



Riverwalk at the Port of Huntington Master Plan

Huntington, WV

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Kimley»Horn



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Harris Riverfront Park/ Huntington Central Business District

PROJECT BACKGROUND

The master planning effort outlined in the following report consists of the planning for redevelopment of a property for the City of Huntington, West Virginia, along the Ohio River known as Harris Riverfront Park. Very recently the City of Huntington has entered into a new partnership with the local, privately owned company, Superior Marine to be part of the future development of the site. With the new vested involvement of Superior Marine in the development of Harris Riverfront Park, direction was taken to revisit and build off of the most recent plans, goals and development for this area published by the Corps of Engineers in 2011. The updated master plan looks to include the aspirations of private enterprise and civic infrastructure for the potential to revitalize activity and generate a sustainable economic growth of the surrounding city and the site.

CONSULTANT INVOLVEMENT

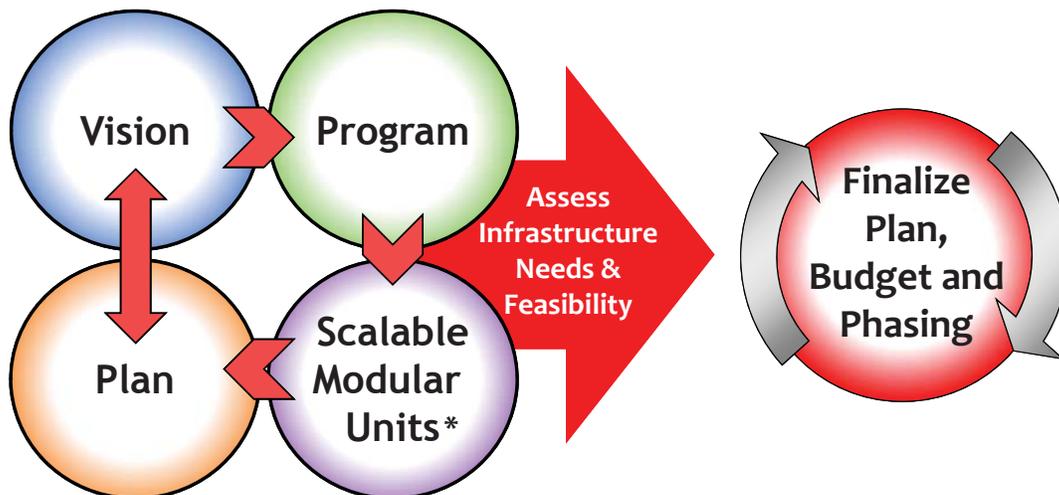
The following report and planning effort was led by the planning and architecture firm Trinity (Columbus, OH). Trinity was retained, at the request of Superior Marine, by the design and consulting firm Kimley-Horn (Cary, NC office) who also participated and was consulted in the development of the masterplan. Trinity has performed many long range site development strategy / master plans nationally and assisted Superior Marine in the past in the development of a similar master plan for property in South Point, Ohio. Kimley-Horn has worked on a multitude of public / private land development and planning efforts nationally and, at the time of this report, is currently working with KYOVA Interstate Planning Commission on several transportation planning studies across the tri-state region.

PROJECT SCOPE

The major area of study for the masterplan, as stated in the project background, is Harris Riverfront Park located on the riverside of the flood wall stretching approximately 4,500 feet between 6th Street and 15th Street. While the primary focus of study and development strategy is for the land on the riverside of the flood wall, the primary goals and objectives of the masterplan force the evaluation of integration and connectivity with the context of the adjacent city. The scope of the master planning effort for this area over a four month period included: performing a site analysis, developing a site planning strategy and graphic plan, and summarizing a program of requirements for the study area. Furthermore each major piece of program was also given visual precedents to guide the perceived desired look, feel and aesthetic to be referenced when more detailed design implementation occurs. Additionally a high level implementation phasing strategy was developed as summarized in this report. The information provided in the masterplan is intended to be used by the City of Huntington to make public presentations and solicit grant funds for the continued implementation, and to provide guiding principles of site development strategy over the course of the sites full development.

PLANNING PROCESS

During the development of the masterplan Trinity worked closely with leadership from Superior Marine and the current COE masterplan to define the foundational goals, objectives and programmatic requirements. Trinity conducted interviews, interactive design meetings and multiple site visits to both Harris Riverfront Park and other nearby waterfront developments with similar programmatic elements. A thorough site analysis, outlined in this report, documents the existing site conditions and relationships that serves as a backdrop to understand and identify where restraints, needs and development opportunity exist on the site. Superior Marine's history and involvement with the community of Huntington and their understanding of marine activity on the Ohio River served as a valuable resource to understanding dynamics of the Harris Riverfront park site. The subsequent planning aligns these findings of the site analysis with the goals, objectives and program of requirements for the project. During this process KYOVA Interstate Planning Commission, the COH, and Superior Marine, held meetings with Trinity and Kimley-Horn to review progress and overall direction. The review meetings were held with the COH and KYOVA to gather additional input and further refine the goals, objectives and program. KYOVA and the COH identified additional aspects and conditions of the surrounding site that would be of particular interest to the study and in effect, the masterplan.



* The term Scalable Modular Units applies to the sizing of different aspects of structures so that they can be easily added onto and expanded at whatever rate necessary. This allows for flexible phasing and implementation of the masterplan.

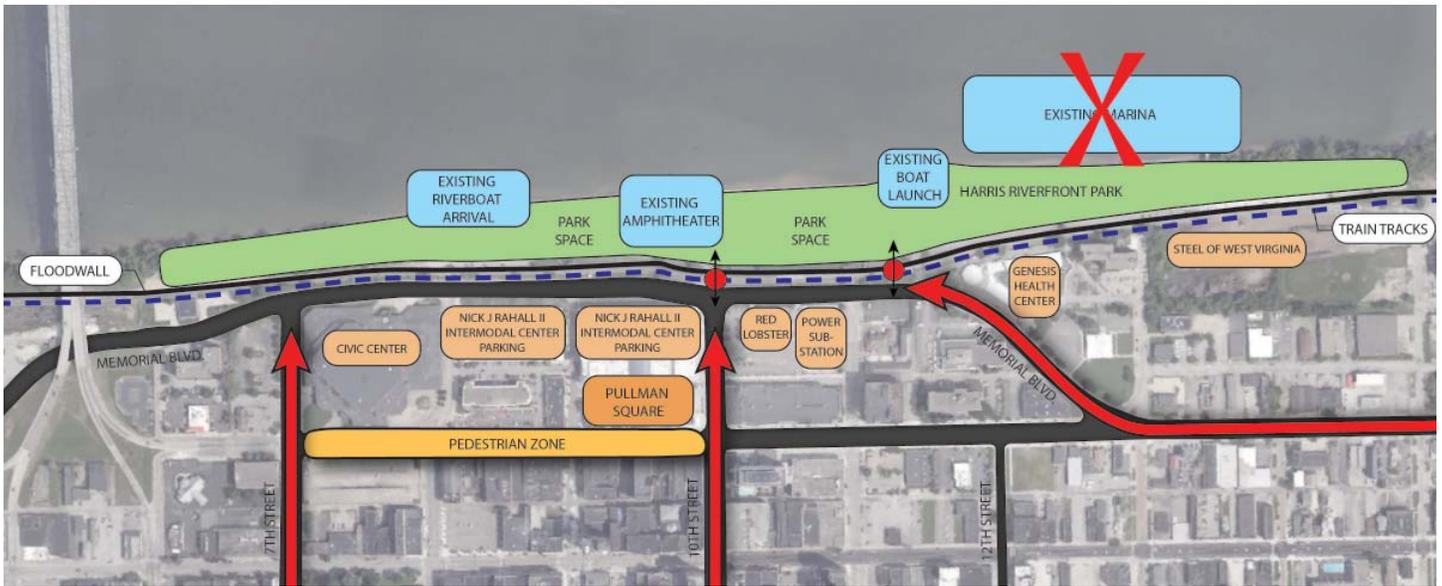
AVAILABLE RESOURCES

EXISTING SITE INFORMATION:

At the time that the masterplan study was conducted, no existing site surveys or detailed development documentation could be found. Consequently the plans included in the masterplan were developed off of internet based aerial images that were scaled using Google Earth satellite mapping. It should be understood that the plans developed herein include a low level of detailed site information and should only be used as an outline for future development. Reasonable accuracy is limited to the high level scaling of the aerial images. It will be necessary for a site survey be obtained prior to any further development or implementation of the masterplan. The site survey should include detailed topographic information identifying existing utilities, right of ways, easements, flood plain information and major structural elements on the site and in the river. The extents of the survey should be evaluated to extend past the site in the east/ west direction and to the south of Memorial Blvd. and to the north of the river.

COE MASTERPLAN:

The current COE masterplan completed in 2011 was given to Trinity and was referenced throughout the process. The COE masterplan served as a relevant resource for documentation of site history, inventory, condition, technical information, civic infrastructure and previously defined goals and objectives defined by the community. This information was utilized and/or referenced in this report.



Harris Riverfront Park is located directly to the north and centered on the primary business district of downtown Huntington. The park stretches approximately 4,500 feet between 6th Street and 15th Street and occupies approximately 20 acres of land between the Ohio River to the north and the flood wall to the south. The park is boarded by industrial development to the east and west. The following information provides a description of the existing site, features and conditions both on and around Harris Riverfront Park.



FLOODWALL:

The food wall that currently borders the southern edge of the site was constructed soon after the flood of 1937 by the Army Corps of Engineers. The wall creates the main physical and visual barrier for Harris Riverfront Park from the city reaching a height of approximately 17' above grade. There are currently only two access points to the site through the flood wall from Memorial Blvd. The opening located at 10th Street is 36 feet wide and the 12th Street opening is 32 feet wide. The openings are currently closed by stop log style gate closures during flood events. The wall is constructed of reinforced concrete panels in an inverted-T style design. There are two pump stations located within the boundaries of the park in line with 9th Street and 11th Street. Restrictions exist for development around and near the flood wall with regard to vegetation and unrestricted access for inspection and maintenance.



The openings in the wall do not allow for safe or sufficient pedestrian or bicycle access. In their current state, cross walks across Memorial Blvd. to the park do not connect to a side walk but rather a curb. The lack of sidewalk forces any pedestrian park visitors to enter the park by walking on the street. While waiting to leave, the pedestrian park visitors are forced to stand in the drive or on the grass to cross the street.

Harris Riverfront Park Floodwall



Railroad



Harris Riverfront Park Removed Marina



Harris Riverfront Park Boat Launch



Harris Riverfront Park Riverboat Arrival

RAILROAD:

In addition to the flood wall on the south side of the park a rail line runs parallel and adjacent to the flood wall. The location of the rail creates another barrier to be considered when developing the access points to the park, as both pedestrian and vehicular traffic will need to cross the rail to enter the park. The rail is currently active and has a right of way of 16 feet wide centered on the length of the track. As outlined in the COE 2011 Master Plan, the operation of the railroad using the transfer station to the east can potentially block the two entries of the flood wall at 10th Street and 12th Street for 30 - 40 minutes. Current crossings of the rail road do not have a pedestrian nature and do not have operable gates for safety.

REMOVED MARINA:

The previous marina (recently removed) was located at the east end of the park and is depicted in the aerial images included in this report. The marina included 3,400 lineal feet of docks, a restaurant barge and an on shore service area and fuel storage.

BOAT LAUNCH:

There is currently a two lane concrete boat launch located on the east side of the park that serves as a public means for launching watercraft. The launch was part of the original development of the park in 1977. Parking for the launch is on site and is inadequately sized to accommodate many of today's sized trucks with trailers for carrying watercraft. At times this difficult circulation, coupled with the increased vehicle sizes, creates congestion.

RIVERBOAT ACCESS:

A dock on the west end of the park was constructed to accept large riverboat vessels. The current dock is in need of repair as this area of the site is subject to frequent flooding and sedimentation. Access to and from the riverboat dock is cumbersome and lacks a sense of presence as a tourist attraction to visitors arriving at the site. Furthermore, visitors arriving at the site are either forced to walk up a flight of stairs and through a parking lot or to walk the sidewalk along an uphill drive with open green space to either side and no landscaping feature. Public restroom facilities are provided at the riverboat dock as well as parking.



Harris Riverfront Park Amphitheater

AMPHITHEATER:

An outdoor amphitheater is located nearly at the center of the site. It is sized to accommodate approximately 200 people within the proper seating. Sloped grass areas are located off each side of the seating area. The amphitheater is accessed mainly from the north, which connects to the 10th Street entry plaza. The amphitheater takes advantage of the slope of the site to connect the upper portion of the sloping park with the lower banks by means of stairways through the seating areas. The seating is constructed from terraced land with concrete risers and grass seating surfaces. The stage area has a small bump out area into the river which provides access for a seasonal floating stage. The amphitheater is a utilized piece of the park for performances and events. There are a few noted concerns in regards to the amphitheater. One being its ability to accommodate larger performances or events. These large performances could be accommodated if the amphitheater were to be expanded or if overflow seating / standing areas were provided with good visual access to the performance area. The floating stage as reported in the 2011 masterplan is near the end of its useful life and the power supply is currently inadequate as generators are used to support performances. Additionally the amphitheater has no cover which causes concern for comfort during hot summer months. The grass seating areas also require maintenance and are exposed to frequent flood and the elements. A solid surface seating area would help to reduce maintenance and to ease cleaning as well as improve seating conditions following inclement weather and flooding.



Harris Riverfront Park Space

RESTROOM FACILITIES:

There are four public restroom facilities on the park site. They are simple concrete block structures designed to withstand the effects of flooding. The facilities are inadequately sized for peak use of the park. The design of the facilities does not integrate with the park layout or provide much in the way of design character. Size, location and integration of a common design should be considered as development progresses on site.

PARK SPACES:

There are currently three recreational play areas in the park, the newest being added in 2014 which receives good use. Play areas can be enhanced by adding shelters for relief from weather and longer stay activities. Ample seating would provide comfortable arrangements for parents or guardians bringing children to play.



Harris Riverfront Park Space

**PARKING:**

Parking lots on the site are kept close to the flood wall where the site is most level, with the exception of the riverboat parking which is located on the closer to the river on the west end of the park. Generally the parking lots are one run of double loaded parking with little to no articulation of internal green space or islands. Landscaping around the lots is minimal and has a desolate feeling. Additional parking near the site includes two garages at Pullman square and 8th Street which are adjacent to the park across Memorial Blvd. There are approximately 300 parking spaces on site at this time.

