILS AND UP TO 200 FOR DINNER DEPENDING ON THE SETUP. THE ROOM IS LOCATED IN THE SOUTHEAST CORNER OF THE BUILDING TO ALLOW FOR THE BEST VIEW.

THE PRIVATE DINING ROOM IS A FLEXIBLE SPACE. DEPENDING ON THE NEEDS OF THE INDIVIDUAL, THE ROOM CAN ACT AS ONE SPACE OR AS THREE. IF IT IS TO FUNCTION AS THREE, EACH ROOM HAS ITS SEPARATE ENTRANCE. THE TOTAL SPACE WILL HOLD 60 FOR DINNER OR DIVIDED, THE SMALLER ROOMS FOR 20, 40, ETC. COULD BE PROVIDED, DEPENDING ON NEED.

BOTH DINING ROOMS WORK OFF THE KITCHEN TO MAKE FLOW OF CIRCULATION EASIER. THERE IS NO CONTACT BETWEEN THE COOKED FOOD AND GUESTS BEFORE IT IS SERVED.
THE LOBBY IS THE MAIN SPACE ON THIS FLOOR. IT ALLOWS AREAS OF SEATING AND CONVERSATIONS. THE STAIRS AND ELEVATOR FORM A MAJOR ELEMENT WITHIN THE SPACE.

THE REMAINDER OF THE SPACES ON THIS LEVEL ARE SUPPORT SPACES SUCH AS RECEIVING, LAUNDRY, STAFF FACILITIES AND SAIL AND HARDWARE STORAGE. THESE SPACES OCCUPY THE WEST END OF THE BUILDING.

SECOND FLOOR

THE SECOND FLOOR IS THE MAIN DINING ROOMS. THE FORMAL DINING ROOM OCCUPIES THE SPACE OVER THE BANQUET ROOM. THIS SPACE ALLOWS FOR MAXIMUM VIEW TO THE BAY. THIS ROOM WOULD BE A MORE FORMAL ARRANGEMENT. MUSIC AND A SMALL DANCE FLOOR IS PROVIDED.


THE COCKTAIL LOUNGE IS LOCATED OFF THE MAIN DINING ROOM AND THE LOBBY. THE ROOM CANTILIEVERS BACK INTO THE LOBBY AND OUT OVER THE WATER.
THESE THREE SPACES ARE CONNECTED BY OUTDOOR DECKS. THERE IS AN OUTDOOR EATING AREA ON ONE OF THESE DECKS.

THE KITCHEN IS LOCATED TO SERVE THE TWO DINING ROOMS AND THE OUTDOOR DINING. IT IS ALSO STACKED ABOVE THE BANQUET KITCHEN FOR EASE OF TRANSPORTING SUPPLIES.

THE WEST END OF THE BUILDING HOUSES THE CLUB OFFICES, LOUNGE, GAMEROOM AND ACCESSORY SALES. ACCESSORY SALES AND OFFICES HAVE THE CAPABILITIES OF BEING CLOSED OFF WHEN NOT IN USE. IT IS ALSO LOCATED ON THE ROUTE BETWEEN THE DOCKS AND THE DINING AREA FOR EASE OF USE FOR THE SAILORS.

THIRD LEVEL

THE THIRD LEVEL IS MEN'S AND WOMEN'S PRIVATE DINING SPACES AND THE OBSERVATION DECK. THESE TWO SPACES ARE SERVED BY A SERVICE KITCHEN. THE OBSERVATION DECK IS PROTECTED BY A FABRIC STRUCTURE.
HEALTH FACILITIES BUILDING

FIRST LEVEL

The first level is symmetrical about it's axis. Locker rooms, general exercise and restrooms are provided for each sex. Two racquetball courts, a pool, sauna and steam room are provided for use by both sexes. The pool is connected to the outdoor pool by an underwater connection. The director of the health facility has an office and a first aid room is provided on this floor.

