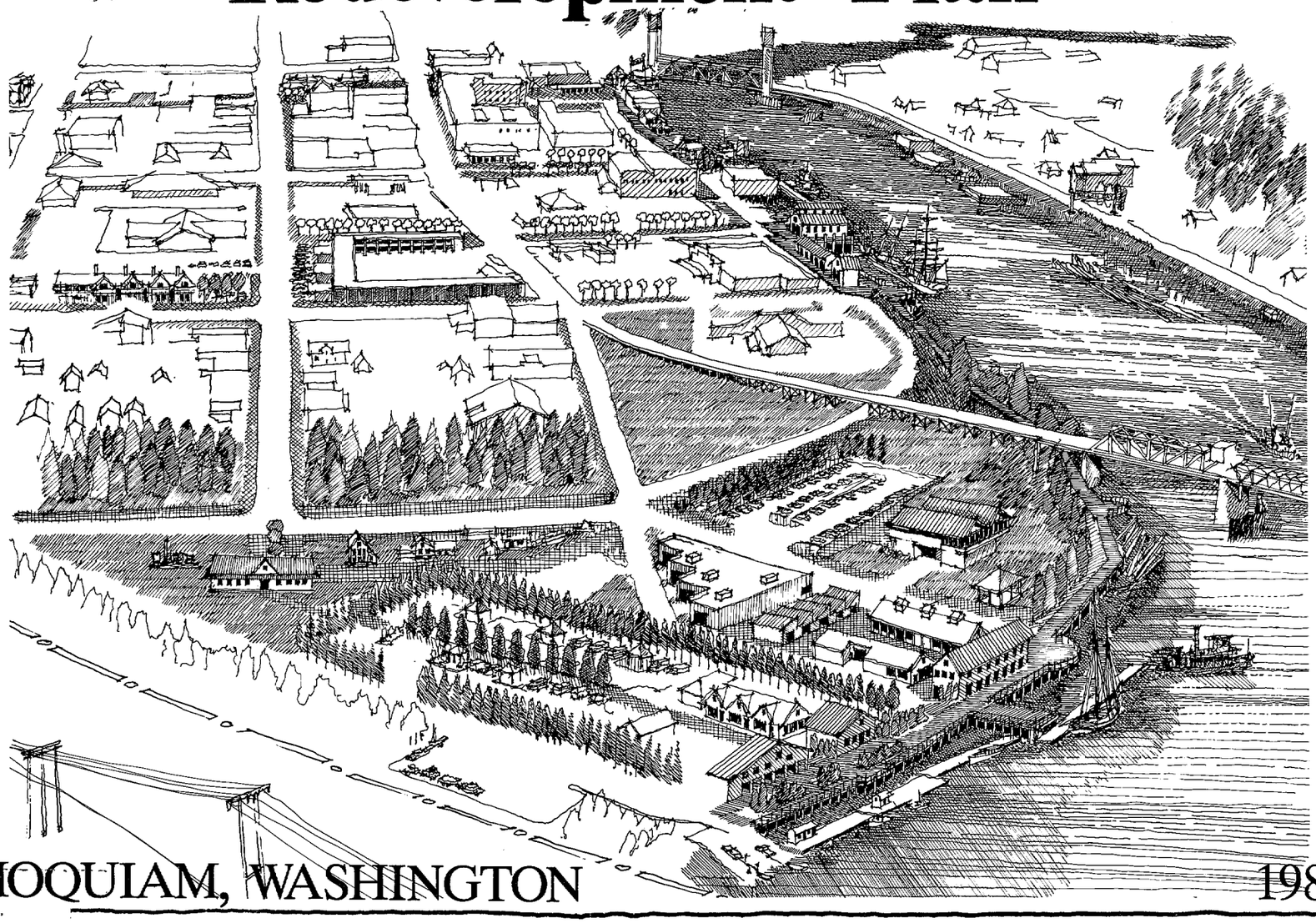
CITY OF HOQUIAM
Downtown Waterfront Redevelopment Plan



HOQUIAM, WASHINGTON 1986

HT
168
.H67
C58
1986

orisin Design Group
itecture/urban planning

AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

U.S. DEPARTMENT OF COMMERCE NOAA
COASTAL SERVICES CENTER
2234 SOUTH HOBSON AVENUE
CHARLESTON, SC 29405-2413

kasprisin design group
ARCHITECTURE·URBAN PLANNING·COMMUNITY DESIGN
architects and urban planners
2510 fairview ave. e. seattle, wa. 98102
206·328·0900

Mayor Jack McGuire
City of Hoquiam
Hoquiam City Hall
Hoquiam Washington, 98550

30 June 1986

Dear Mayor McGuire:

THE KASPRISIN DESIGN GROUP is pleased to submit this Downtown Waterfront Redevelopment Plan for the City of Hoquiam.

The recommendations presented in this document are the results of five months of research and design assisted by an intense and successful community involvement effort. The people of Hoquiam, along with City staff and downtown owners and merchants, helped make the project a success in terms of public input, ideas and enthusiasm. The design open house was the most successful we have ever conducted and we are truly gratified.

Property of CSC Library

While many of the recommendations may seem ambitious given the present resources of the City, please remember that each project has numerous phases which will permit reasonable and affordable progress. The planning cost estimates are to be used only for future planning and setting priorities.

The City of Hoquiam, like other waterfront mill towns, is undergoing a transition both economically and physically. That transition need not be a death nell. Quite the contrary, the energy of its people, the physical setting of the City on the Hoquiam River and in the Harbor all indicate the potential for a re-emergence of the vitality that once marked the downtown and the river.

The Downtown Waterfront Redevelopment Plan is a starting point of exciting proportions. The City of Hoquiam at this time is a high priority community regarding State of Washington programs designed to stimulate both public waterfront access projects and local private sector job producing facilities. The document discusses these programs

HT168.H67 C58 1986
NOV 12 1997

in detail. They should be aggressively pursued by the City as a means of assisting the public and the private sector with a The Hoquiam On The Harbor Revitalization effort.