PROJECT PLANNING PRINCIPLES

ECONOMIC AND CIVIC VIABILITY:

The urban revitalization of the downtown central business district in Huntington has been an ongoing effort. Recent key elements of this effort have been the development of the Rahall Intermodal Facility and Pullman Square, which have seen success in attracting retail and entertainment developments in the downtown area. Situated within walking distance, only one block to the north of Rahall and Pullman Square, is Harris Riverfront Park. Poised to be an integral part of the revitalization of the downtown area of Huntington, Harris Riverfront Park largely remains an under-utilized, under-developed and under-maintained part of the downtown fabric. Many of the programmatic elements supporting civic revitalization that were established in the 2011 COE Masterplan are carried through in the program of this masterplan. The modernization of the park as a piece of infrastructure in the city is imperative to the success of urban revitalization. Further exploration of potentials for economic opportunity and development have been brought to the forefront of consideration in the updated masterplan. The location of the park alone presents the opportunity of creating a waterfront destination. The masterplan includes the development of a new full service expanded marina (private and public use). The masterplan also seeks to be ambitious in presenting an idea for mixed use retail / residential / hotel development along the riverside of the floodwall, taking advantage of unforeseen space within the city that would allow for further sustained economic growth of the downtown area and expanding the success of the central business district revitalization.

RECREATION AND COMMUNITY:

As a large open outdoor site in an urban area, Harris Riverfront Park is positioned to serve as relief from the density of the surrounding nearby city. The park space and its different features should serve as a main attraction for leisure, recreation, community and social activity. These types of spaces support a better quality of life and promote a sense of community that is essential in efforts for residential renewal in downtown areas. Providing space within the park to exercise, rest, gather, and learn can all be done on the site. Using the park to promote the historic and cultural aspects of the city will build a greater sense of community. Continued maintenance and development will create a sense of pride and ownership in the community.

VISUAL AND PHYSICAL CONNECTIVITY:

Undoubtedly the biggest obstacle on the site is the separation from the city that the flood wall creates, both physically and visually. Recognizing the importance of visual connectivity was integral to the organization of the site plan. A major strategy in the configuration of the site was designing and locating key pieces of program so that they could become visible landmarks that were easily accessible from within the city. Using this visual connectivity at expanded wall openings will allow for the park be perceived as an extension of the city. More importantly, and more difficultly achieved, is addressing the needs of the park to become physically connected with the city. The physical connections are what will allow people to freely access the development and create an enhanced sense of public safety. These physical connections will need to be dramatically addressed from their current state in order to deal the obstacles of the flood wall, CSX Rail Line and Memorial Blvd. (Hwy 60), which all physically separate the park access from the city. Achieving convenient and safe pedestrian and vehicular access to and from the site will be important to future development of the site.

The idea of visual and physical connectivity also applies to the program within the site. On a site that is almost one mile long and constructed in phases, it is important to plan for a consistent aesthetic and level of development across the entire site. Planning ahead for the physical connections between various programmatic elements on the site will also be important to maintaining a sense of the park being developed as a collective whole rather than many individual parts.

FLEXIBILITY AND EXPANSION:

Due to the long range nature of the masterplan, the need to build in flexibility of implementation should be incorporated into the logic behind programmatic items on the site. The idea of using scalable modular units applies to the sizing of different aspects of structures so they can be easily added onto and expanded at whatever rate is needed. This type of planning for structures would also account for ease of construction and control of expansion around previously developed areas as will occur in many phased construction projects.

PROGRAM OF REQUIREMENTS (P.O.R)

A. PRIVATE MARINA

- 200-300 Slips
- Boat Launch Ramp/ Rail
- Service Dock
- Dry Dock Storage
- Valet Services
- Retail Boat Sales
- Watercraft Rentals

B. RETAIL/ RESORT/ RESIDENTIAL

- Boardwalk
- Retail
- Hotel

C. ACCESS

- Public Pedestrian Entry Plazas
- Expanded Flood Wall Openings

D. CITY AMENITIES

- Spray Park
- Skate Park
- Amphitheater
- Large Vessel Dock
- Day Activity Dock
- Public Restrooms
- Walking/ Jogging/ Biking Paths
- RV Parking

E. CITY INFRASTRUCTURE

- Fire/ Police Boat House
- Security
- Monorail
- Support Logistics/ Park Maintenance
- Flood Wall Beautification

DEVELOPMENT STRATEGY

When looking to configure the program of requirements on the site, it is important to have a development strategy that follows the major guiding principles outlined in this masterplan. A strategy does not specifically locate items on the site but sets up a framework for which to build upon when more detailed development of the plan and implementation of design occurs.



New Entry Diagram

One of the biggest obstacles with regards to the site is the disconnection created by inherent obstacles including the flood wall, rail road and Memorial Blvd. One means of connectivity that does not present any major obstacles is access from the water. The first logical steps in re-establishing connectivity to the site would be to develop a new marina and bring back access to the park from the water. The location of the of the marina at the east end is not just to propose the reconstruction of the same marina in the same location. It is strategic in nature, accommodating other aspects defined in the program such as expansion capabilities, location of on land support infrastructure, parking and access control and security for private marina use. This location would, however, take advantage of and possibly reduce riverbed preparation or dredging that the previous marina already had in place. The location identified continues to make use of the existing boat launch to serve the marina. Additionally, other programmatic items that serve the marina such as the dry storage facility and service yard could be kept away from the main traffic areas of the site that could be better utilized and have more potential for public use development.

Continuing to focus on connectivity, expanding the flood wall's entries to the park would provide opportunity to create the space for

PROPOSED SITE AMENITIES

- Physical and visual connectivity
- Waterfront development
- Wider flood wall openings
- Entry plazas
- Pedestrian access
- Cohesive site features
- City integration

plazas rather than simple openings through the wall for vehicular access. Wider openings at these points allow for multimodal forms of transportation to enter and exit the site in a safe and convenient way by providing adequate space to separate pedestrians, bicycles and motorized vehicles. One of the greatest benefits of this proposed development would be the park's ability to handle moving crowds of people on and off the site for larger events. The expanded openings would also allow for a sense of entry and provide better presence of the park to the city for visual connectivity to development on the site. Finally, in looking at the strategic direction for connectivity to the site, a third opening in the flood wall at 7th Street is being proposed for a few beneficial reasons. First, as described in the report, the operations of the rail line in front of the park has the potential to block the entryways for 30-40 mins. The third opening at 7th Street would provide the ability to enter and exit the site in instances where the train blocked the other entry plazas. This third opening would avoid a dead end situation on the park where utilization of development would be difficult due to inconvenient access and a poor sense of safety and security. While modifications to the flood wall should be considered with care, having these expanded/redeveloped openings into the flood wall will serve as a key piece in revitalization of the park. The expanded openings would also serve as a way to begin the process of floodwall beautification described in the program of requirements.

With established points of physical connectivity a frame work has been created to begin locating major pieces of feature program. Placing major programmatic elements at the entries allows for visual connectivity to the site. It is anticipated that seeing these structures and elements from the city side of the flood wall would create more interest and draw to the site as an active, developed piece of infrastructure within the city. The ability to see through to the site will be dramatically increased through the proposed expanded entryways. As suggested by the site plan the new splash park would be located near the 12th Street entry, the major pieces of recreation, such as the RV parking, skate park and basketball courts would be near the new 7th street entry. The relocated and newly developed amphitheater would be the feature program at the 10th Street entry plaza. The centering of the Amphitheater on the the site as one of the largest built structures would act as an anchor for the park. Not only would this location allow for expanded seating capacity but the amphitheater could also work to serve as a main piece of infrastructure, acting as the main central circulation hub for the site. Additionally the amphitheater should be thought to act as a point for organizing major utilities that would need to be brought on to the site and distributed throughout.



