



Riverwalk at the Port of Huntington Master Plan

Huntington, WV

December 21, 2015

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 entered into a new partnership with the local, privately owned company, Superior Marine Inc. 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 U.S. Army Corps of Engineers in 2011. The updated master plan considers the aspirations of private enterprise and civic infrastructure for the potential to revitalize activity and generate sustainable economic growth of the surrounding city and the site.

CONSULTANT INVOLVEMENT

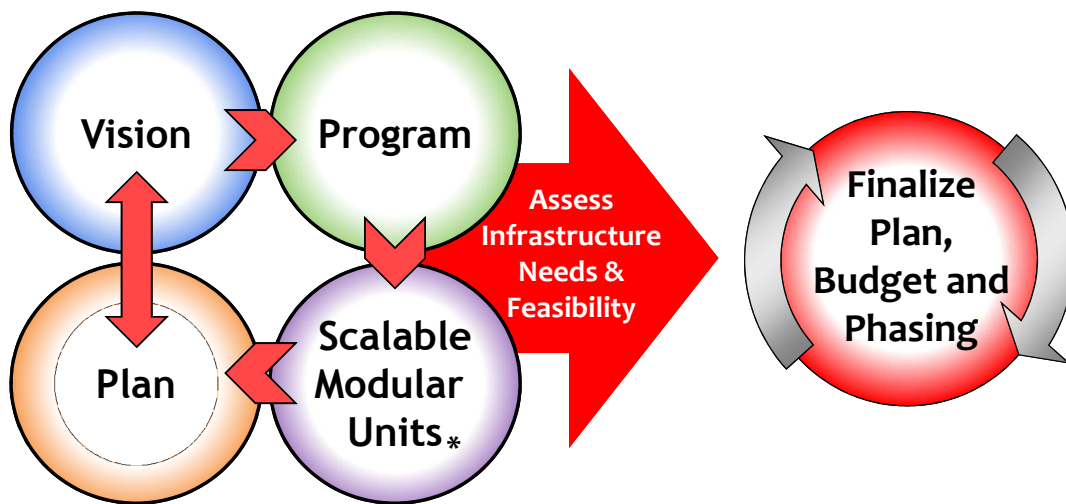
The following report and planning effort was led by the planning and architecture firm Trinity (Columbus, OH). Trinity was retained, at the request of Superior Marine, by the design and consulting firm Kimley-Horn (Cary, NC office) who also participated and was consulted in the development of the masterplan. 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 master plan, as stated in the project background, is Harris Riverfront Park located on the river side of the floodwall 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 river side of the floodwall, the goals and objectives of the master plan force the evaluation of integration and connectivity with the context of the adjacent city. The scope of the master planning effort over a four month period included analysis of the existing site and development of a site planning strategy, graphic site plan, and program of requirements. Furthermore, each major piece of program was given visual precedents to guide the desired look, feel and aesthetic to be referenced as more detailed design implementation occurs. Lastly, a high level phasing strategy was developed. It is intended that the master plan be used by KYOVA, the City of Huntington and Superior Marine to make presentations, aid in securing grants and funding, and provide guiding principles for development of the site.

PLANNING PROCESS

During the development of the master plan, Trinity worked closely with leadership from Superior Marine and the current USACE master plan 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 serve as a backdrop to identify where restraints, needs and development opportunities exist on the site. Superior Marine's history and involvement with the community of Huntington, as well as their knowledge of marine activity on the Ohio River, served as a valuable resource to understanding the dynamics of the site. The subsequent planning aligns the findings of the site analysis with the goals, objectives and program of requirements. 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 master plan.



* 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.

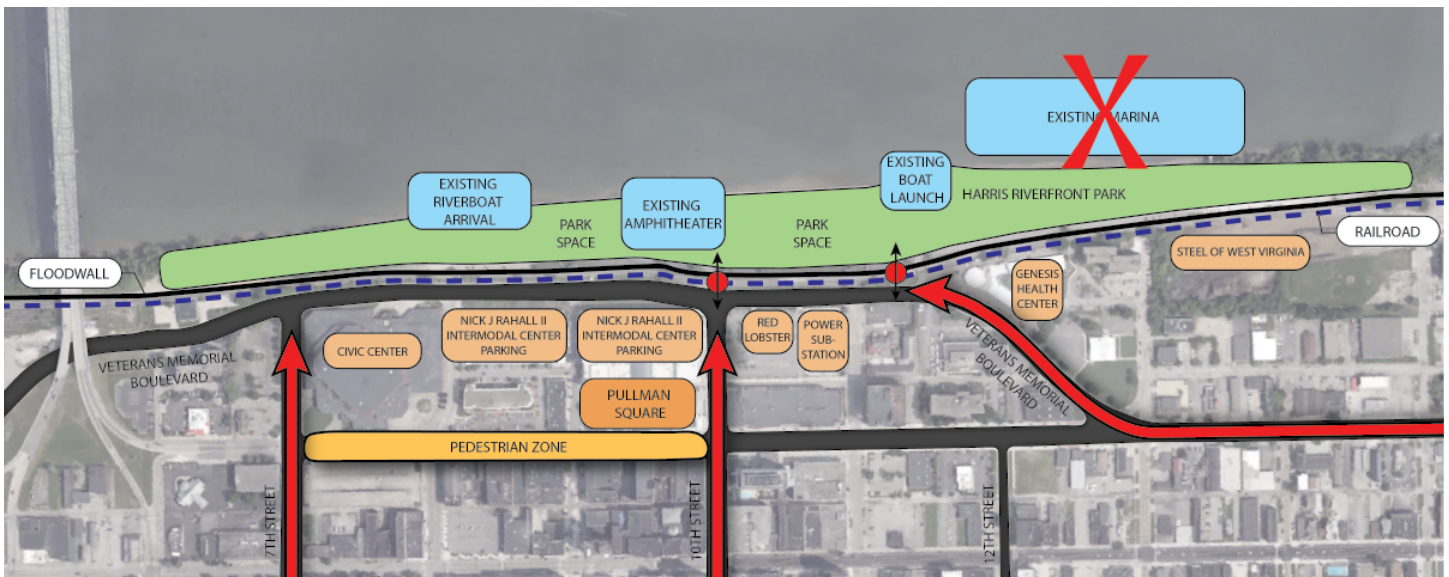
AVAILABLE RESOURCES

EXISTING SITE INFORMATION:

At the time the master plan study was conducted, no existing site surveys or detailed development documentation could be found. Consequently, the plans included in the master plan were developed from 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. A site survey must be obtained prior to further development or implementation of the master plan. The site survey should include detailed topographic information identifying existing utilities, rights of way, 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 Veterans Memorial Boulevard and to the north of the river.