The next step for the City should be an adoption of this document (with any amendments the City deems appropriate); and decisions on projects and priorities. With those actions, we and your staff can begin the technical steps required to begin final design and construction on priority projects.

To maintain community momentum and motivation, the City should strive to have in place at least one, perhaps three, smaller projects at the end of one year from the City's adoption of this plan.

On behalf of myself and my staff I would like to express our appreciation to you, the City Council and City Planning Commission, to your very capable Public Works staff and to the residents of Hoquiam for making this an exciting beginning to the next five years of revitalization action. The KDG team looks forward to assisting you during this upcoming implementation phase.

Sincerely,

Ronald J. Kasprisin, AIA, APA

acknowlegements

HOQUIAM, WASHINGTON
CITY OF HOQUIAM

J.E. McGuire, Mayor

city council

Al Izat
Ralph Olson
Robert Hyde
Glen Clevenger
Phyllis Shrauger
Geraldine Youmans
Gary Burnette
Carl Wilson
Bob Tompkins
Ron Tibbetts
Frank Stringer
Wally Sherman

planning commission

Ruth Nielson, Chairperson
John Hart
Rose Reed
Sally Allen
Bob Meier
Ken Ashlock
Al Carter
Alice Boerner
Paul O'Brien
Jim Heikel

public works department

Dennis N. Priebe, Director
Lance "Cap" Caputo, City Planner
Donna Chase
Antone Watters
Tim Smith

CONSULTANTS

the kasprisin design group

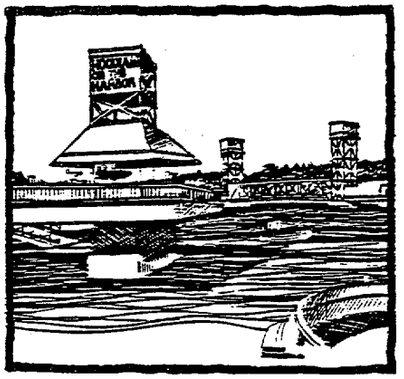
Ron Kasprisin, Architect/Planner
Principal-in-Charge

Christopher Peragine, Architect/Urban Designer

Julia Walton, Urban Designer

laura arnold

Shoreline Management



This project was supported, in part, by funds from the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, U.S. Department of Ecology, State of Washington.

Use of graphics within this document in any way may only be with the written permission of the City of Hoquiam or the Kasprisin Design Group. These graphics may not be used in the production of any artifact for sale, trade, or commercial gain or use.

table of contents

letter of transmittal
acknowledgements
table of contents

purpose and use of this document 1

existing conditions 5

Open Space 6

Ownership 7

Open Space/Built Form 8

design districts 14

1. Riverside - Sumner 16

2. Polson Crossing 17

3. Emerson Plaza 19

4. 7th Street 23

5. 8th Street Landing 24

6. 9th Street Landing 27

Parking Conditions 27

7. Mayr Brothers Site 30

8. "J" Street Corridor 33

unifying design elements 34

implementation 37

Possible Project Phasing 38

Hoquiam Improvements Schedule 40

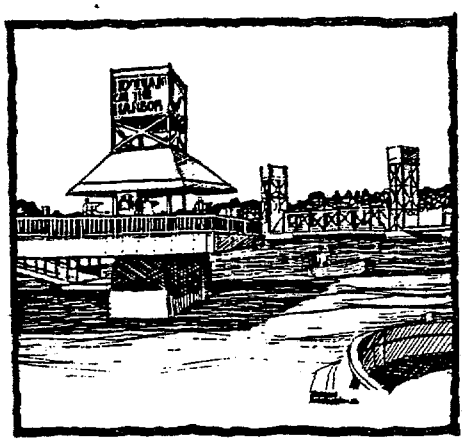
Priority Projects 41

Costs 42

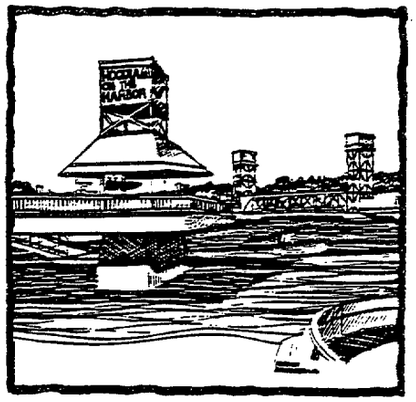
Relevant Programs 43

Applicable Funding Sources 51

appendix. 54



purpose and use of this document



purpose

purpose and use of this document

This project was supported, in part, by funds from the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, U.S. Department of Ecology, State of Washington.

The purpose of this document is to provide for the City of Hoquiam an assessment of the existing conditions along its urban waterfront and to identify, describe, and prioritize specific waterfront public access, public recreation, and other development projects.

The demise of the Hoquiam River's shipbuilding works and the decline, as yet unabated, of the wood products industries has left the City's waterfront largely underutilized. The downtown business district which had historically been attendant to the bustling waterfront has turned its back to the river to face Simpson Avenue, the major thoroughfare. The downtown now finds it difficult to compete with other retail centers located along Gray's Harbor arterials.