Park Program Diagram



Park Program Diagram

Along the length of the site, from east to west, developed zones of space between major program are proposed to stretch across the site. These zones include the new developed waterfront, park space and a potential zone of development for elevated retail with parking below. It is intended that these individual zones come together to create a park that is a collective and cohesive whole, allowing for movement and flow of activity from one side of the park to the other. Development next to the flood wall does have restrictions to provide uninhibited access for inspection and repair as well as not undermining the structural integrity of the wall.

PEDESTRIAN LOOP

Finally as a part of the riverfront development, we want to create an inviting environment for all modes of travel. The amenities proposed for the riverfront are highly compatible with bicycle and pedestrian traffic. There are also major bicycle and pedestrian generators nearby, such as Pullman Square and other downtown businesses. As a result, a strong bicycle and pedestrian linkage between the riverfront and downtown should be a priority. During the conceptual development, neighboring parallel roadways were studied to determine their suitability for increased pedestrian and bicycle traffic.

Veterans Memorial Boulevard is the parallel roadway closest to the Riverfront, and it also borders many downtown amenities. However, this road is currently not inviting for non-motorized traffic. Veterans Memorial Boulevard serves as the westbound route for US 60, and vehicles are encouraged to take this road instead of 3rd Avenue through downtown. The constraints placed on the right-of-way by the flood wall, railroad track, and neighboring land uses would make future widening unlikely. In addition, most major destination points do not face this roadway, instead addressing 3rd Avenue.

According to the Downtown Huntington Access Study, 3rd Avenue is envisioned to be a multimodal workhorse street. Wide sidewalks and streetscape elements are already in place along much of this roadway. Pullman Square and many other downtown features directly face this street. Motorized traffic movement is a high priority for this roadway as well, but existing and planned infrastructure supports the accommodation of non-motorized travel. As a result, 3rd Avenue



Pedestrian Loop Diagram

appears to be the preferred choice for a bicycle and pedestrian corridor. Since this facility is one-way, bicycles traveling eastbound will need to use 4th Avenue or 5th Avenue.

In order to safely and conveniently access 3rd Avenue, pedestrian and bicycle enhancements should be considered on the two existing roadways that access the Riverfront and planned to extend to 7th street with the development of the third floor wall opening . The

1. Civic Center
2. Holiday Inn
3. Uno Pizzeria
4. Marshall Hall of Fame
Restaurant
5. Starbucks
6. Cold Stone Creamery
7. Max & Erma's
8. Red Lobster
9. Pullman's Plaza
10. Sip Wine Ba
11. Cabell-Hunt Visitor Center
12. Heritage Center

PLANNING CONSIDERATIONS

The masterplan proposes to build facilities and structures within the floodway and floodplain of the Ohio River in Huntington, West Virginia. This may present concern for floodplain permitting. Preliminary research into the floodplain ordinances of the City of Huntington and Cabell County, West Virginia, as well as the Federal Regulations, reveals that the following may apply to the Riverfront Park Project and should be evaluated closely as more detailed design is developed:

1. City Ordinance states the developer must prove that “the development is in the best interest of the community at large” to develop within the floodway.
2. County Ordinance states “new development shall not be permitted in the floodway where reasonable alternatives exist elsewhere. In addition...the applicant shall demonstrate that there are no reasonable alternatives other than the floodway encroachment before a permit is issued.”
3. Assuming the city/county would agree to permit this development in the floodway/floodplain:

a. *An engineering study would need to be provided to show No-Impact on the Base Flood Elevation (BFE).*

- “No development shall be permitted unless it has been demonstrated through hydrologic and hydraulic analysis performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels.” - County Ordinance
- This may include doing a volumetric analysis on any structure built within the floodway. This may include the parking structures for the shops, recreational areas, the amphitheater, etc.
- The boat storage would need to be designed per the City Zoning Ordinance. This includes design criteria such as:
 - Preventing structural flotation, elevation of utilities, minimum openings “designed to automatically equalize hydrostatic flood,” and other requirements.

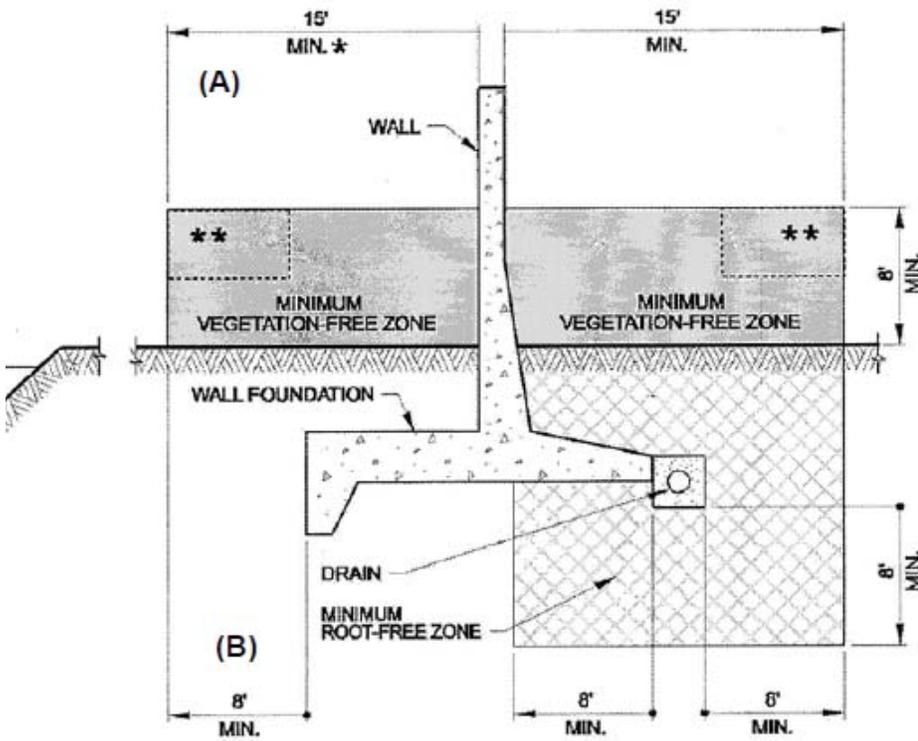
b. *There is a chance the project could still be approved even if a No-Impact cannot be achieved.*

- The levee would have been designed with certain freeboard requirements as explained in the Federal Regulations Part 65. These would likely have to be maintained. There are also increased freeboard requirements for the levee if there are buildings within a certain distance of the levee. This may be a problem even if a No-Impact is achieved if buildings are constructed within a certain distance of the existing wall if the wall has only the minimum amount of freeboard.
- There could be the option of rebuilding and recertifying the levee to a location in front of the proposed shops. This would put the shops outside of the floodway.

As proposed, the shops would be within the floodway, even if they are built above the BFE. This does not make it impossible to insure, but can make it more expensive. For insurance, they begin with the building’s location in plan view, and may raise or lower the cost based on the building’s finished floor elevation compared to the BFE.