SECOND LEVEL

The second level is an indoor running track that is an 1/8 mile track and a circuit room. An outdoor sunning area and game space are located here.
FABRIC STRUCTURES


THE FABRIC STRUCTURES COVER THE OVERHEAD WALKWAY, THE OBSERVATION DECK AND THE PATIO FOR THE POOL AREA. THE SYSTEMS WERE DEVELOPED TO ADD TO THE DESIGN AND NOT DETRACT FROM IT. THE STRUCTURE OVER THE WALKWAY EXPRESS THE HORIZONTAL CINK BETWEEN THE TWO BUILDINGS. THE OTHER STRUCTURES ARE MORE PLAYFUL TO EXPRESS THE ACTIVITIES THAT OCCUR IN THESE SPACES. THESE STRUCTURES ADD TO THE OVERALL IMAGE AND IDENTITY.
MECHANICAL SYSTEMS

EACH BUILDING HAS ITS OWN MECHANICAL SYSTEM. THEY USED A FORCE AIR SYSTEM WITH DUCT WORK IN THE SPACE BETWEEN THE CEILING AND FLOOR. THE EXCESS HEAT IN THE COOLING SYSTEM IS DISPERSED INTO THE BAY.

OPERABLE WINDOWS ARE USED IN MOST CASES TO TAKE ADVANTAGE OF NATURAL VENTILATION. OVERHANGS ARE PROVIDED TO ELIMINATE EXCESS SUN FROM THE INTERIOR OF THE BUILDING.

STRUCTURAL SYSTEM

THE STRUCTURAL SYSTEM USES TWENTY-FOUR FOOT GRID SYSTEM. A POST AND BEAM CONSTRUCTION OF CONCRETE IS USED TO SUPPORT THE BUILDING.
PARKING

THE PARKING FOR THE YACHT CLUB IS LOCATED OFF THE MAIN ROAD AND ADJACENT TO THE MOORINGS. THE CONNECTION WITH THE BUILDINGS IS MAINTAINED BY THE CIRCULAR DROPFF.

THE METHOD OF PARKING IS DIAGONAL AND SERVES CARS AND CAR WITH TRAILER COMBINATIONS. BETWEEN THE ROWS OF CARS LANDSCAPING IS PROVIDED TO BREAK DOWN THE SCALE OF THE PARKING LOT AND TO SHADE THE CARS FROM THE FLORIDA SUN.

THE CLUB USES VALET PARKING TO PARK THE CARS OF THE DINNER GUESTS.
St. Petersburg Yacht Club
St. Petersburg, Florida

Second Level
St. Petersburg Yacht Club
St. Petersburg, Florida
St. Petersburg Yacht Club  Second Level
St. Petersburg, Florida
St. Petersburg Yacht Club
St. Petersburg, Florida
St. Petersburg Yacht Club
St. Petersburg, Florida
St. Petersburg Yacht Club  Perspective
St. Petersburg, Florida
St. Petersburg Yacht Club
St. Petersburg, Florida
CONCEPT DESIGN
CONCEPTUAL DESIGN

MY CONCEPT WAS TO SEPARATE THE TWO DIFFERENT FUNCTIONS OF DINING AND HEALTH CLUB. I WANTED TO INCORPORATE THE BRICK ROAD THAT CONTINUED THROUGH THE SITE INTO MY PROJECT. THE CONCEPT WAS TO SEPARATE THE BUILDINGS INTO THE TWO FUNCTIONS AND PLACE THEM ON EACH SIDE OF THE ROAD. THIS DID NOT GIVE ME THE CONNECTION WITH THE WATER THAT I WANTED. I EXTENDED THE BRICK ROAD FOR A DROP OFF FOR BOTH BUILDINGS. BY DOING THIS THE BUILDINGS WERE NOW AT THE WATER'S EDGE.

THE YACHT BUILDING WANTED TO RELATE TO THE WATER AND THE HEALTH CLUB TO THE LAND. I ALLOWED DINING ROOMS TO EXTEND OUT OVER THE WATER TO STRENGTHEN THIS CONNECTION. THE HEALTH CLUB REMAINED ON THE LAND.

COMPOSITION

GEOMETRIC SHAPES WERE GIVEN TO THE MAIN FUNCTION OF DINING, HEALTH AND YACHT. THE ROAD ENTERS THE COMPLEX, BUT QUICKLY EXITS. THE TWO BUILDINGS ARE CONNECTED BY A WALKWAY AT THE SECOND LEVEL.
CORRELATION

THE DINING SPACES ARE STACKED ABOVE EACH OTHER AND RADIATE OFF THE KITCHENS, WHICH ARE ALSO STACKED. THE FACILITIES ARE SEPARATED BY FUNCTION INTO DINING, YACHT AND HEALTH. EVEN THOUGH THESE ARE IN SEPARATE BUILDINGS THEY STILL RETAIN A STRONG CONNECTION.
ZONING & CIRCULATION

ZONING IN THIS CONCEPT IS BY SEPARATION OF FUNCTIONS INTO THE SEPARATE BUILDINGS. IN THE DINING AREA, THE BANQUET ROOMS ARE ON THE GROUND LEVEL FOR CONNECTION WITH THE VEHICULAR DROP-OFF. THE MAIN DINING ROOMS ARE ON THE SECOND AND THIRD LEVELS. THE SERVICE ZONES ARE STACKED FOR CONVENIENCE AND ECONOMY.