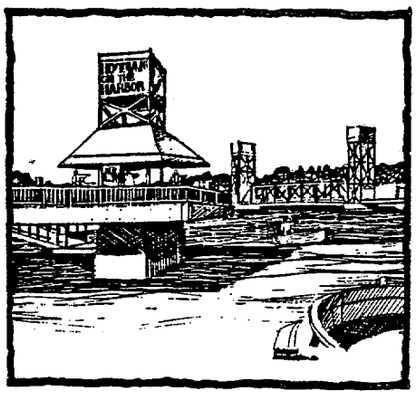
> "We've seen proposals before...lay it out...don't know about tourism; gets pretty gloomy here...I remember the big painted sign `Billion or Bust'...they wanted to cut a billion board feet of lumber for California. Gray's Harbor was number one supplier for a long time; they did it, and got both- went bust when there were no more trees".

in conversation with Werner Mayr May, 1986

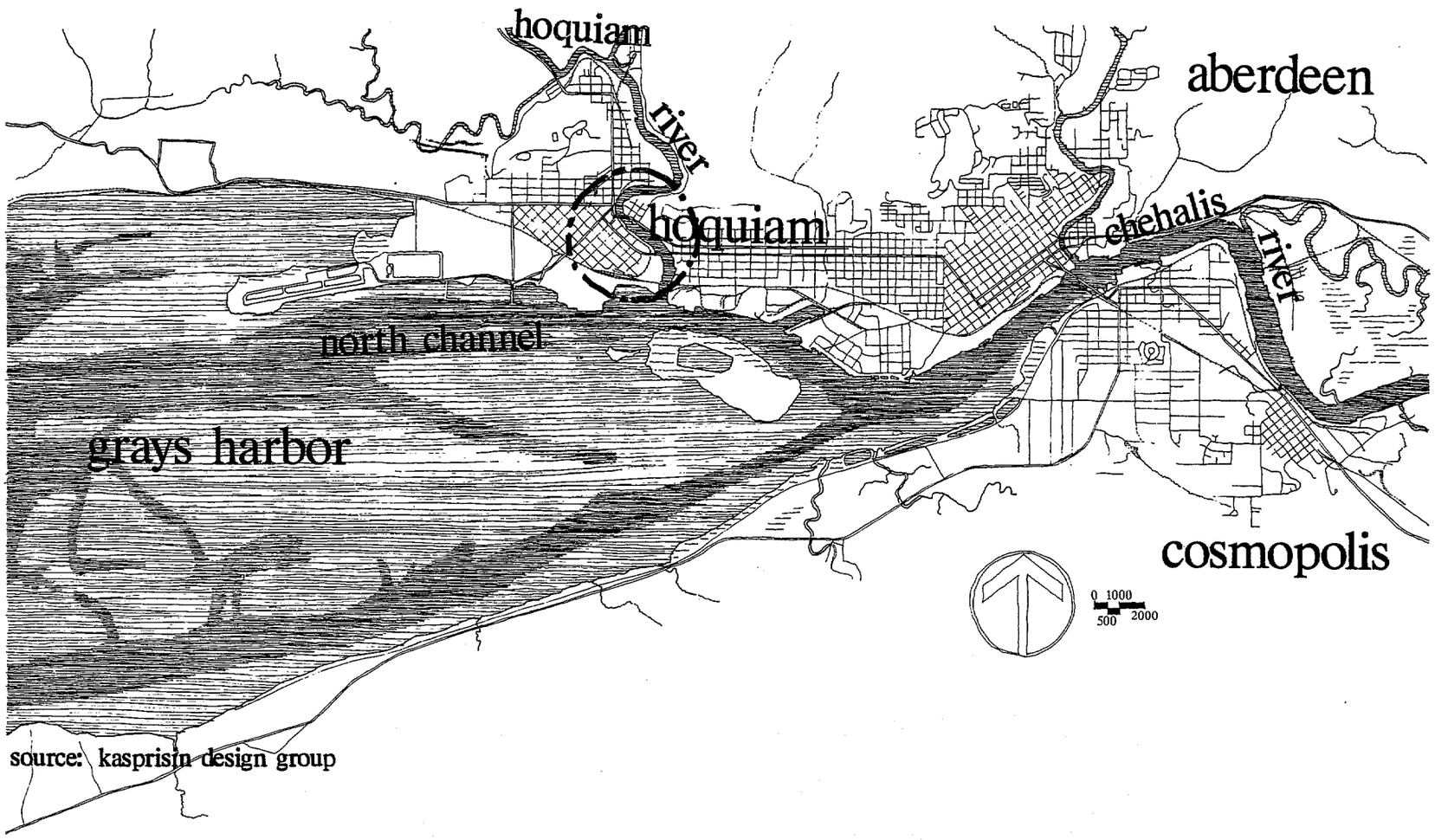
One perceived immediate remedy for the economic downturn that has dramatically affected Hoquiam and the other cities on the industrially based Robert Gray`s Harbor would be to garner more of the visitor traffic that presently and potentially will pass through on its way to Ocean Shores and up the northern coast. Visitor improvements such as improved walkways, landscaping, better lighting, scenic vantage points, and recreational facilities have been proposed in our plan not only as benefits for tourist traffic but for the citizens of Hoquiam as well. Many realize that careful development which emphasizes the unique resources of this area will make it a better place to live, to work, and to visit. Throughout, the plan demonstrates how both future commercial activity and recreational activity can be successfully mixed by being part of directed development. An underlying assumption of the plan is that the urban waterfront can assist in the revival and health of the downtown business district. If the waterfront is appreciated as the extraordinary resource it is, it will do much to re-invigorate all of Hoquiam.

The project study area was expanded to include not only the shoreline of the west bank from the riverside Bridge to the Simpson Bridge, but also the east bank dike and the Mayr brothers site, (former Northwest Mill), south of the Simpson Avenue bridge that extends downriver to the Burlington Northern Railroad bridge. Furthermore, the study area was expanded to include areas of the downtown "interior" that can effectively be connected to the waterfront.

HOQUIAM IS LOCATED ON ROBERT GRAY'S HARBOR - WASHINGTON'S ONLY DEEP WATER PORT ON THE PACIFIC COAST. IT IS THE WESTERN PART OF A METROPOLITAN AREA THAT EXTENDS FROM HOQUIAM'S DOWNTOWN ON THE WEST BANK OF THE HOQUIAM RIVER EAST ALONG NORTH CHANNEL TO NEARBY ABERDEEN ON THE CHEHALIS RIVER.