“All uses, activities, and development shall be undertaken in strict compliance with the flood proofing and related provisions contained herein, and in all other applicable codes, ordinances, and regulations.” – City Zoning

This is just a preliminary review of the potential regulations that may apply to the Riverfront Park Project. Once the permitting process has begun and design is finalized, it may be discovered that more regulations apply.

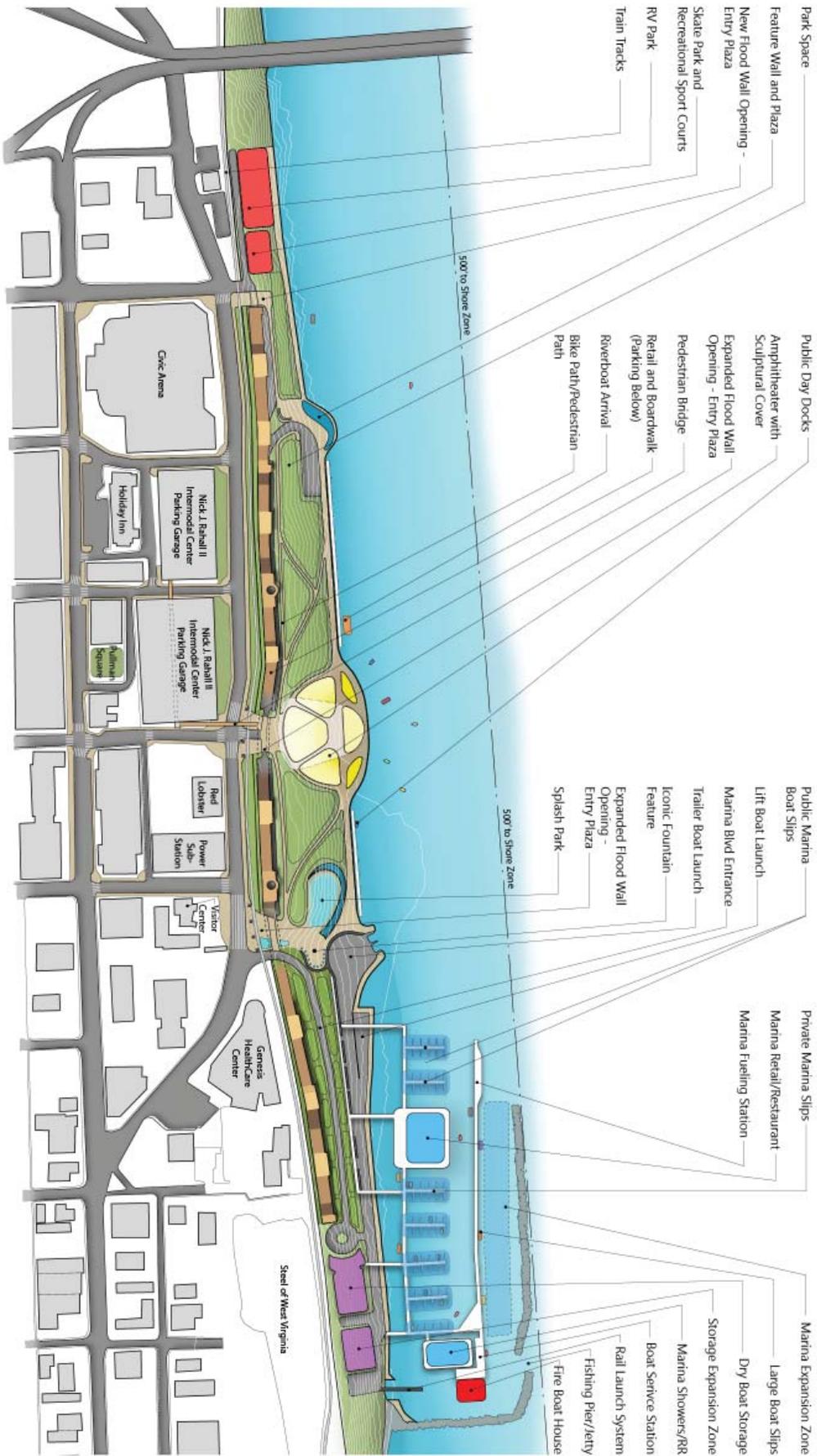


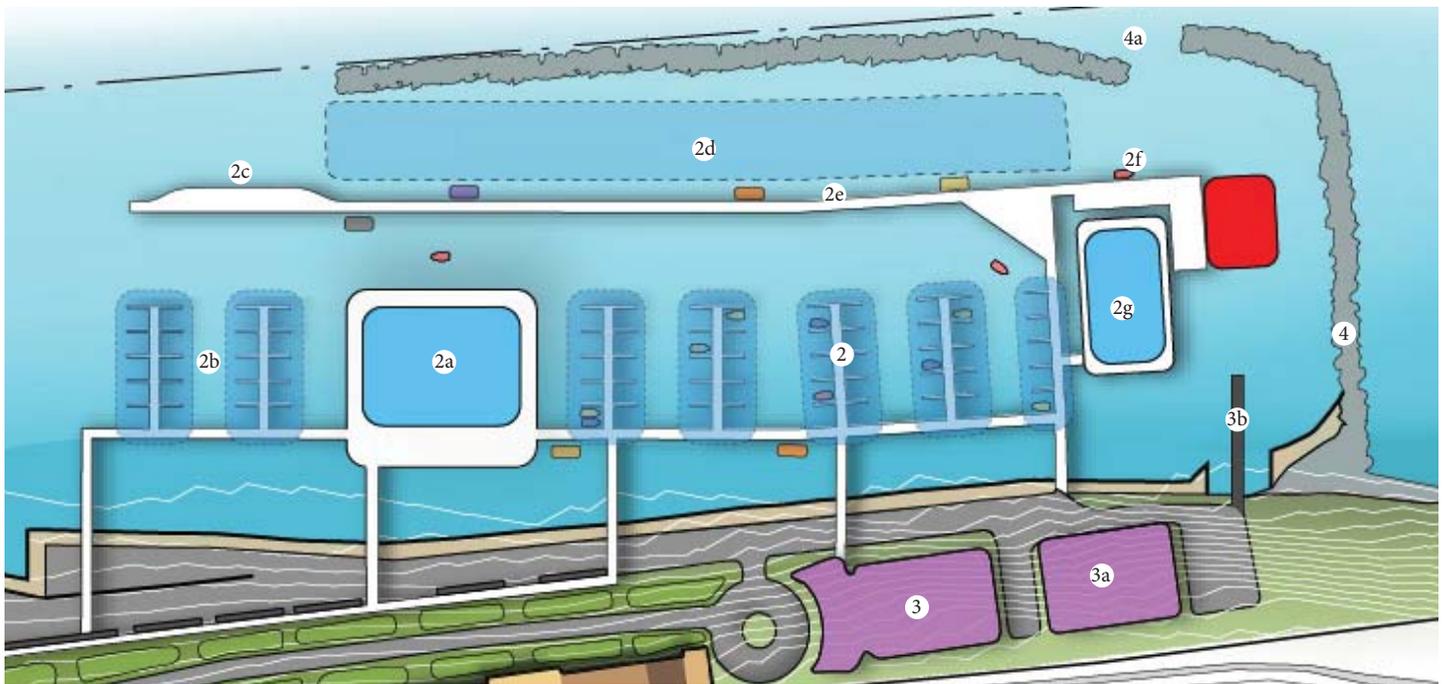
Note:

The horizontal dimension of the minimum vegetation-free zone shall be the greater of:

- A. The 15' minimum, as dimensioned above grade, or
- B. As dimensioned from the edge of the below-grade structure.