CIRCULATION IS A STRAIGHT PATH FROM THE YACHT TO THE HEALTH BUILDING AT THE FIRST & SECOND LEVELS. INTERIOR CIRCULATION IS PROVIDED BY STAIRS AND ELEVATORS.
SITING

The building is placed on the water to maximize the views to the water and the downtown area. This also strengthens the relationship to the water. The brick road is to remain and the building is set adjacent to it.
PATTERNS & RHYTHMS

THE PATTERNS & RHYTHMS BEGIN TO MATERIALIZE BY THE EXPRESSION OF THE COLUMN GRID. THE HEALTH CLUB IS SYMMETRIC ABOUT ITS' AXES BOTH IN PLAN AND ELEVATION.
ENTRY & ENCLOSURE

The major entries at the ground plane are protected by the overhead walkway. The second level entrances are at the ends of the walkways. The walkway expands at the dining side of for orientation of the entries.
STRUCTURE

The structural grid is a twenty-four foot system. This system occurs throughout both buildings. The only deviation from this grid occurs in the banquet room and private dining rooms. This is done because of requiring clear spans in these areas. The cantilevers fall on the midpoints of the structural grid.
SCHEMATIC
SCHEMATIC DESIGN

DURING THE SCHEMATIC DESIGN, I DEVELOPED THE CONCEPT FURTHER INTO ACTUAL FLOOR PLANS. THE BUILDING WAS INTERGRATED ON THE SITE. DEVELOPMENT OF THE SITE WAS STARTED AT THIS TIME.

PROBLEMS THAT STILL NEEDED TO BE RESOLVED AT THIS POINT WERE DEALING WITH THE SITE AND CONFLICTS OF CIRCULATION AS WELL AS VIEW.


IN THE YACHT BUILDING, THE INFORMAL DINING SPACE WAS BURIED WITHIN THE BUILDING NOT ALLOWING THE SPACE TO HAVE A VIEW OR NATURAL LIGHT. THE RECEIVING AREA WAS PLACED AT THE FAR END OF THE BUILDING, 120 FEET FROM THE KITCHEN. THE ROUTE AND DISTANCE FOR THESE GOODS WAS IMPRACTICAL.
IN THE HEALTH FACILITIES, THE INDOOR RUNNING TRACK CAUSED MAJOR CONFLICT IN CIRCULATION. WHEN YOU ENTERED THE BUILDING FROM THE SECOND LEVEL WALKWAY, YOU HAD TO CROSS THE RUNNING TRACK AND MOVE THROUGH THE CIRCUIT ROOM TO USE THE CIRCULATION TO MOVE DOWNSTAIRS. IF YOU WANTED TO USE THE OUTDOOR RUNNING TRACK, EACH TIME YOU CAME TO THE FRONT STRAIGHTAWAY, YOU HAD TO ENTER THE BUILDING TO COMPLETE A LAP.

THESE CONFLICTS HAD TO BE RESOLVED IN THE NEXT PHASE. ALSO, BESIDES THESE CONFLICTS, THE PROJECT HAD TO BE BROUGHT TO A HIGHER LEVEL OF COMPLEXITY.
DESIGN DEVELOPMENT
DESIGN DEVELOPMENT

DURING THE DESIGN DEVELOPMENT STAGE I REVISED THE FLOOR PLAN OF BOTH BUILDINGS. THE ELEVATIONS WERE WORKED OUT AND THE SITE PLAN WAS REVAMPED.