USACE MASTER PLAN:

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



EXISTING SITE:

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 floodwall to the south. The park is bordered by industrial development to the east and west. The following information provides a description of features and conditions both on and around Harris Riverfront Park.



FLOODWALL:

The floodwall that currently borders the southern edge of the site was constructed soon after the Flood of 1937 by the U.S. 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 floodwall from Veterans Memorial Boulevard. The opening located at 10th Street is 36 feet wide and the 12th Street opening is 32 feet wide. During flooding events the openings are closed by stop log style gate closures. 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 floodwall 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 on Veterans Memorial Boulevard to the park do not connect to a side walk but rather a curb. The lack of side-walk forces pedestrians to enter the park by walking on the street. While waiting to leave, pedestrians 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 floodwall on the south side of the park, a rail line runs parallel and adjacent to the floodwall. The location of the rail creates another barrier to be considered when developing 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 16 feet wide. As outlined in the USACE 2011 Master Plan, the operation of the railroad using the transfer station to the east can potentially block the two entries of the floodwall at 10th Street and 12th Street for 30 to 40 minutes. Current crossings of the railroad 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. Visitors arriving at the site are forced to walk up a flight of stairs and through a parking lot or use an alternate sidewalk along an uphill asphalt drive. Public restroom facilities and parking are provided at the riverboat dock.



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 on each side of the seating area. The amphitheater is accessed mainly from the south, which connects to the 10th Street entry plaza. The amphitheater takes advantage of the sloping site to connect the upper portion of the park with the river bank 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 into the river which provides access for a seasonal floating stage. The amphitheater is primarily used for performances and events. A few noted concerns in regards to the amphitheater were noted. One being its ability to accommodate larger performances or events. Larger 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 master plan, 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 flooding and the elements. A solid surface seating area would help reduce maintenance and 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 having been 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 floodwall where the site is most level, with the exception of the riverboat parking which is located 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.

There are approximately 300 parking spaces on site at this time. Additional parking near the site includes two garages at Pullman square and 8th Street which are adjacent to the park, across Veterans Memorial Boulevard.

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 been successful 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 downtown revitalization 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 USACE Master Plan are carried through in the program of this master plan. 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 master plan. The location of the park alone presents the opportunity to create a waterfront destination. The master plan includes the development of a new full service expanded marina (private and public use). The master plan also seeks to be ambitious in presenting an idea for mixed use retail / residential / hotel development along the river side 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 challenge on the site is the separation from the city that the floodwall 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, easily accessible from within the city. Using this visual connectivity at expanded wall openings will allow the park to be perceived as an extension of the city. More importantly, and more difficultly achieved, is addressing the need of the park to become physically connected with the city. The physical connections 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 in order to deal with the obstacles of the floodwall, CSX Rail Line and Veterans Memorial Boulevard (US Route 60), which all physically separate the park from the city. Achieving convenient and safe pedestrian and vehicular access to and from the site will be important to future development. 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 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 master plan, 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 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 developments common to 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 Floodwall Openings

D. CITY AMENITIES

- Splash 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
- Floodwall 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 master plan. A strategy does not specifically locate items on the site but sets up a framework to build upon when more detailed development of the plan and implementation of design occurs.



New Entry Diagram

One of the biggest obstacles on the site is the disconnect created by inherent obstacles including the floodwall, railroad and Veterans Memorial Boulevard. 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 marina on the east end of the park accommodates many aspects of the marina program such as expansion capabilities, parking, access control, and security for private marina use. This location also takes advantage of riverbed preparation or dredging the pervious marina already had in place and continues to make use of the existing boat launch. Additionally, other programmatic items that serve the marina such as the dry storage facility and service yard could be kept away from main traffic areas 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 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

PROPOSED SITE AMENITIES

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

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 floodwall at 7th Street is being proposed. 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 to 40 minutes. The third opening at 7th Street would provide the ability to enter and exit the site in instances when the train blocks the other entry plazas. This third opening would alleviate the dead end situation on the west side of 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 floodwall should be considered with care, having these expanded, redeveloped openings into the will serve as a key piece in the 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. Development next to the floodwall does have restrictions to provide uninhibited access for inspection and repair as well as not undermining the structural integrity of the wall.

The ability to see into the park from the major corridor axis in the city will be increased by the proposed expanded entryways. Featuring major programmatic elements at each entryway will act as a beacon on the site and create a greater sense of visual connectivity. The programmatic beacons, as suggested by the master plan, would be as follows: the splash park, located at the Twelfth Street entry plaza; the relocated amphitheater with a sculptural cover, located at the Tenth Street entry plaza; and the skate park and basketball courts, located at the Seventh Street entry plaza.

The amphitheater, centered on the site, acts as the anchor for the park. It is one of the largest built structures and the main feature for entertainment. The new location would allow expanded seating capacity and emphasize the amphitheater as a central circulation hub for the site. Additionally, the amphitheater would act as a central location for organizing the new major utilities that will need to be distributed throughout the site.



Park Program Diagram



Park Program Diagram

Major zones of development are proposed between the entry plazas along the east/west length of the site. These zones include the new waterfront, park space and an elevated retail “boardwalk” with parking below. It is intended that these individual zones come together to create a park that acts as a cohesive whole, allowing for movement and flow of activity from one side of the park to the other.

PEDESTRIAN LOOP

The new master plan creates 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. Neighboring roadways were studied to determine their suitability for increased pedestrian and bicycle traffic.

Veterans Memorial Boulevard is the parallel roadway, closest to the riverfront, that borders many downtown amenities. It is the westbound route for US Route 60 which is a major arterial road for faster moving through-traffic. Veterans Memorial Boulevard is currently unsuitable for non-motorized traffic. The constraints placed on the right-of-way by the floodwall, railroad track, and neighboring land uses would make future widening unlikely as well. In addition, most major destination points within the City of Huntington do not face US Route 60. The face of downtown is on Third Avenue with Pullman Square at the center. Third Avenue accommodates the slower moving local traffic in the westbound direction, and is much better suited for pedestrian and bicycle traffic. Fourth Avenue and Fifth Avenue are utilized by eastbound motorized and non-motorized traffic.

In order to create a safe and accessible pedestrian loop that connects the major activity center of the city to the park, the existing perpendicular streets (Seventh Street, Tenth Street, and Twelfth Street) must be enhanced to accommodate pedestrian and bicycle traffic. The crosswalks at Veterans Memorial Boulevard and these perpendicular streets must be improved and expanded to accommodate increased pedestrian traffic across the busy road. A proposed pedestrian bridge will also serve as a major entry point to the park, from Pullman Square, for non-motorized users.



Pedestrian Loop Diagram

EXISTING CITY ATTRACTIONS

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 Bar
11. Cabell-Hunt Visitor Center
12. Heritage Center

PLANNING CONSIDERATIONS

The master plan locates 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, revealed that the following may apply to the Riverwalk at the Port of Huntington Project and should be evaluated as development of the design continues:

1. City Ordinance states that the developer must prove “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 parking structures for 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.