**In this 4'x7' zone, temporary obstruction by limbs and crown is allowed during development of new plantings, for up to 10 years.





MARINA

2. Private Marina

The recent demolition of the existing marina has left Harris Riverfront Park and the City of Huntington with no major presence or connection to the river. In addition to reestablishing the connection between river, park and city, and identifying the City of Huntington as an exciting tourist destination along the Ohio River; the construction of a new privately operated marina is planned to be an integral part of the economic development of the city and revitalization of the park. The new marina is planned to accommodate 150 boat slips with the capability to expand to up to 300. 2/3 of the new slips will be reserved for private patrons. It is planned to be a full service establishment in which members will have access to valet parking; golf cart valet services; trailer and rail boat launch services; covered boat slips (long and short term); fueling station; boat service station; dry dock storage; club showers and restrooms; and floating restaurant, bar, and boat house. The primary vision for the marina is to function as a private marina for members but to be organized in such a way that would make portions of it available for use by the public. The docks are planned to be high grade aluminum commercial construction for durability and longevity.

2a. Marina Store/ Restaurant

The marina restaurant, bar and boat store structure is currently planned to provide a barrier of separation between the public and private marina slips, while providing convenient access to both customers, public and club mem-

bers alike. Customers would be able to rent boats, boating equipment, jet skis and other items for water based activities at the boat store that is conveniently located on the water. As part of the marina dock structure the location of the restaurant on the water would provide yet another option of activity and dining experience for the city. The restaurant and bar will provide indoor and outdoor seating overlooking the marina and river with an upscale atmosphere.

2b. Public Marina

The public marina will provide a drop off location for rental boats and access to rentable day slips for non-member customers looking to park their boat on an as need basis. The public marina would be maintained and operated by private marina ownership. Access to marina services such as the boat store, fueling station and boat repair would be made available to the non-member users.

2c. Marina Fueling Station 2d. Marina Expansion Zone 2e. House Boat Slips

The long run of docks to the north side of the marina provides short and long term docking slips for house boats and larger vessels. The slips have access to the marina's restaurant and amenities, and encourage house boaters to dock at the marina for extended stays.

2f. Boat Service Station 2g. Marina Amenities Building/Restroom

3. Retail and Dry Boat Storage

A watercraft retail store will operate at the front entry of the dry boat storage on land. The space will provide a large finished open floor plate for display and sales of boats indoors. Attached to and behind the retail function of the this facility would be a large open warehouse structure for storing privately owned boats. Operated as part of the business function of the marina this service would be available at rates varying on boat length, length of storage, and services requested to be performed when boat is stored and launched. The size of the first phase of the boat storage facility is planned at 56 vessels. The facility should be completely enclosed and organized with two rows of racks for storing boats 4 high. The depth of the racks should be able to accommodate boats lengths up to 35'. A facility such as this uses a specialized forklift truck that requires a large turning radius. It is important to provide a wide aisle between the storage racks at a min of 65' to accommodate the turning radius of the forklift. Large doors into the facility should be provided to allow the forklift to enter and exit while carrying boats.

3b. Rail Launch

Located on the service side of the dry boat storage facility this piece of equipment would allow for quick and safe launching of boats for members of the marina that wish to have the boats docked. Boats could be secured to a carriage and them lowered into the water through mechanical means. This would reduce fork lift and trailer traffic to the existing boat ramp launch.

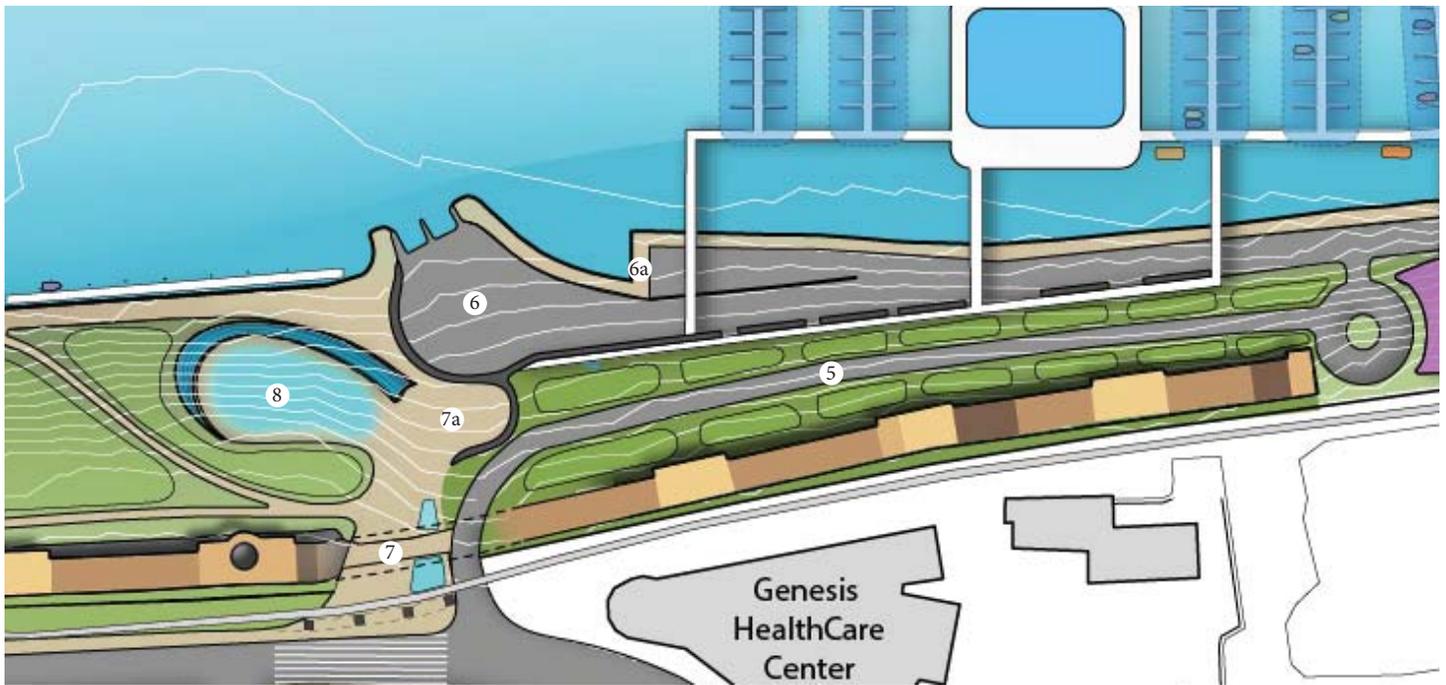
4. Fishing Pier/Jetty

A jetty, used to break the current of the river, and protect the marina from debris traveling downstream should be considered. A structure such as this will not only provide protection but also allow for calm waters to navigate watercraft in an out of the marina. A break in the jetty as currently depicted would allow for easy emergency access to the fire / police boat house and "back of house" access to the marina service yard for boat dry docking and launching services. Additionally the jetty could be used to serve as a means for river wildlife mitigation.