THE YACHT CLUB AT THE SECOND LEVEL UNDERWENT THE MOST DRAMATIC CHANGES. A ROTATED GRID ON A FORTY-FIVE DEGREE WAS PLACED OVER THE ORIGINAL FLOOR PLAN. BY DOING THIS I WAS ABLE TO LOCATE THE INFORMAL DINING TO TAKE ADVANTAGE OF A VIEW TO THE DOWNTOWN AREA AND OVERLOOKING THE MOORINGS. THIS ROTATED SQUARE ALSO GAVE MORE IMPORTANCE TO THE LOBBY AREA BY IT OCCUPING A MAJOR SPACE. AT THE FIRST LEVEL THE RECEIVING DOCK WAS REALLOCATED CLOSER TO THE KITCHEN AND THE PATH WAS STRAIGHTENED FOR EASE IN CIRCULATING GOODS TO THE KITCHEN. AT THE THIRD LEVEL THE CHANGES DELT WITH BREAKING DOWN THE SCALE OF THE OBSERVATION DECK. THIS WAS ACCOMPLISHED BY REARRANGEMENT OF THE ROOMS TO SUBDIVIDE THE ONE LARGE SPACE.

IN THE HEALTH FACILITIES BUILDING THE RACQUET BALL COURTS WERE PULLED OUT OF THE BUILDING. BY DOING THIS IT STRENGTHENED THE ENTRANCE AT THE FIRST LEVEL. YOU COULD NOW PASS BETWEEN THE TWO BUILDINGS AND UNDER THE RUNNING TRACK. AT THE SECOND LEVEL FROM THE WALKWAY, YOU ENTER INTO A SPACE AND PROCEED TO GO DOWN TO THE LOWER LEVEL BEFORE YOU REACH THE RUNNING TRACK.
BECAUSE OF MY PROBLEMS WITH THE SITE, I TURNED THE HEALTH FACILITIES BUILDING 90°. BY DOING THIS, IT STRENGTH-ENED THE TOTAL PLAN. THE TWO BUILDINGS ENCLOSED A SPACE THAT COULD RELATE TO BOTH BUILDINGS. THE SITE WAS NO LONGER LEAKING OUT TO THE WATER. THE POOL AND PATIO WERE NOW ON THE WATER SIDE OF THE BUILDING. THIS GAVE THE POOL AND SURROUNDING AREA A STRONGER RELATIONSHIP WITH THE WATER.

THE ELEVATIONS WERE DEVELOPED BY USING THREE DIFFERENT WINDOWS IN MANY PATTERNS. THESE PATTERNS RELATED TO THE FUNCTIONS OF THE SPACES BEHIND THEM. OPERABLE WINDOWS WERE LOCATED WHEREEVER IT WAS POSSIBLE TO PLACE THEM.

THE ELEVATIONS STILL NEED SOME REFINEMENT. INTERIOR PERSPECTIVES NEED TO BE DEVELOPED.
APPENDIX
PROGRAM
SAINT PETERSBURG YACHT CLUB
SAINT PETERSBURG, FLORIDA

BY

CHERYL A. WHITTON
BALL STATE UNIVERSITY
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SUMMARY

IN THE PAST DECADE, FLORIDA HAS BECOME THE BOATING CAPITAL OF THE WORLD. AS IN THE CASE WITH MOST AREAS WHERE A BOOMING ACTIVITY IS PROMINENT, LACK OF MARINA BERTHING IS ACUTE. SAINT PETERSBURG YACHT CLUB’S FACILITIES HAVE BECOME INADEQUATE AND THEY WOULD ALSO LOKE TO INCREASE THEIR MEMBERSHIP. THIS PROGRAM WILL AID THE DESIGNER IN HER UNDERTAKING TO DESIGN FACILITIES FOR THE SAINT PETERSBURG’S YACHT CLUB.

THE "IMAGE" SHALL BE PLAYFUL AND RESPONDING TO WIND AND WATER IN BUILDING FORM AND MATERIALS. THE DESIGN SHALL EMPHASIZE THE SPIRIT WHICH ENHANCES THIS LEISURELY, COLORFUL FORM OF RECREATION. THE CHARACTER OF THE WATER AND ITS USERS SHALL ALSO BE EMPHASIZED.

THE CLUB WILL BE USED BY THE MEMBERS AND STAFF BUT ALSO BY REGATTA PARTICIPANTS. THESE PEOPLE ARE FROM THE UPPER-MIDDLE SECTION OF SOCIETY.

INTRODUCTION
HISTORY

YACHT CLUBS CAME INTO EXISTANCE IN THE UNITED STATES EARLY IN THE 1800'S. EARLY SHORT-LIVED YACHT CLUBS WERE THE KNICKERBOCKER BOAT CLUB IN NEW YORK CITY IN 1811 AND BOSTON YACHT CLUB IN 1835. THE OLDEST SURVIVING ORGANIZATION IN THE UNITED STATES IS THE NEW YORK YACHT CLUB, FOUNDED IN 1844, WHICH HELD ITS FIRST REGATTA IN 1845. EXCEPT FOR INTERRUPTIONS BY WAR, THESE EVENTS HAVE BEEN HELD ANNUALLY EVER SINCE. TODAY THERE ARE PROBABLY 1,500 CLUBS IN THE UNITED STATES DEVOTED TO THE SPORT OF YACHTING.