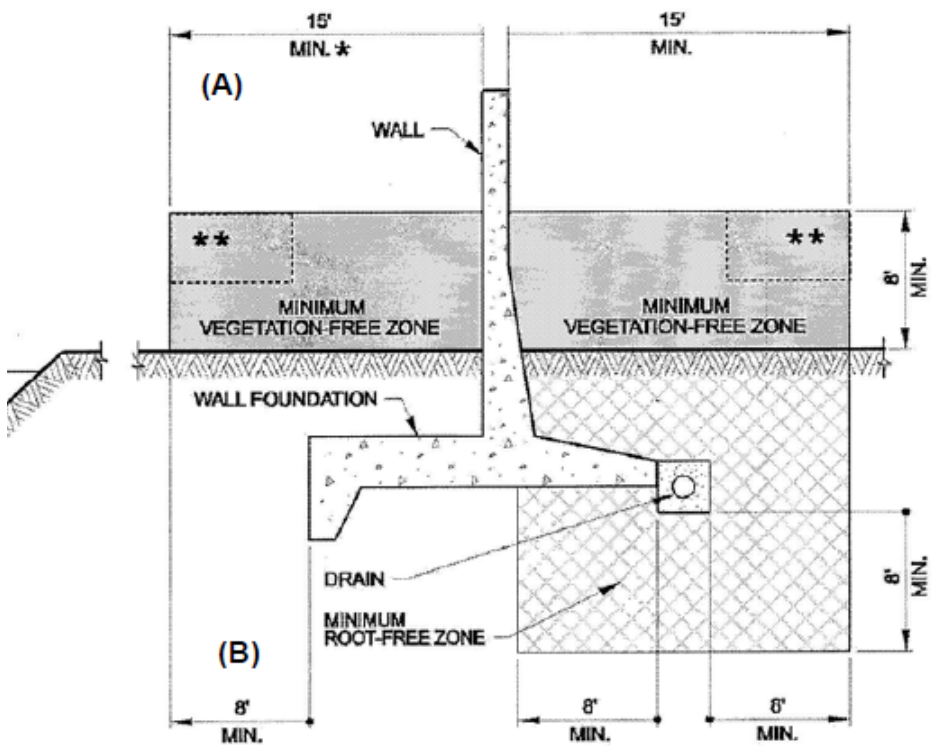
b. *There is a chance the project could still be approved even if a No-Impact cannot be achieved.*

- 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.

The retail boardwalk is considered to be located within the floodway regardless of plans for it to be elevated above the BFE. This does not make the development impossible to insure, but can result in a higher cost. Insurance companies determine the customer's insurance rate by evaluating a structure's location in plan. The company will then consider the building's finished floor elevation in relation to the BFE to determine whether or not the cost of insurance will be increased or decreased.

“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 a preliminary review of the potential regulations that may apply to the Riverwalk at the Port of Huntington Project. Once the permitting process has begun and design is finalized, it may be discovered that more regulations apply.