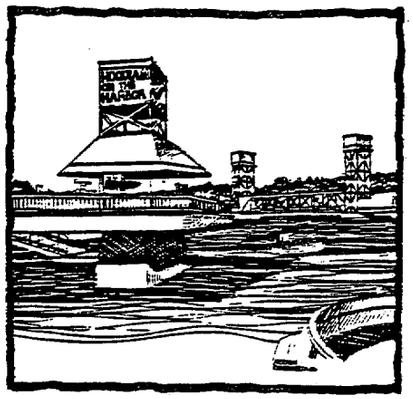


purpose



source: kasprisin design group

location map



purpose

Within the study area the plan identifies eight locations that are considered important sites for improvements. These "design districts" are individually analyzed and have proposed uses recommended. Specific designs for these individual developments areas are described. Most importantly, these specific "design districts" were selected because, as well as being critical locations within and near the downtown waterfront, they are capable of being interconnected over time through the unifying elements depicted in this document.

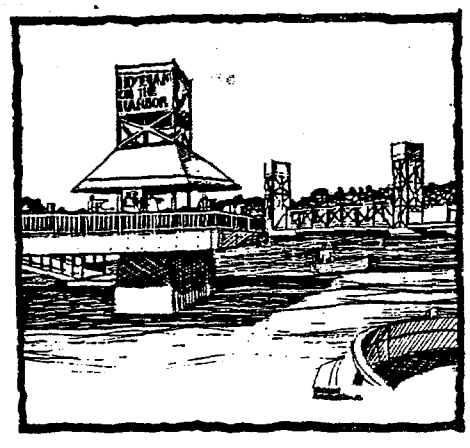
The "design district" approach to improving Hoquiam's downtown waterfront allows for incremental progress, phased construction, that can be immediately visible and beneficial as well as being part of a larger overall improvement Master Plan. The urban design proposals depicted herein are intended to serve as impetus and direction for the City and for private property owners and developers.

The Plan describes the manner in which and by which its various projects can be accomplished, both through local efforts and financing, and through assistance from federal, state and other non-local sources. The Plan is intended to serve as a promotional document for the City and citizens as they proceed with public and private revitalization efforts.

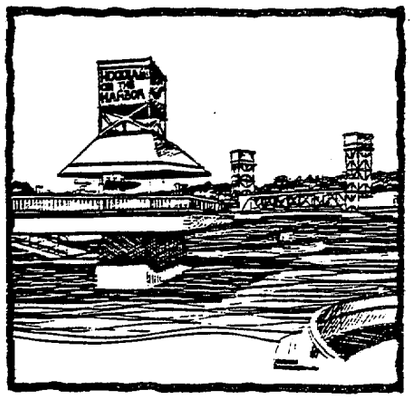
The Plan, to best benefit the City of Hoquiam, its image, employment, and economy:

1. should be adopted as an integral part of the City of Hoquiam public policy

2. should be circulated to the library and school systems for public access.