SAINT PETERSBURG IS A CITY ON THE WEST COAST OF CENTRAL FLORIDA, IN PINELLA COUNTY. IT IS SITUATED AT THE SOUTHERN END OF PINELLAS PENINSULA, WHICH SEPARATES TAMPA BAY FROM THE GULF OF MEXICO. SAINT PETERSBURG, WHICH HAS A SUBTROPICAL CLIMATE, IS PRINCIPALLY A RESORT AND RESIDENTIAL CITY. IT IS KNOWN AS THE "SUNSHINE CITY".

BACKGROUND

IN THE PAST DECADE, FLORIDA HAS BECOME THE BOATING CAPITAL OF THE WORLD. AS IN THE CASE WITH MOST AREAS WHERE A BOOMING ACTIVITY IS PROMINENT, LACK OF MARINA BERTHING SPACE IN MANY AREAS IS ACUTE. DURING THE WINTER SEASON (ROUGHLY FROM NOVEMBER 15 THROUGH MARCH 31), BERTHING IN MOST OF SOUTH FLORIDA PORTS IS AT A PREMIUM.

SAINT PETERSBURG YACHT CLUB HAS CONSIDERED EXPANSION OF THEIR FACILITIES FOR THE LAST THREE YEARS. THEIR MOARING CAPACITY AT THE PRESENT TIME IS 50 WITH WET STORAGE. THEIR EXISTING FACILITIES ARE UNDERSIZED AND THEY WOULD LIKE TO INCREASE THEIR MEMBERSHIP WHICH WOULD COMPOUND THE PROBLEM. REGATNAS THAT ARE HELD AT THE CLUB ARE: CLYDE INVITATIONAL, MIDGET OCEAN RACING, BIKINI CUP, ROYAL GABOON, ANNUAL ALL-CLASS, PRAM STATE CHAMPIONSHIP, AND ST. PETERSBURG YACHT CLUB TRIANGLE.
SCOPE

The scope of this project shall encompass the facilities needed by the St. Petersburg Yacht Club. The facilities needed for regattas. Also included are the general and specific equipment, interior, and exterior criteria. The total square footage and cost calculations will also be determined.
PARTICIPANTS & CREDITS

* MIKE FRASER - MANAGER
  ST. PETERSBURG YACHT CLUB

* DR. KENNETH SAFKO
  WHO INFORMED ME OF THIS PROJECT

* A. E. PALMER
  PROGRAMMING CRITIC

* J. RODNEY UNDERWOOD
  OUTSIDE CRITIC
GOALS

:* CREATE AN "IMAGE" OF A MARINA IN BUILDING FORM AND MATERIALS.

:* EMPHASIZE THE CHARACTER OF THE WATER AND ITS USERS - MIDDLE-UPPER CLASS AND A FRIENDLY ATMOSPHERE. CASUAL BUT SOPHISTICATED.

:* LOOK AT CIRCULATION INTERFACE BETWEEN PEDESTRIAN, AUTO, AUTO WITH TRAILER, BOAT, SERVICE MACHINERY.

:* REINFORCE ACTIVITIES OF THE WATER - SAILING, BOATING, SWIMMING, ETC.

:* DESIGN SHOULD EMPHASIZE A SPIRIT WHICH ENHANCES THIS LEISURELY, COLORFUL FORM OF RECREATION, EATING, DRINKING, SUNNING.
OBJECTIVES

* To maintain human scale
* To accommodate a larger membership in the club.
* To achieve contextual integration.
ORGANIZATIONAL DATA
USER DEFINITIONS

CLUB MEMBERS

CLUB MEMBERS USUALLY COME FROM THE UPPER MIDDLE RANGE OF OUR SOCIETY. BECAUSE OF THIS STATUS THEY HAVE LARGE AMOUNTS OF FREE OR VACATION TIME TO SPEND ON LEISURE ACTIVITIES. CLUB MEMBERSHIP GIVES THESE PEOPLE THE OPPORTUNITY TO ENTERTAIN GUESTS OR BUSINESS ASSOCIATES IN A FRIENDLY SOPHISTICATED ATMOSPHERE. THEY ENJOY THE SPORT OF SAILING AND SOCIAL GATHERINGS.