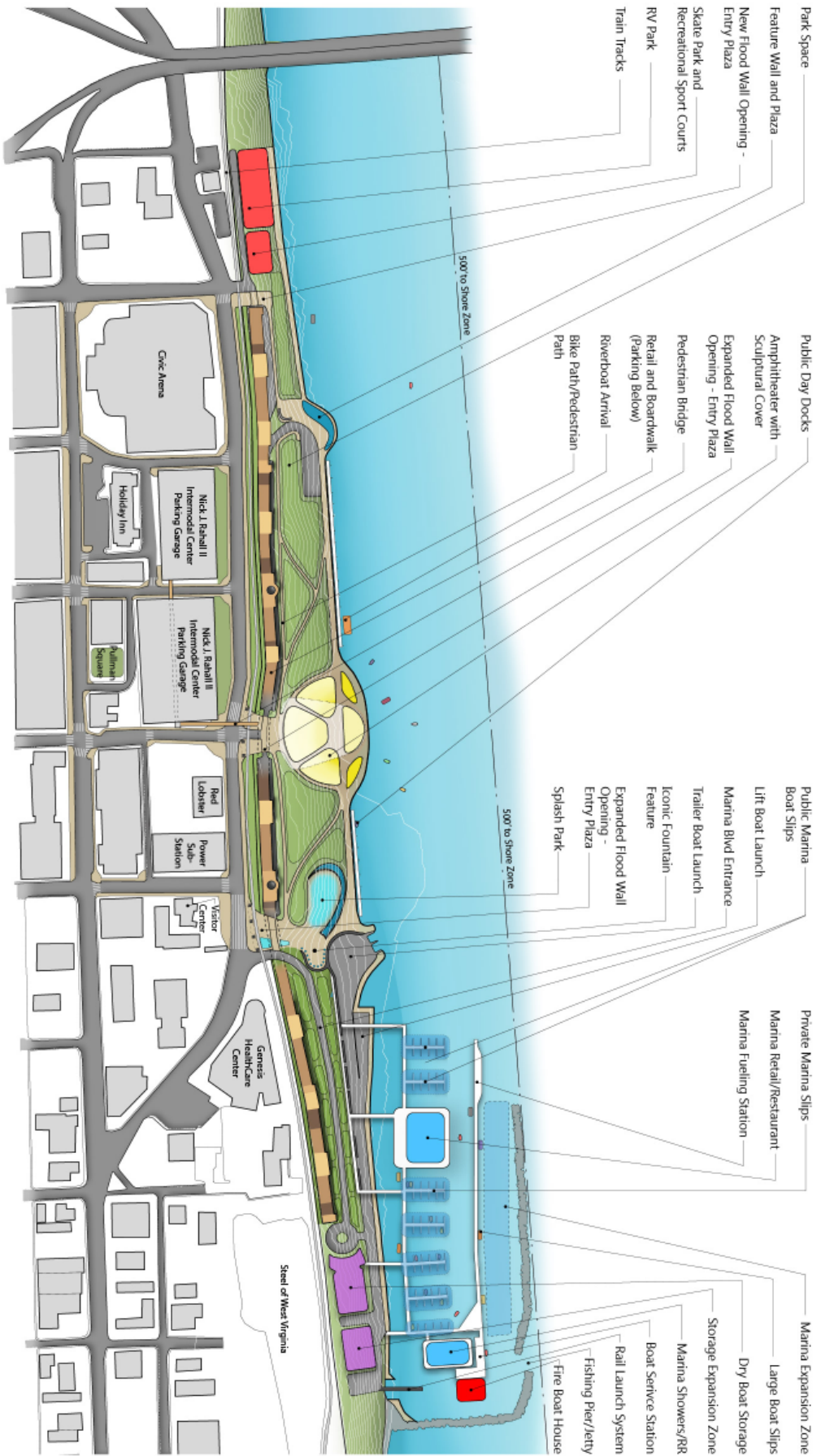


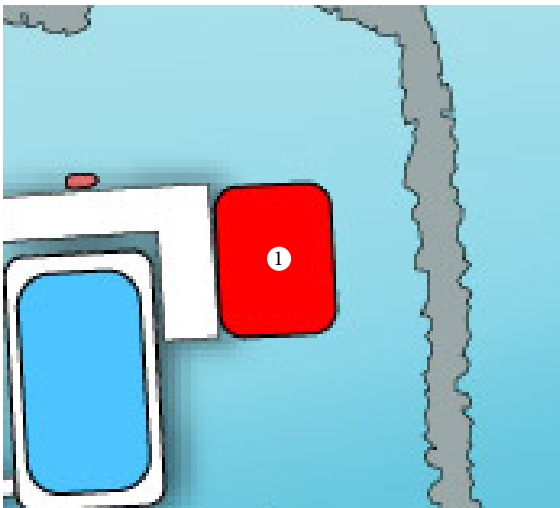
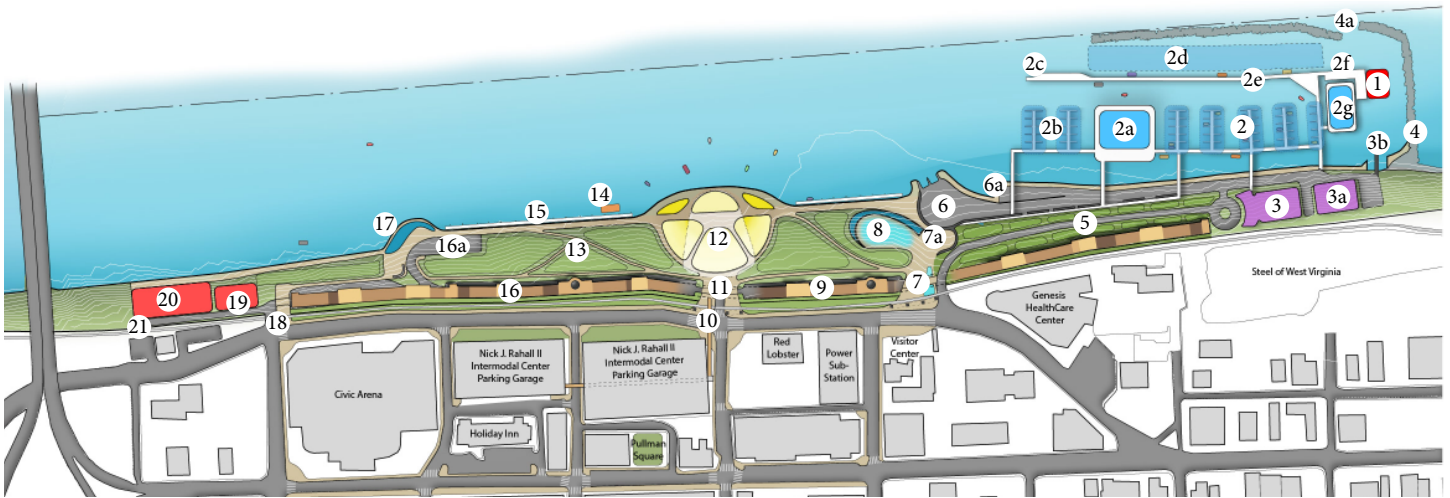
Note:

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.





Fire and Police Boat House

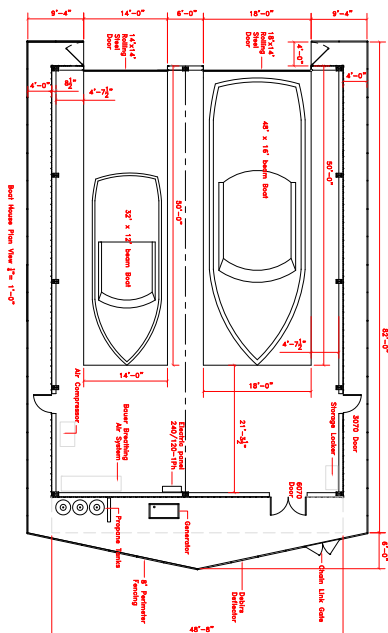
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|--------------------------------|--|--|
| 1. Fire and Police Boat House | 5. Marina Boulevard Entrance | 15. Public Day Docks |
| 2. Private Marina | 6. Trailer Boat Launch | 16. Parking Beneath Boardwalk |
| 2a. Marina Store/ Restaurant | 7. Expanded Floodwall Opening Entry Plaza | 16a. Riverboat Parking |
| 2b. Public Marina | 7a. Iconic Fountain | 17. Feature Wall and plaza |
| 2c. Boat Fueling Station | 8. Splash Park | 18. New Floodwall Opening and Entry Plaza |
| 2d. Marina Expansion Zone | 9. Retail and Boardwalk | 19. Recreational Sport Courts |
| 2e. House Boat Slips | 10. Pedestrian Bridge | 20. Skate Park |
| 2f. Boat Service Station | 11. Expanded Floodwall Opening and Entry Plaza | 21. Railroads and Floodwall Beautification |
| 2g. Marina Amenities/RR | 12. Amphitheater with Sculptural Cover | |
| 3. Retail/ Dry Boat Storage | 13. Park Space | |
| 3a. Dry Boat Storage Expansion | 14. Riverboat Arrival | |
| 3b. Rail Launch | | |
| 4. Fishing Pier/Jetty | | |
| 4a. Jetty Emergency Entrance | | |