existing conditions



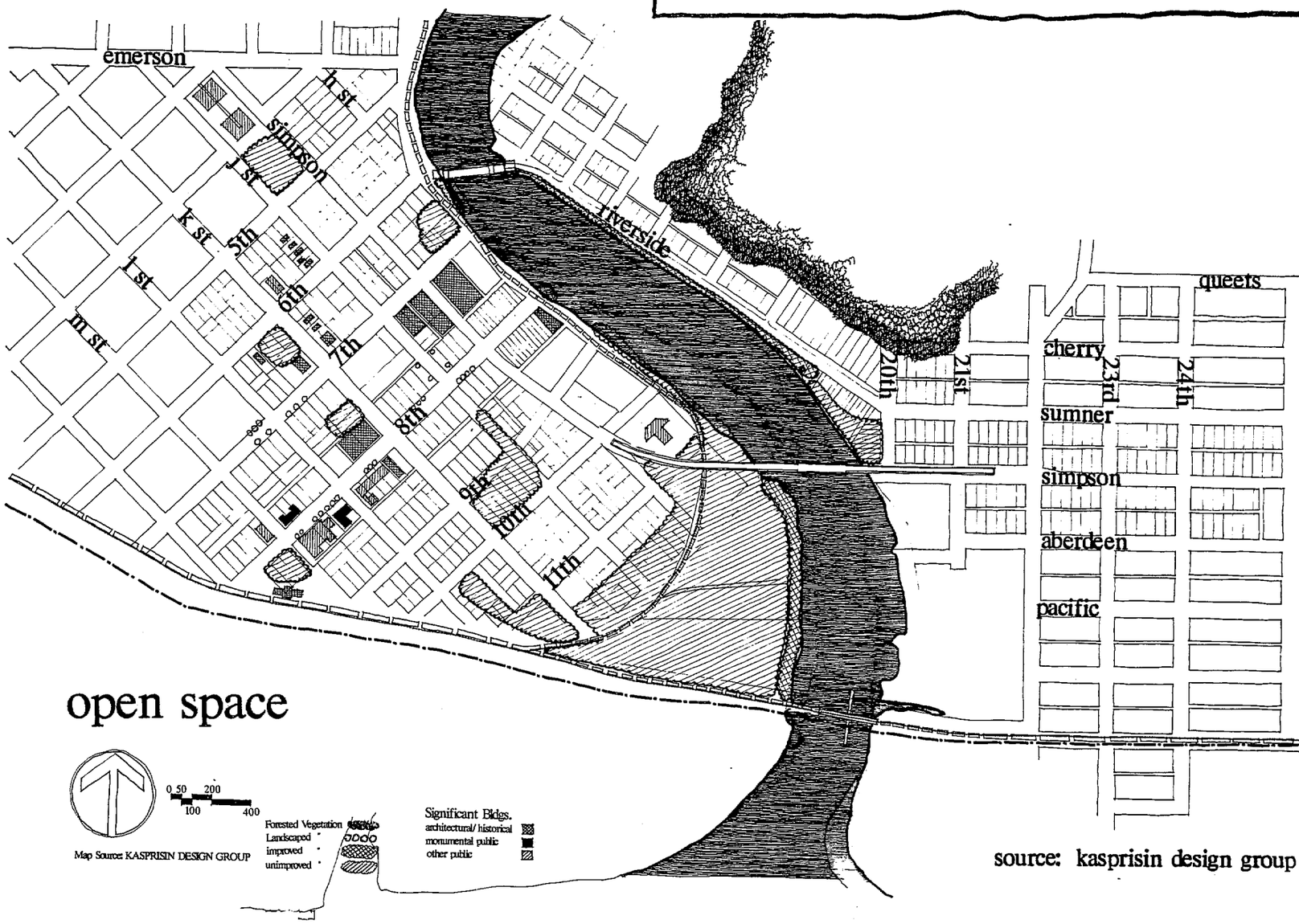
existing conditions

existing conditions

open space

Hoquiam's waterfront has been abandoned as an industrial location. The wharfs and storefronts, landscaping and street improvements that once faced the river have been removed. The riverfront is presently underutilized.

OPEN SPACE IS EXTENSIVE. IT NEEDS TO BE USED WHERE POSSIBLE TO REINFORCE THE RELATIVELY SCARCE RESOURCE OF SIGNIFICANT BUILDINGS AND THE, UNTIL RECENTLY, NEGLECTED RIVERFRONT RESOURCE.

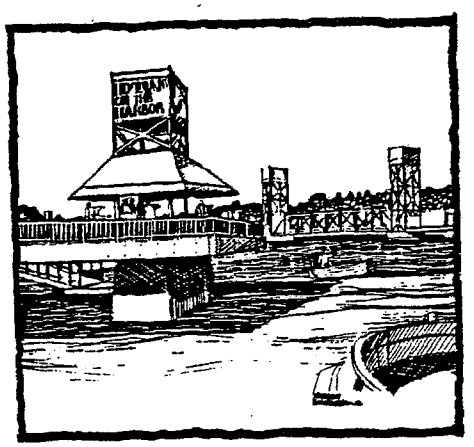


source: kasprisin design group

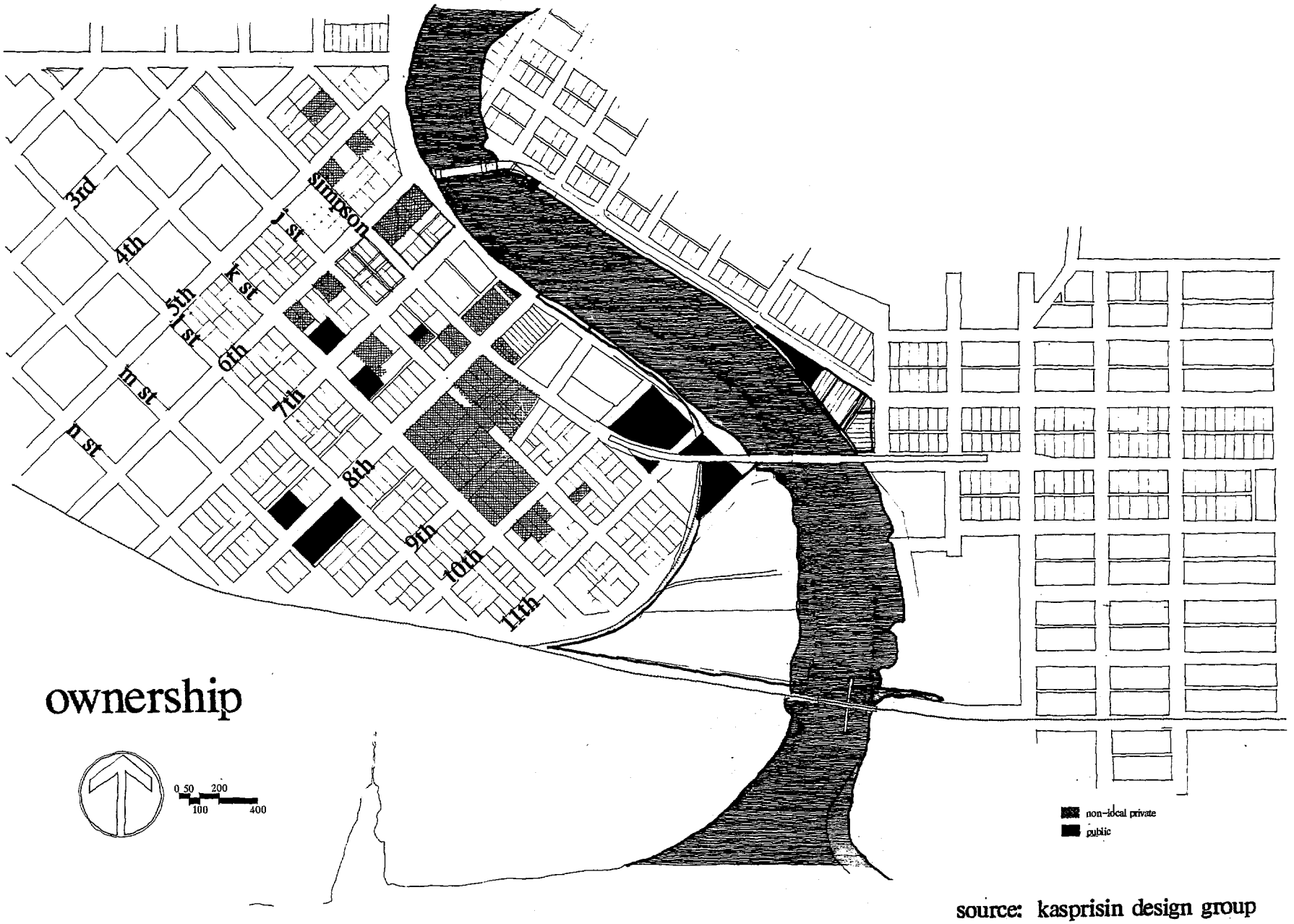
ownership

Ownership in the study area is primarily private. Fortunately, as it might affect future improvements, many of the affected properties are in large parcels controlled by large local businesses and industries.