4a. Jetty Emergency Entrance

MARINA VISION





ENTRY PLAZAS AND SPLASH PARK

5. Marina Boulevard Entrance

Vehicular access to the marina will utilize the expanded 12th Street entry. The desire for Harris Riverfront to predominantly function as a pedestrian park conflicts with the general needs of a marina that requires access for boat trailers. For this reason, the Marina Blvd. entrance is located at the far east side of the 12th Street entrance plaza. This will provide separation from the pedestrian nature of the plazas and park spaces and allow for a long tree lined drive to the marina entrance. Pedestrian finger bridges from the boulevard to the slips will bridge up and over the launches below. A valet golf cart service will be provided for members convenience to carry their belongings from their cars to their boats.

6. Trailer Boat Launch

The existing trailer boat launch will be utilized by the new marina. Given the new traffic that is to occur with the re-developed marina, alternative plans for public use of the launch need to be made.

7. Entry Plaza's (12th St)

The entrance plazas proposed for the expanded openings of the flood wall will create more connectivity between major city elements and Harris Riverfront Park. The plazas should be paved differently from the road with raised curbs that are above the street level. Articulation with landscape features such as planter beds, small walls or sculptural elements could be strategically designed to create gateways at the railroad crossing and separation

from vehicular access. Iconic structures located at each plaza would create visible landmarks or meeting points within the city. ADA accessibility must be addressed at these plazas as the current entries do not provide accessible access. The proposed entries are projected to be between 60-85 feet wide.

7a. Iconic Fountain Feature 8. Splash Park

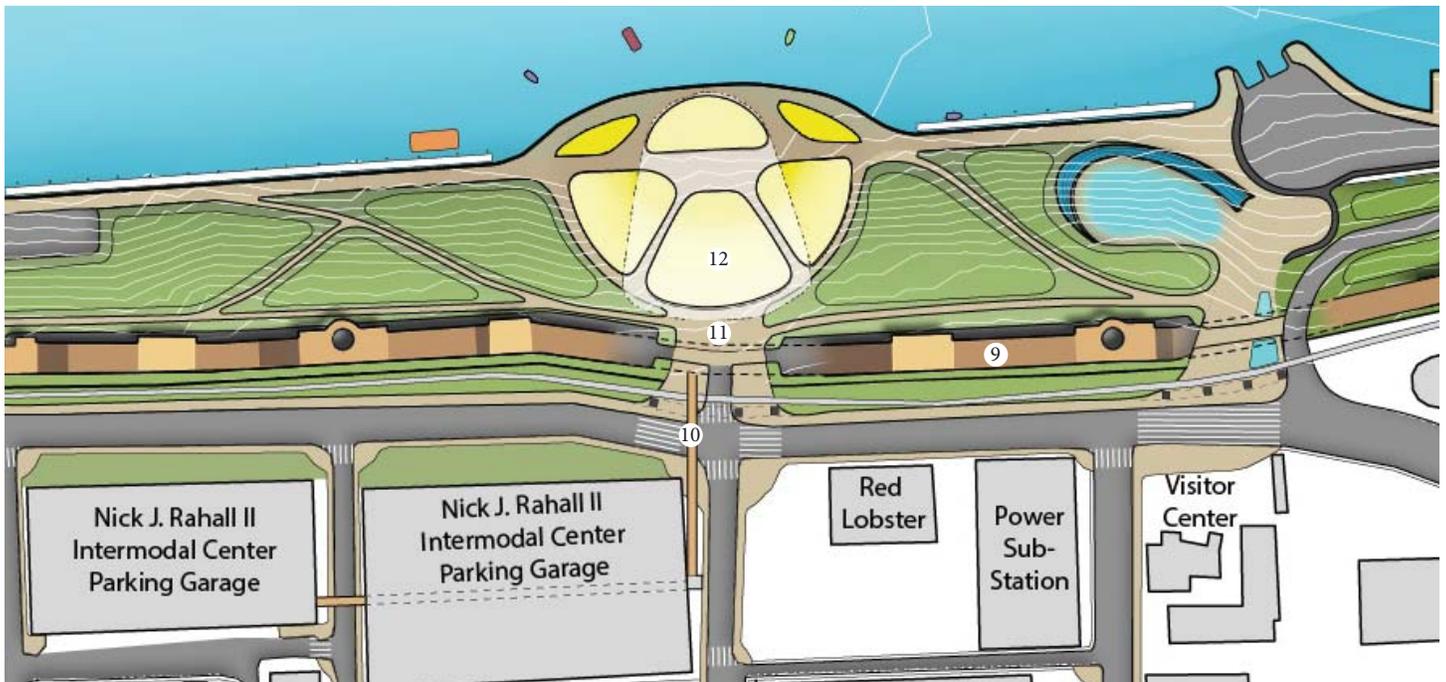
A splash park would provide a great deal of activity on the site and would work greatly for the development of an entry plaza water sculpture. There are many examples of these type of developments in parks which could be uniquely designed for the city of Huntington. Interest can be drawn from playful young children or park visitors seeking to enjoy a relaxing water feature. The splash park could offer unique lighting opportunities at night visible to both the city and the water front.

ENTRY PLAZA VISION



SPLASH PARK VISION





RETAIL/BOARDWALK AND AMPHITHEATER

9. Retail/Boardwalk

The retail boardwalk being presented as part of the master plan seeks to find new opportunity for the city of Huntington at the Harris Riverfront other than public infrastructure and civic development. The zone next to the flood wall is currently used for parking and remains as the best opportunity for paving on the site as it is the flattest area. The elevated deck would act much like a covered parking garage that would support the function of buildings on top. Elevated structures are common in flood plains and the development here would be serving multiple functions. Covered parking, protection from flooding, and raising activity above the flood wall for visual connectivity to the city allowing advertising and exposure. Walks would be present on the flood wall side of the elevated structure with the capacity for observation decks on the back side serving potential restaurants with seating overlooking the river. Additional observation decks could be created near the amphitheater to serve as even more capacity or privileged seating areas for large events. These unique features would aim to drive up the volume of visitors creating a thriving environment for restaurants and business owners occupying the boardwalk space. The idea of scalable modular units could be deployed here with a structure similar to an elevated parking deck. Units could be modular and would not require the full length of the development to be built all at once. Expansion could occur as funds are available or as required by the demand for space. The new boardwalk would help to

create a new façade for Huntington from the river, with lighting and activity that is not just the back side of the flood wall.

10. Pedestrian Bridge

The proposed enclosed pedestrian bridge would provide access to the park over Memorial Blvd., the rail road and the flood wall. Realization of the retail boardwalk would allow the bridge to take visitors directly to the retail and business space from Pullman square. Vertical circulation, complete with elevator and stairs would need to be provided at the point of connection on the river side of the flood wall regardless of development of the boardwalk. The bridge design should allow for integration into the layout of the boardwalk scheme. The pedestrian bridge should be wide enough for comfortable circulation in both directions with a width around 12-16 feet. Considerations for an additional bridge near the convention center would allow for optimal access to the site and the expansive boardwalk development.