INTRODUCTION

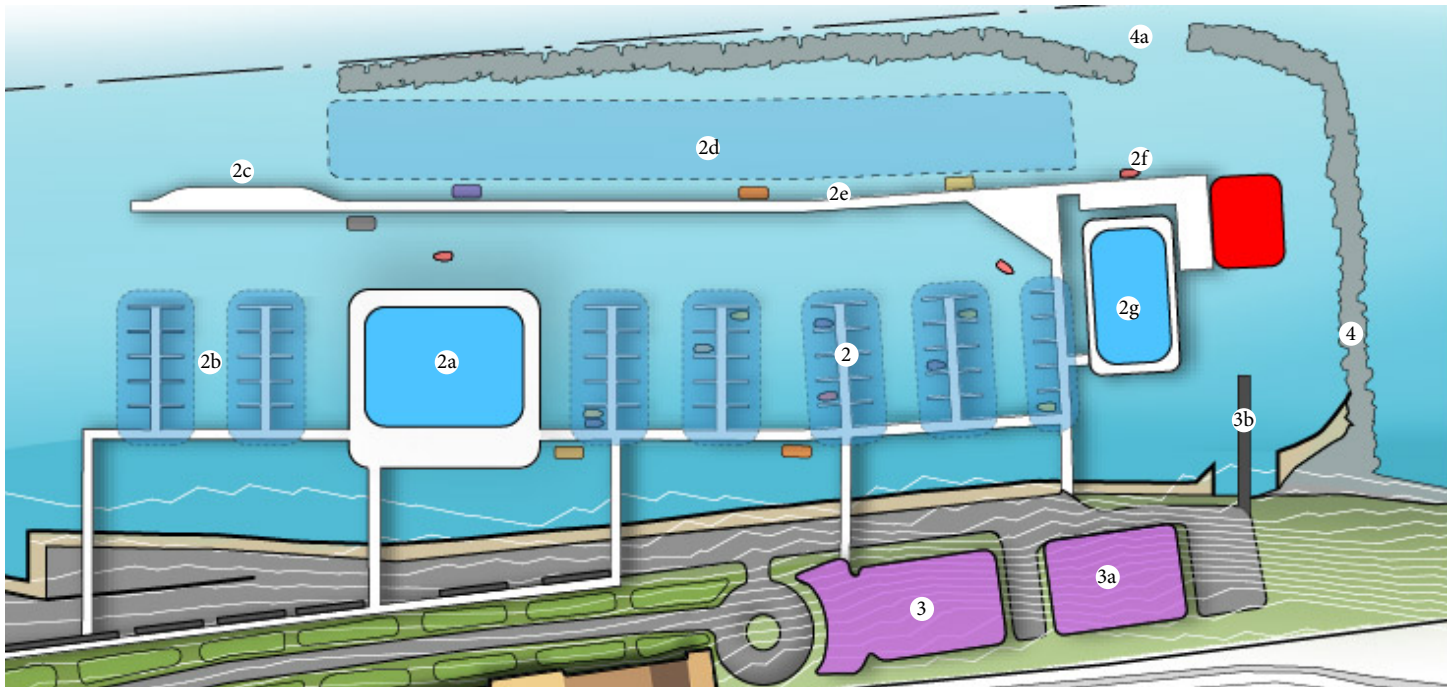
The new program of requirements for the master plan includes the elements listed and numbered above. The following information provides a detailed description of the site strategy and new features of Harris Riverfront Park. The information is organized by dividing the plan into regions in which the program is described with images of precedent studies illustrating the “vision” or design intent.

1. FIRE AND POLICE BOAT HOUSE

The fire and police boat house is part of the first phase in the development of the marina. Preliminary designs have already been submitted and funding has been secured. Access to the fire boat house must be quick and obstacle free, both on land and in water, as the facility is used in emergency response situations. The fire boat house will need to be accessible at all times, including during flooding events when the entrances to the park are closed off. This will need to be a major point of consideration in the design development phase. The fire boat house shares access with the public/private marina to the marina service areas.



Fire and Police Boat House Plan



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. The construction of a new privately operated marina will be an integral part of the economic development of the city and revitalization of the park. In addition, the new marina will reestablish the connection between the river, park and city, and identify the City of Huntington as an exciting tourist destination along the Ohio River. The new marina is planned to accommodate 150 boat slips with the capability to expand to up to 300 total. Two-thirds of the new slips will be reserved for private patrons. The new marina will 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); club showers and restrooms; a fueling station; boat service station; dry dock storage; and a floating restaurant, bar, and boat house. The primary vision for the marina is for it to function as a private marina for members, but to be organized in such a way that would make portions of it available for public use. The docks are planned to be constructed of high grade commercial aluminum for durability and longevity.

2a. Marina Store/ Restaurant

The marina restaurant, bar, and boat store structure will provide a barrier of separation between the public and private marina slips, while providing convenient access to both public customers and club members alike. The boat

store is conveniently located on the water so that customers would have access to rental boats, boating equipment, jet skis and other items for water based activities. As part of the marina dock structure, the location of the restaurant on the water would provide a unique dining experience for boaters and citizens of Huntington. 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 cater to non-member customers that desire to park their personal boats at rentable day slips on an as need basis. It will serve as a pick up and drop off location for rental watercraft. The public marina would be maintained and operated by the owners of the private marina. Access to marina services such as the boat store, fueling station and boat repair would be made available to all patrons.

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 entry of the dry boat storage on land. The space will provide an indoor open floor plan for display and sale of boats. The dry boat storage warehouse will be attached to the back of the boat display room. The dry storage warehouse will accommodate long term storage of privately owned boats during the boating off seasons. This service would be provided by the marina at rates that vary based on boat length, length of the storage, and services requested while the boat is stored and launched. Phase one of the boat storage facility will provide storage of approximately 56 vessels. The facility will be completely enclosed and organized by two rows of racks (separated by a wide aisle) that are four stories tall. The depth of the racks will accommodate boat lengths up to 35 feet. A facility such as this uses a specialized forklift that requires a large turning radius. The aisle between the storage racks must be a minimum of 65 feet wide to accommodate the turning radius of the forklift. The facility will require large doors to allow the forklift to enter and exit while carrying boats.

3b. Rail Launch

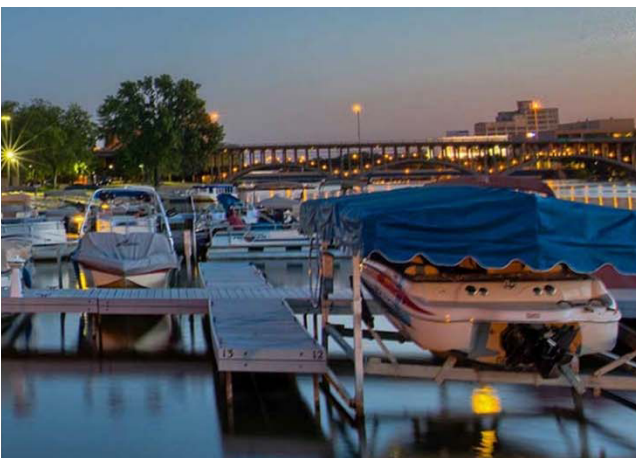
Located on the service side of the dry boat storage facility, this piece of equipment would allow for the quick and safe launching of marina members boats. Boats could be secured to a carriage and lowered into the water through mechanical means. This would reduce fork lift and trailer traffic to the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