PUBLIC OWNERSHIP IN THE STUDY AREA IS VERY LIMITED AND EMPHASIZES THE NEED FOR THE CITY TO WORK CLOSELY WITH PRIVATE INTERESTS TO SECURE EFFECTIVE PUBLIC ACCESS AND RECREATIONAL OPPORTUNITIES AND RE-INVIGORATE DOWNTOWN BY CONNECTING IT WITH THE RIVERFRONT.

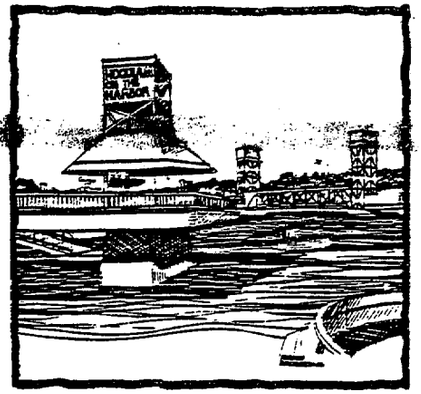


existing conditions

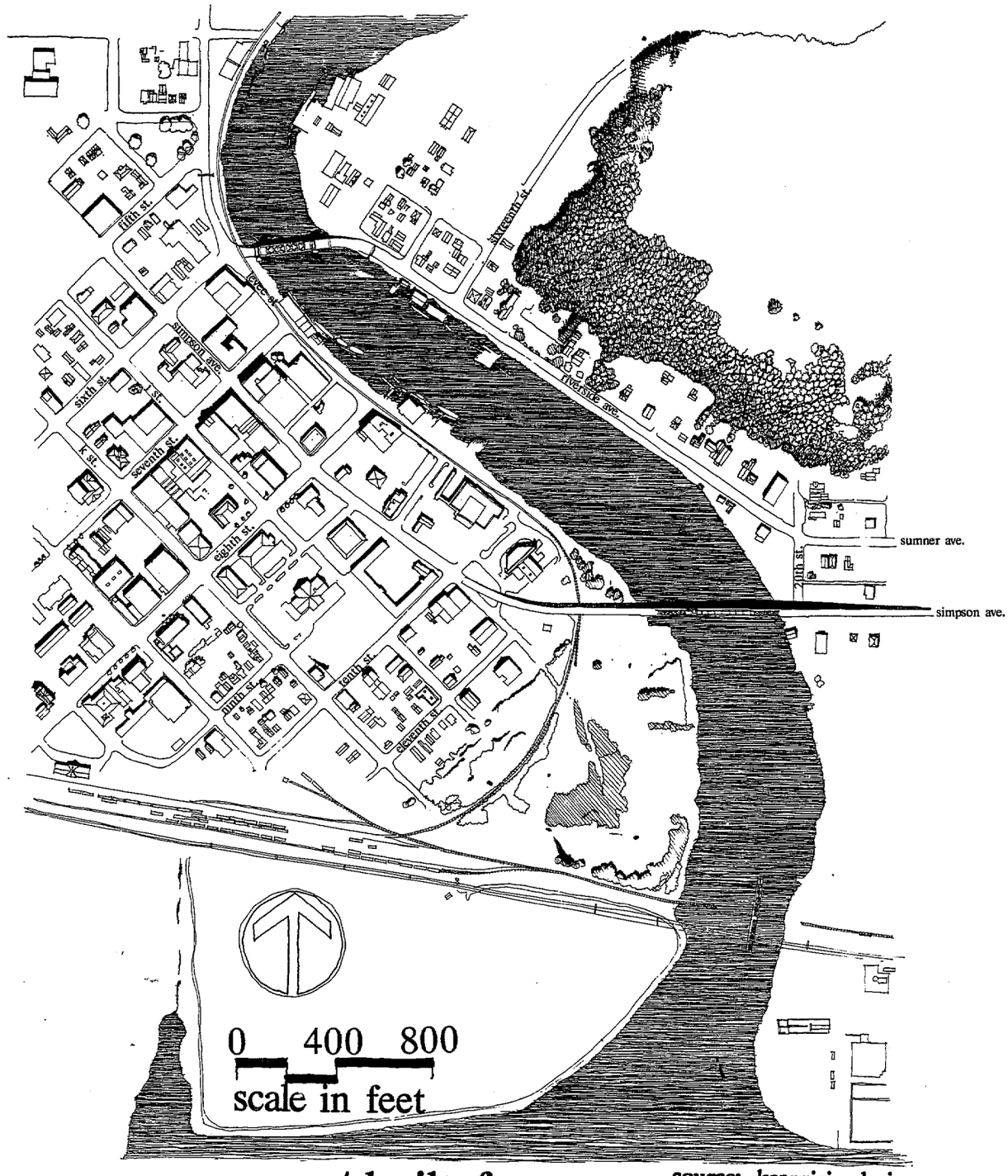


ownership

source: kasprisin design group

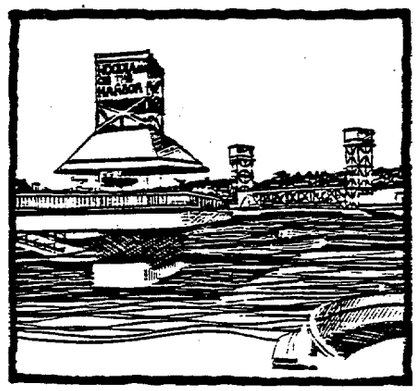


existing conditions

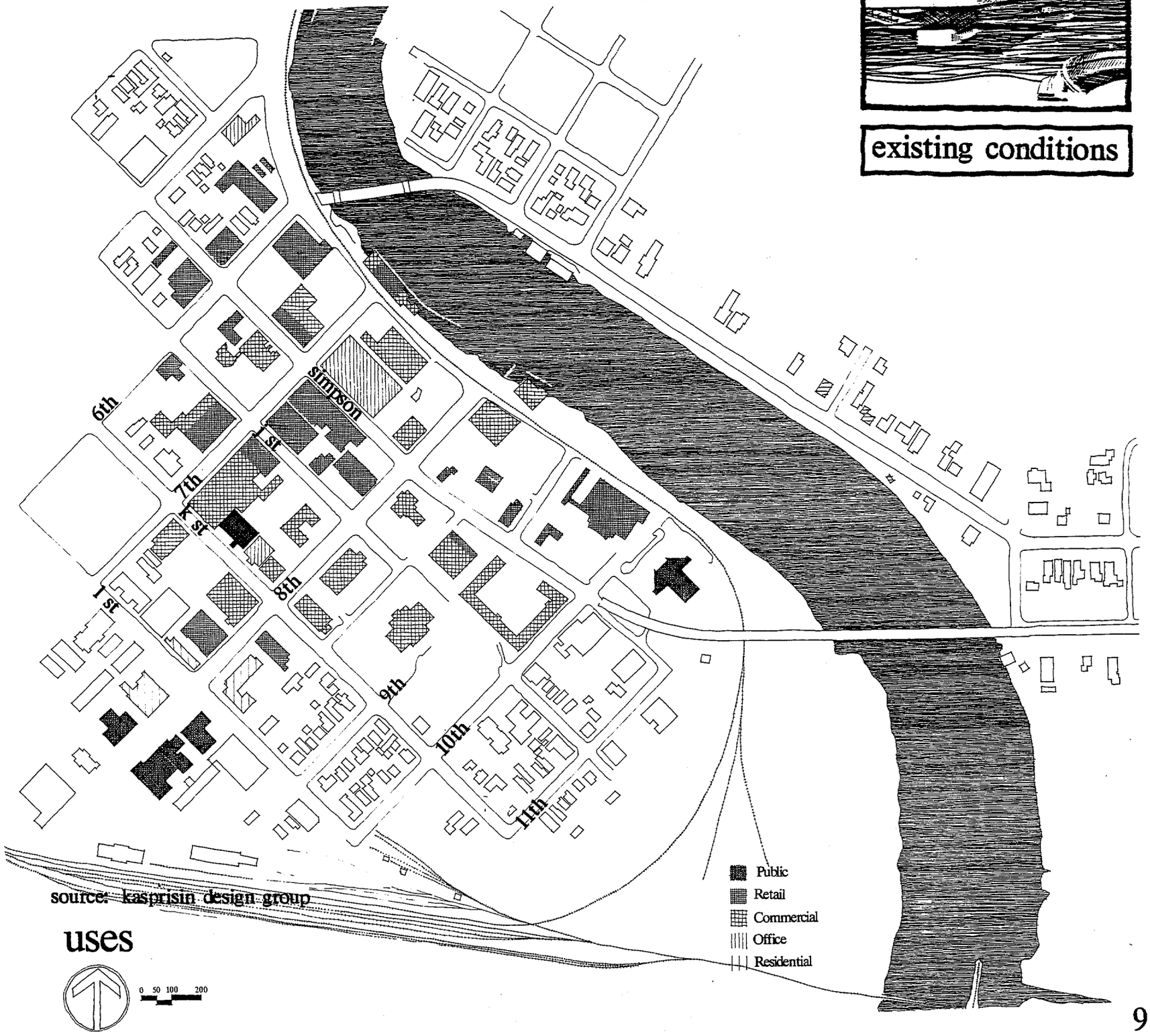


open space / built form

source: kasprisin design group

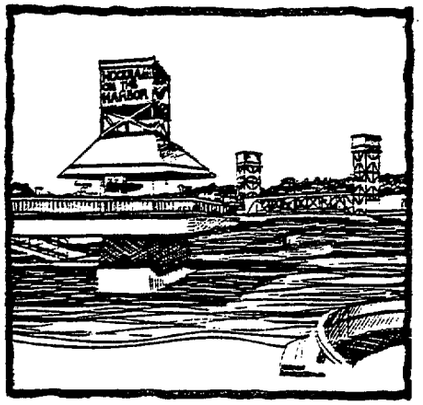


existing conditions



source: kasprisin design group

uses



existing conditions

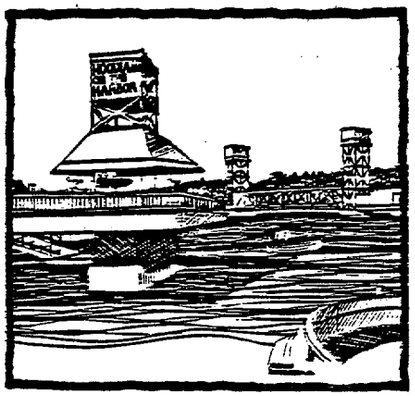
open space / built form

The building form and open space patterns within the study area are those of a central business district that is deteriorating as a result of major shifts in population density and in the transportation network. Simpson Avenue is a major one-way commercial arterial that cuts through the downtown one block from the urban riverfront further separating the downtown from the river. The urban renewal project area near 6th Avenue and "J" street has remained mostly unfilled. Parking throughout the downtown is plentiful. Most blocks are greatly under-developed. The development along Simpson Avenue only attempts to serve the highway traffic. The pedestrian network within the downtown is bisected by Simpson Avenue which significantly deters pedestrian traffic that might otherwise extend across to Levee Street and the river one block away.

The only buildings of possible historic architectural significance within the study area are the Emerson Hotel at 7th and Simpson, the old Grayport Hotel building next door to the south on Simpson, the ITT Rayonier building on the corner of Levee and 8th Street, and the complex of buildings that are partially over the river at the end of 7th Street on Levee that include the Allman-Hubble Tugboat Co. operation. Another building potentially of historic architectural significance is the present Dillingham-Foss headquarters, a historic wharf building whose profile has been radically modified over the years.