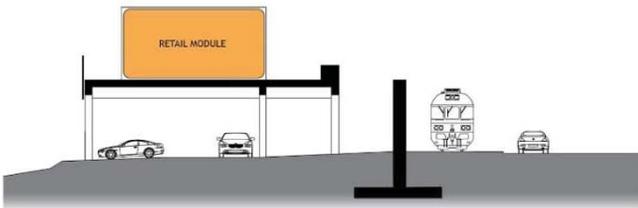
11. Entry Plaza (10th Street)

12. Amphitheater with Sculptural Cover

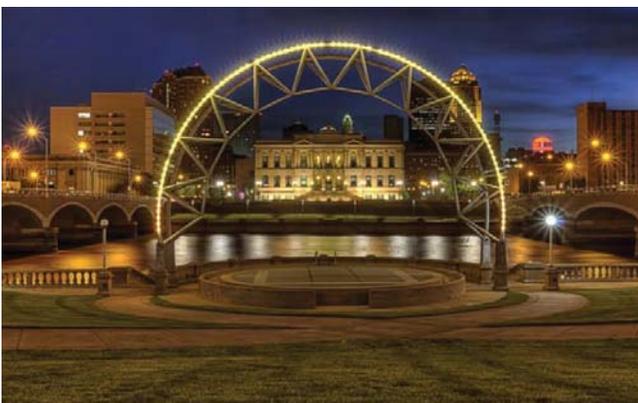
The new amphitheater is to provide more hard surface seating, that can be submerged, with flexibility of overflow spaces for larger events at the top and sides. A permanent elevated stage with enclosed stage houses for changing / back stage functions should be built to handle flooding situations. Updated and new infrastructure needs to be provided to accommodate all types of performances and events. Additionally, an iconic structural cover to the amphitheater would provide protection from the elements as well as work to serve as a visu-

al beacon within the city identifying itself as a center of activity. Extensive reference has been made to the Charleston, WV development as an example for the vision of the new amphitheater. Site visits were made to the Charleston waterfront amphitheater to evaluate and understand different aspects of its design.

RETAIL/BOARDWALK VISION



AMPHITHEATER VISION





RETAIL/BOARDWALK AND AMPHITHEATER

13. Park Space

14. Riverboat Arrival

15. Public Day Docks

Public access day docks at the waterfront would allow public use of the park and temporary parking of boats.

21. Railroads and Floodwall Beautification

A high level parking study shows that approximately 500 spaces could be accommodated under the zone shown as retail boardwalk and riverboat parking. Current parking is around 300 spaces. Zoning regulations for parking would max out development of businesses at 100,000 sqft. with the ratio of 1 space per 200 sf.

16a. Riverboat Arrival Land Parking

17. Feature Wall

18. Entry Plaza (7th Street)

19. Recreational Sports Court and Skate Park

20. RV Park

Weekend events could attract out of town visitors that could be accommodated on site with an RV park. The park should provide wide parking spaces with activity space between vehicles as well as utility connections, access to water and restroom facilities.

21. Railroads and Floodwall Beautification

The flood wall aesthetics are functional. Consideration to the effects the aesthetics would have on the surrounding community were most likely not considered at the time of construction or have changed since the construction of the wall almost 75 years ago. Many people are opposed to simply painting the wall as this can become difficult

to maintain and in the end could end up reproducing the same negative feelings toward the wall. Instead simple modifications to the flood wall such as adding lighting or additional masonry articulation could help break up the scale of the wall and provide a better presence as an object in the fabric of Huntington.

FLOODWALL BEAUTIFICATION



PARK SPACE VISION



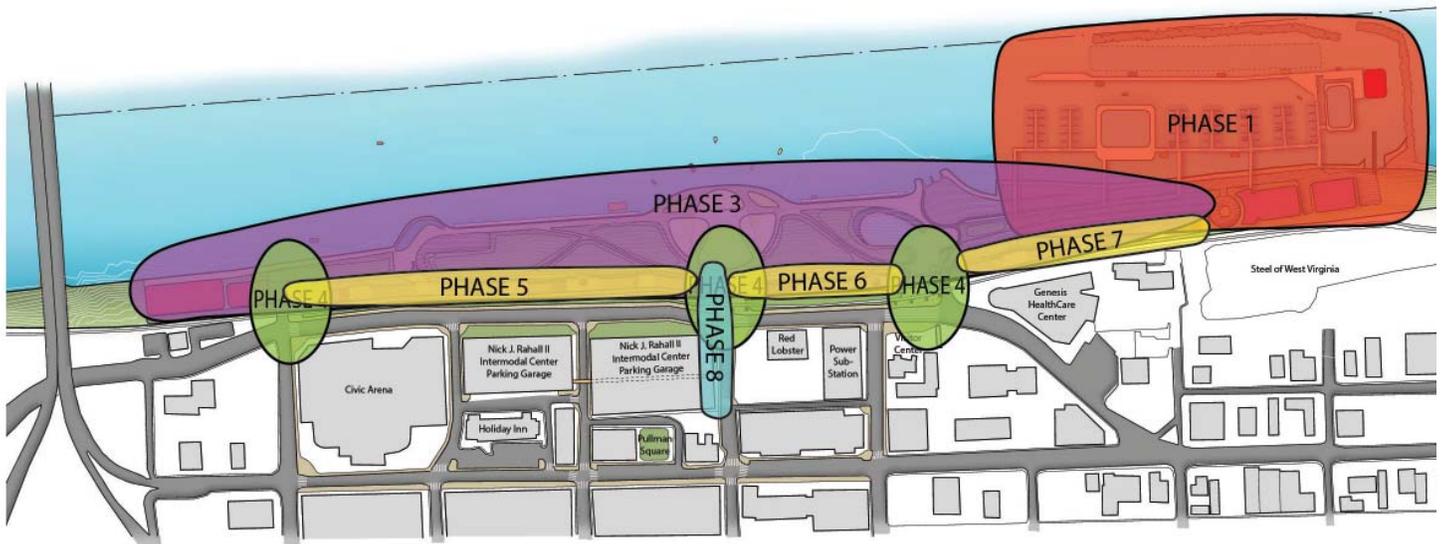
RECREATIONAL SPORTS COURTS AND SKATE PARK VISION



PHASING OVERVIEW

The phasing of the project is important on two levels. The first being the completion of parts of the project that can generate revenue to support continued development. The second being the development of infrastructure to continue to attract and support new development on the site generating future developments. Currently the marina and fire-boat house have been identified as Phase One. Due to the nature of the site, and regulating authorities that will have involvement with the review and approval process, permitting and design review times need to be taken into account when developing phasing. Currently not all permitting review and approval time frames are known and will need to be reviewed as more detailed design implementation occurs.

PHASING DIAGRAM



PHASING:

1. FIRE BOAT HOUSE AND MARINA**2. PERMITTING FOR FLOODWALL
OPENING EXPANSION****3. PARK AND AMENITIES****4. NEW FLOODWALL OPENING AND
FLOODWALL OPENING EXPANSIONS****5-7. RETAIL/BOARDWALK****8. PEDESTRIAN BRIDGE**

ADVISORY BOARD

Closing Statement

Advisory Board:

It was suggested through meetings with Superior Marine, the COH and KYOVA that an advisory board be put together to be involved with the continued development and implementation of the Harris Riverfront Masterplan. The extent of involvement and inclusion of members on an advisory board has not been determined at this time however could include the following;

- Assisting in oversight of implementation and carrying through of project guiding principles that meeting the program of requirements.
- Assisting in leadership of carrying items through the process of approval with government agencies.
- Seeking avenues for securing funding.