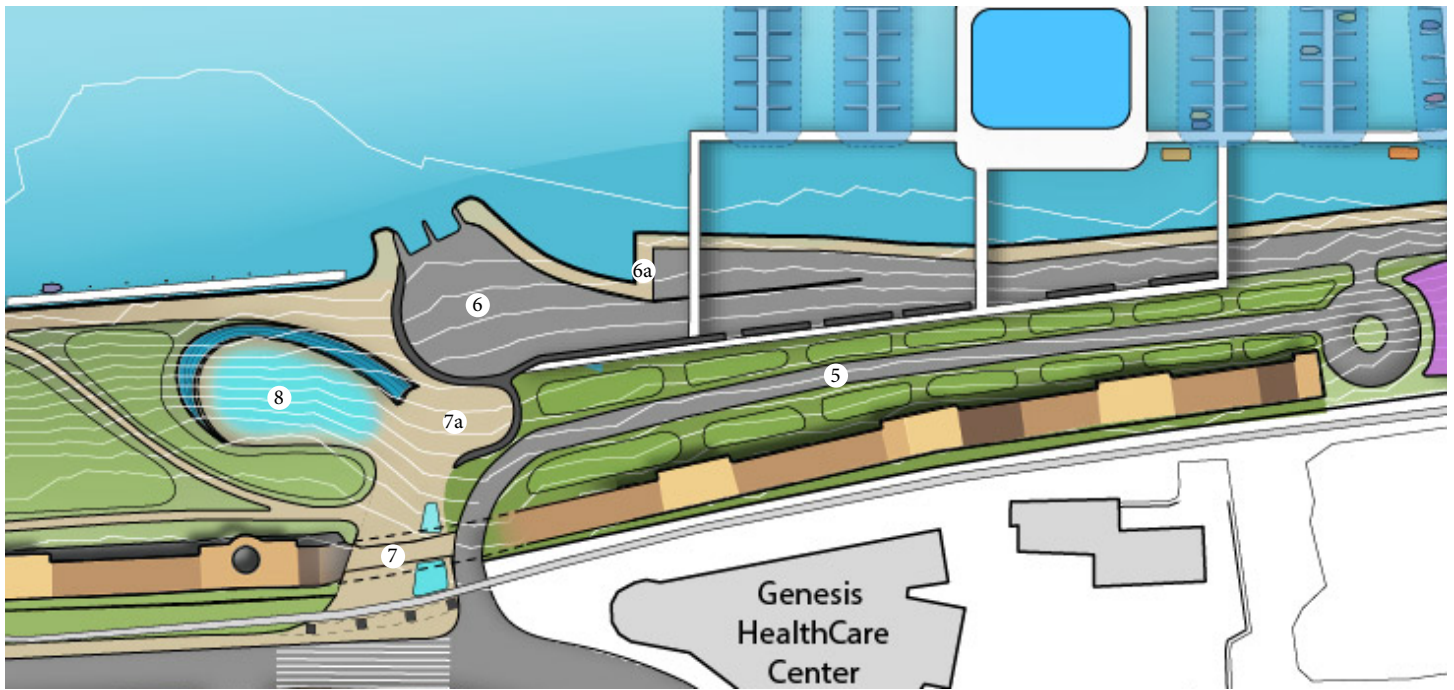
4. Fishing Pier/Jetty

Construction of a jetty would prove to be a great benefit to the marina. This structure would break the current of the river and protect the marina from debris traveling downstream. 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 to allow for easy emergency access to the fire and police boat house, and to provide a "back of house" access to the marina service yard for dry boat storage docking and launching services. Additionally the jetty could be used to

4a. Jetty Emergency Entrance

MARINA VISION





ENTRY PLAZAS AND SPLASH PARK

5. Marina Boulevard Entrance

Vehicular access to the marina will utilize the expanded Twelfth Street entrance. The desire for Harris Riverfront Park to predominantly function as a pedestrian space conflicts with the general needs of a marina that will require access by a high volume of boat trailers. For this reason, the entrance for Marina Boulevard is located at the far east side of the Twelfth Street Entry Plaza. This will direct traffic east of the park spaces, keeping it separate from the elements that are more pedestrian in nature, and allowing for a tree lined drive that leads to the marina. Pedestrian bridges from the marina boulevard to the slips will bridge up and over the boat launch drives below. A valet golf cart service will be provided for the convenience of members that will be unloading belongings from their cars to their boats and vice versa.

6. Trailer Boat Launch

The existing trailer boat launch will be utilized by the new marina. Alternative off-site plans for public use of the launch need to be considered, as trailer parking on site will be limited to marina members only.

7. Entry Plaza's (Twelfth Street)

The Twelfth Street Entry Plaza at the expanded openings of the floodwall will create more connectivity between major city elements and Harris Riverfront Park. The proposed entries are projected to be between 60-85

feet wide. The plazas will be articulated as pedestrian elements that are clearly separated from the roads by a new paving system and a raised curb. Further articulation will be achieved by landscape features such as planter beds, small walls and sculptural elements designed to create gateways at the railroad crossings. Iconic structures located at each entry plaza will create landmarks or meeting points that are visible within the park and city. ADA accessibility must be

7a. Iconic Fountain Feature 8. Splash Park

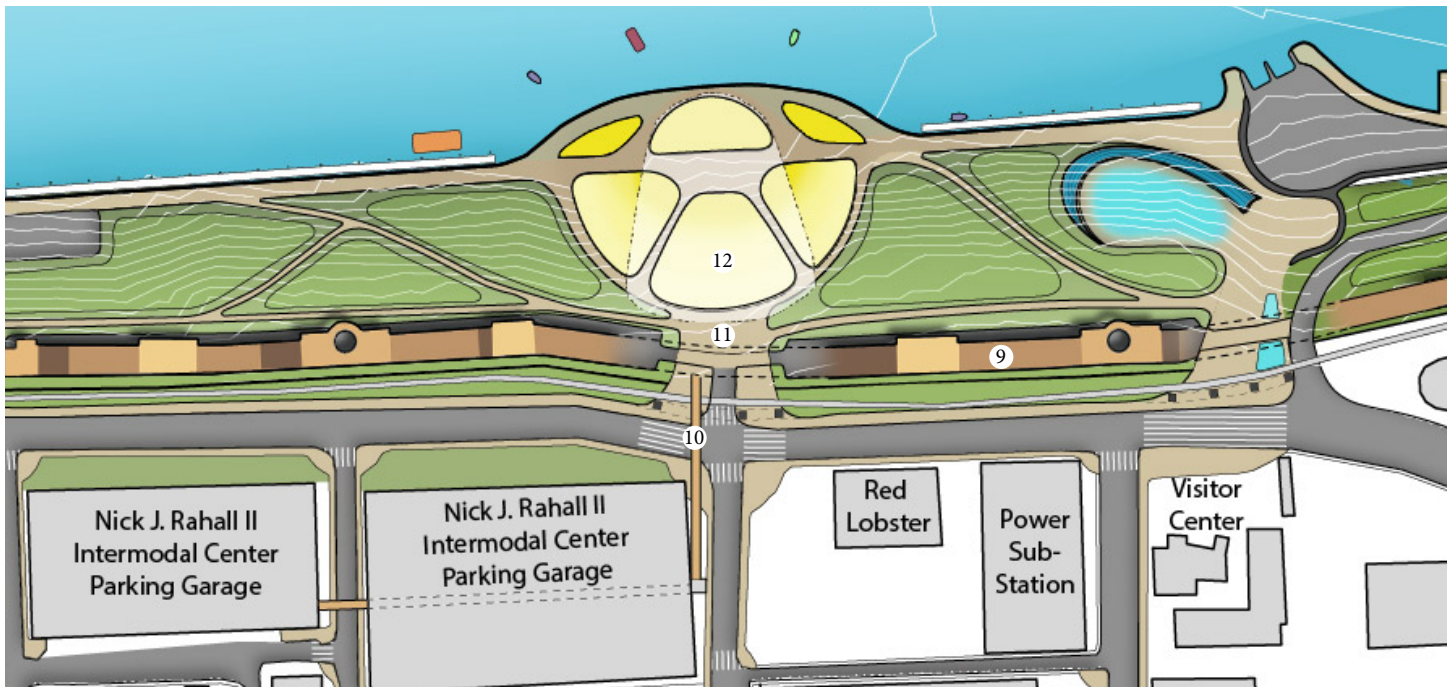
The proposed splash park will be an element that fulfills both a functional and an aesthetic purpose. Families and young children will utilize the splash park as a way to cool down and play on a hot summers day. At night the splash park will function as a beautiful fountain to be enjoyed by people strolling through the park or relaxing on park benches. The splash park will offer unique lighting opportunities at night, visible from both the city and the water front.