THIS CLUB CATERS TO ALL TYPES OF MEMBERS; SINGLES, MARRIED WITHOUT CHILDREN, AND MARRIED WITH FAMILIES. THEY ARE OF ALL AGES AND EXPERTISE OF SAILING.

REGATTA PARTICIPANTS

REGATTA PARTICIPANTS ARE VERY ACTIVE IN THE SPORT OF SAILING. THEY ARE USUALLY UPPER-MIDDLE CLASS AND WITH LARGE AMOUNTS OF FREE TIME AND MONEY. THEY ENJOY COMPETITION AND TRAVELLING. THEY WILL BE STAYING ELSEWHERE, BUT WILL SPEND MOST OF THE DAY ON THE CLUB GROUNDS. THEY MOST LIKELY WILL RETURN IN THE EVENING FOR SOCIALIZING AND BANQUETS.
THE REGATTA PARTICIPANTS ALSO ARE OF ALL AGES. ACTIVITIES WILL NEED TO BE PLANNED FOR SINGLES, MARRIED WITHOUT CHILDREN, AND MARRIED WITH FAMILIES.

MANAGER & ASSIST. MANAGER

THE MANAGER & ASSIST. MANAGER ARE IN CHARGE OF THE OPERATIONS OF THE CLUB. THEY OVERSEE THE DINING ROOM, KITCHEN, BANQUET ROOMS, BAR AND THE OTHER FUNCTIONS OF THE CLUB. THIS IS A FULL TIME JOB WITH LONG HOURS. THIS IS A SALARY POSITION. THEY ARE EMPLOYED BY THE BOARD OF DIRECTORS.

GUESTS

THESE ARE FRIENDS, ACQUAINTANCES, BUSINESS ASSOCIATES OR PEOPLE THINKING ABOUT JOINING THE CLUB. THEY ARE ALSO UPPER-MIDDLE CLASS WITH LARGE AMOUNTS OF FREE TIME.

STAFF

THE STAFF ARE PEOPLE OF ALL AGES AND SEX. THEY ARE LOOKING FOR A NICE PLACE TO WORK WITH A FRIENDLY ATMOSPHERE. THEY ALL HAVE DIFFERING LEVELS OF SPECIALIZATION. THEY USUALLY WORK IN EIGHT HOUR SHIFTS THAT OVERLAP. THEY WILL NEED SPACES TO SPEND THEIR BREAKS AND SLOW TIMES OF THE DAY.
COMMODORE

THE COMMODORE'S JOB IS A PART-TIME JOB THAT HAS BEEN ELECTED BY THE MEMBERSHIP. HE IS IN CHARGE OF SETTING UP THE DATES AND PUBLICITY FOR REGATTAS. HE DOES THE OVERALL PLANNING FOR THE CLUB, BUT DOES NOT RUN IT. HE IS IN CHARGE OF THE SOCIAL ASPECTS FOR THE CLUB, CALENDAR. HE IS THE HEAD OF THE BOARD OF DIRECTORS.

VICE-COMMODORE

THE VICE-COMMODORE IS ALSO AN ELECTED POSITION BY THE MEMBERSHIP. IT IS A PART-TIME POSITION. HE IS IN CHARGE OF THE RESIDENT FLEET, HE SETS UP "IN CLUB" RACING FOR SEASONAL COMPETITIONS ALONG WITH SPECIAL RACES ON SOME WEEKENDS. THE VICE-COMMODORE IS IN CHARGE OF DOCK SPACING. HE IS THE HEAD OF THE EXECUTIVE BOARD.

REAR-COMMODORE

THE REAR-COMMODORE IS AN ELECTED POSITION BY THE MEMBERSHIP. IT IS ALSO A PART-TIME JOB. THE REAR-COMMODORE IS IN CHARGE OF RUNNING ALL REGATTAS FROM TIME OF CHECK IN TO THE TROPHY PRESENTATION. HE IS ALSO AN OVERSEER OF THE MANAGER AND GROUNDS CREW.

TREASURER

THE TREASURER IS AN ELECTED POSITION BY THE MEMBERSHIP. IT IS A PART-TIME JOB. THE TREASURER IS IN CHARGE OF ALL THE FINANCIAL ASPECTS OF THE YACHT CLUB.