ENTRY PLAZA VISION



SPLASH PARK VISION





RETAIL/BOARDWALK AND AMPHITHEATER

9. Retail/Boardwalk

An elevated retail boardwalk will provide economic growth opportunities within Harris Riverfront Park as an extension of the economic prosperity that has come with the development of Pullman Square. The zone adjacent to the floodwall is currently used for parking and remains the best location for paving, as it is the most level area on site. The elevated deck of the boardwalk will serve as a covered parking structure and allow for a large expanse of retail above. Elevated structures are common in floodplains. The development at Harris Riverfront Park will serve multiple functions such as covered parking, protection from flooding, and visual connectivity to the city, above the floodwall, allowing for additional advertising and exposure. The floodwall side of the structure will feature a storefront walk, while the river side of the retail area will have the capacity for observation decks that will function as outside seating for restaurants. Additional observation decks will be located near the amphitheater to serve as privileged seating areas for large events. These unique features will increase the volume of visitors by creating a thriving environment for restaurants and business owners occupying the boardwalk space. The idea of scalable modular units will be utilized with the design of the retail boardwalk. Units will be modular and will not require the full length of the development to be built in a single phase. Expansion may occur as funds become available or as required by the demand for space increases. The new boardwalk will create a new façade

with light and activity, enhancing the view of Huntington from the river.

10. Pedestrian Bridge

The proposed pedestrian bridge will provide access to the park, crossing above Veterans Memorial Boulevard, the railroad and the floodwall. The bridge will serve as a direct connection between the retail boardwalk and activity at Pullman Square and that of the elevated boardwalk. Vertical circulation, including an elevator and stairs, will be provided at the point of connection on the river side of the floodwall. The bridge design must allow for integration into the layout of the boardwalk scheme. The pedestrian bridge will be wide enough for comfortable circulation in both directions with a width of approximately 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.

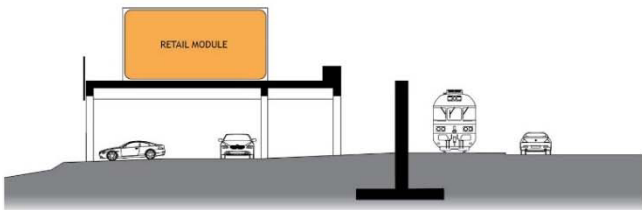
11. Entry Plaza (10th Street)

12. Amphitheater with Sculptural Cover

The new amphitheater will provide an increased number of hard surface submersible seating with flexibility of overflow spaces for larger events at the top and sides. A permanent elevated stage with enclosed stage houses for changing and back stage functions should be constructed to withstand flooding situations. New and updated infrastructure needs to be constructed to accommodate a variety of performances and events. Additionally, an iconic structural cover to the amphitheater would provide protection from the elements and serve as a visual beacon within the city, identi-

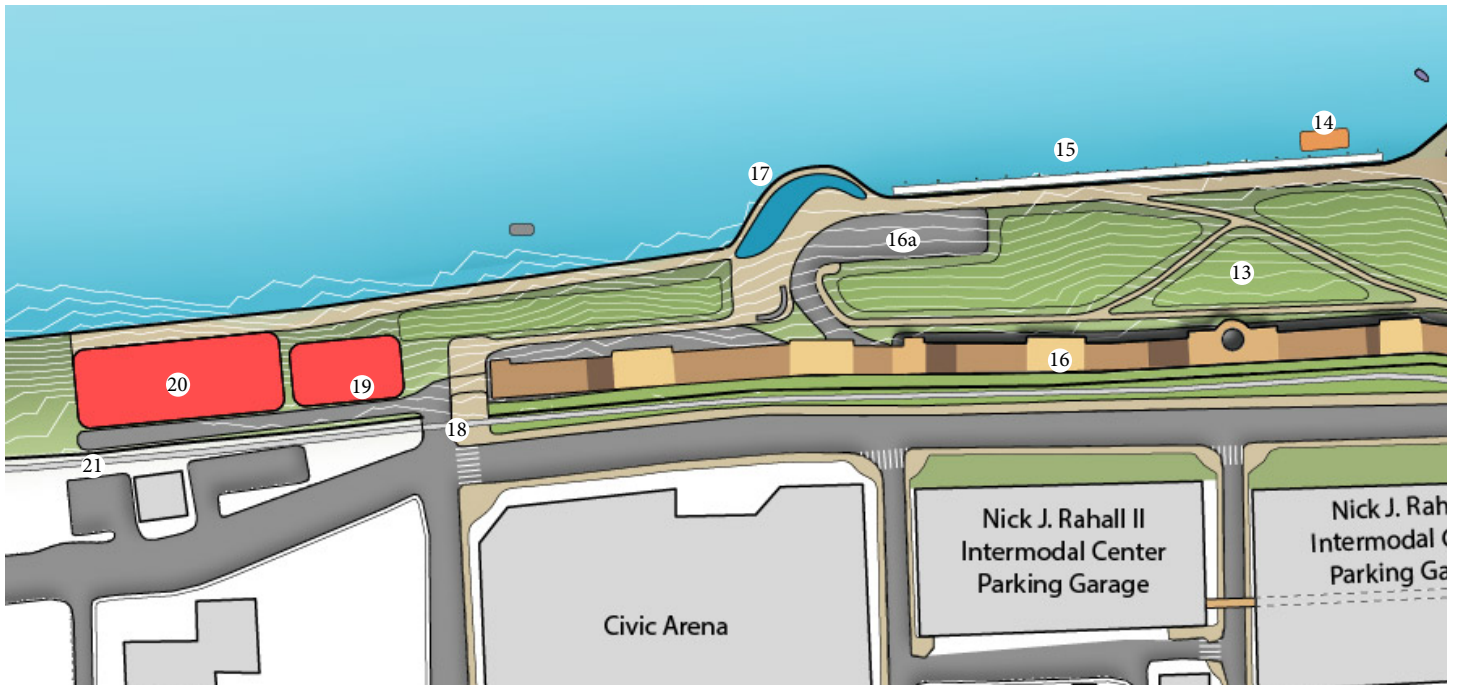
ifying itself as a center of activity. Extensive reference has been made to the Charleston, WV development as an example for the vision of the new amphitheater. Site visits were made to the Charleston waterfront amphitheater to evaluate and understand all aspects of its design.

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.

16. Parking Beneath Retail Boardwalk

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 square feet with a ratio of 1 space per 200 square feet.

16a. Riverboat Arrival Land Parking

17. Feature Wall

18. Entry Plaza (7th Street)

19. Recreational Sports Court and Skate Park

20. RV Park

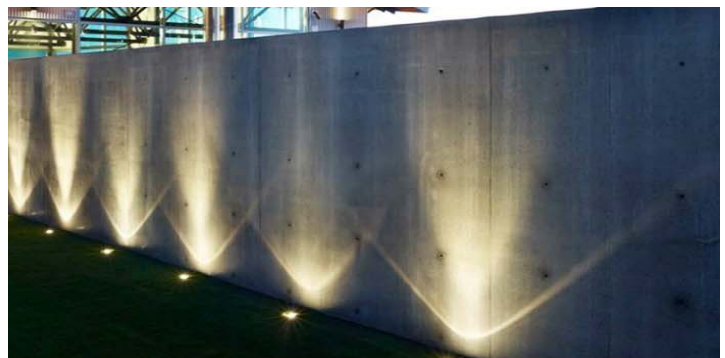
Weekend events may attract out of town visitors that could be accommodated on site with an RV park. The park should provide wide parking spaces with activity space between vehicles, as well as utility connections, access to water and designated restroom facilities.

22. Railroads and Floodwall Beautification

The floodwall was erected with concern for its' functional properties. It is likely that the impact of its' aesthetics on the surrounding community was not considered at the time of construction, nearly 75 years ago. Many community members are opposed to painting the wall as this can become difficult to maintain. Instead, simple modi-

fications to the floodwall, 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 the City of Huntington.

FLOODWALL BEAUTIFICATION



PARK SPACE VISION



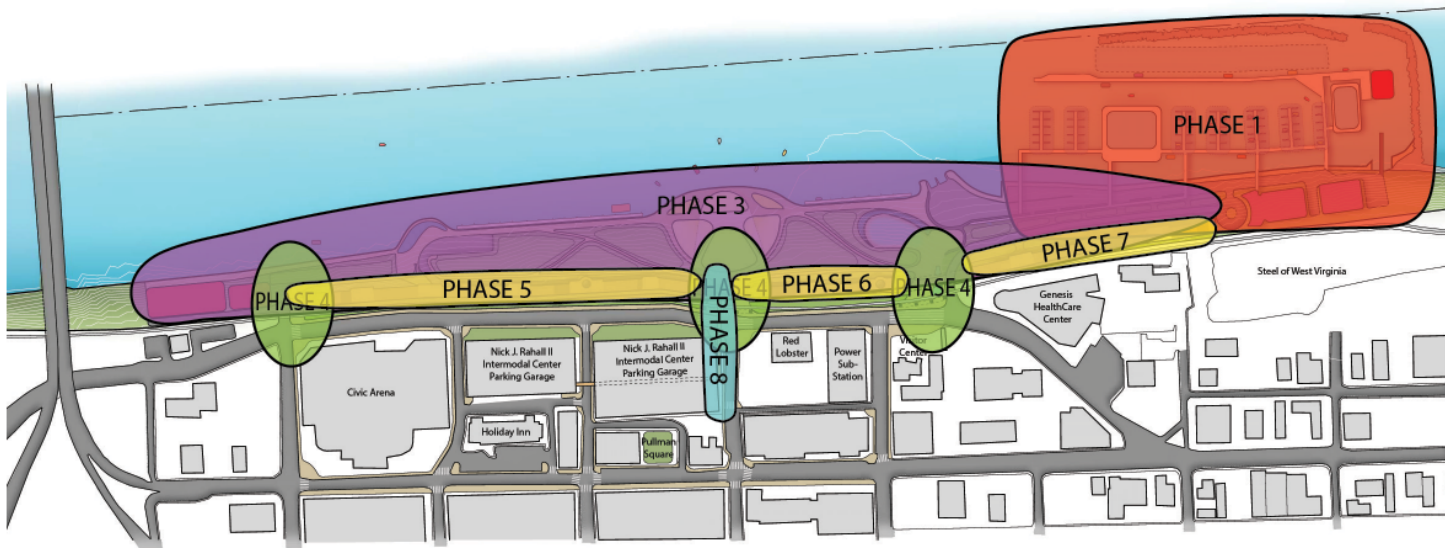
RECREATIONAL SPORTS COURTS AND SKATE PARK VISION



PHASING OVERVIEW

The phasing of a development project is important at 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. 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 assembled to be involved with the continued development and implementation of the Harris Riverfront Master plan. The extent of involvement and inclusion of members on an advisory board has not been determined at this time but could include the following;

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

Conclusion:

The Riverwalk at the Port of Huntington master plan was a collaborative effort to revisit and progress ideas, direction and planning for the Harris Riverfront Park and the Downtown Huntington area. The master plan highlights improvements to the existing infrastructure of the park, as well as the potential for new development, to establish the Riverwalk at the Port of Huntington as a destination for community members and tourists alike. The outline of key guiding principles and visual precedent within the master plan provide inspiration and direction for design decisions during future phased implementation of the programmatic elements.

Recent urban revitalization efforts, including the development of the Rahall Intermodal Facility and Pullman Square, are representative of the City of Huntington's potential to generate an exciting sense of community, culture, and economic growth. The proposed master plan emphasizes opportunities of reconnecting the park, riverfront and thriving business district of downtown, with the ultimate goal of creating an established presence and identity for the City of Huntington on the Ohio River.