Otherwise, the west bank downtown side of the Hoquiam River is populated by an active fishing boat's mooring, the back side of the Swanson Supermarket, the parking lot of a nearby police station, and overgrown vacant parcels. A railroad spur of the B.N.R.R. presently occupies a portion of Levee Street and extends along the west bank for a a major length of the study area.

The east bank's flood protection was improved ten years ago by a Corps of Engineers dike project that was part of the Riverside Avenue modification fifteen years ago. The swing bridge at 8th Street that spanned the Hoquiam was abandoned in favor of a new route for Riverside that crossed at Sixth Street. The width of the east bank, the distance from the dike to Riverside Avenue, is on the average less than 100 feet. Much of this shoreline is part of the dike project easement and is publicly controlled. Private properties adjoin this easement to the north near the Riverside Bridge and to the south approaching the Simpson Avenue bridge where the shoreline widens as Riverside Avenue turns to the east.

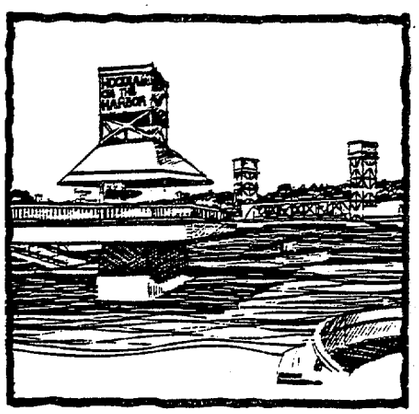


existing conditions

built form

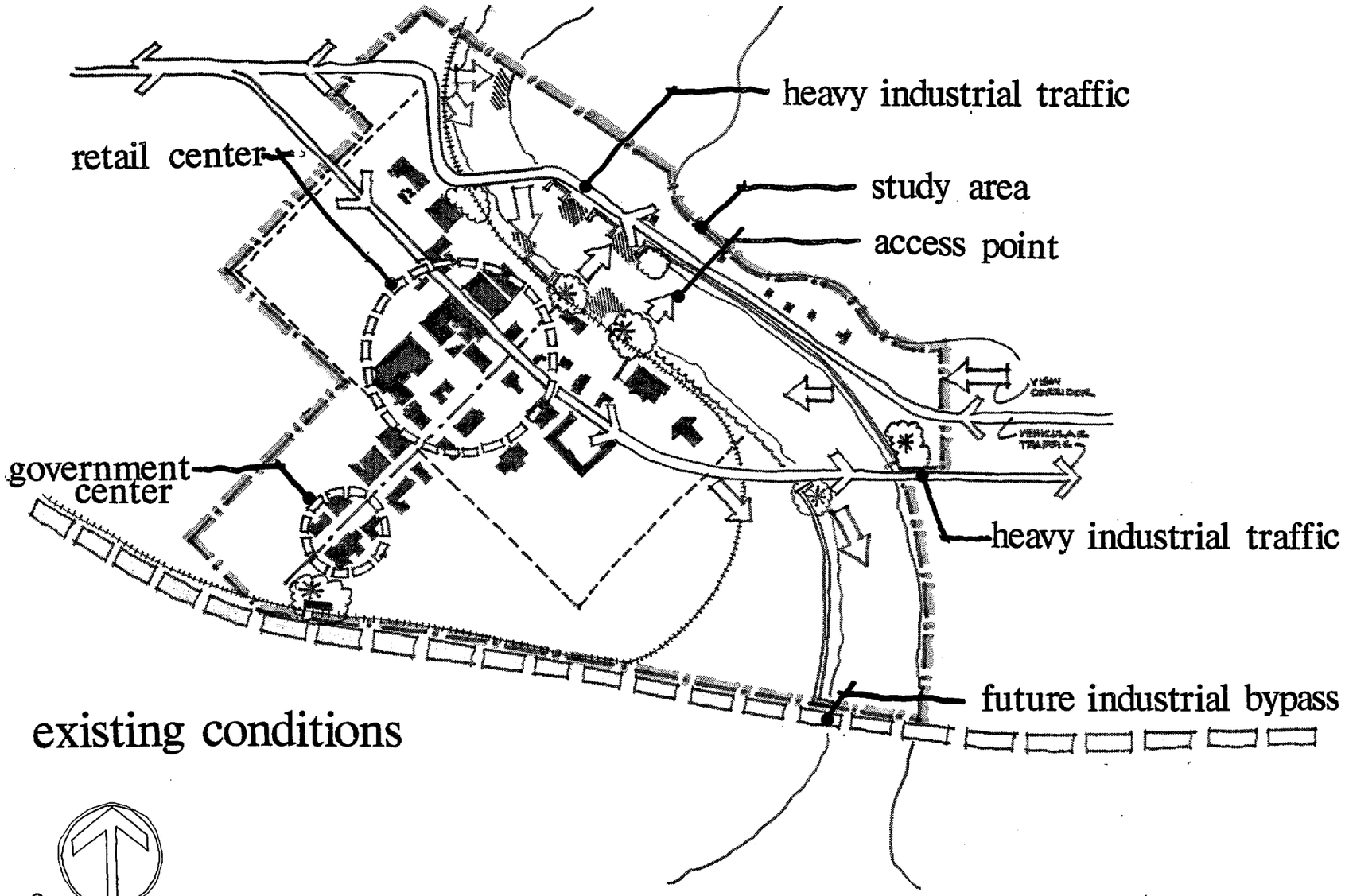
0 50 100 200

source: kasprisin design group

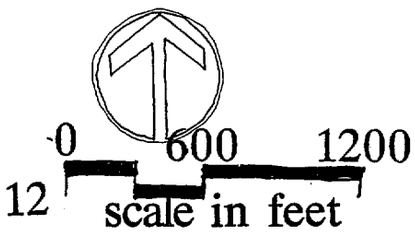


existing conditions

THIS DIAGRAM DEPICTS EXISTING CONDITIONS AT HOQUIAM'S URBAN WATERFRONT; THE HEAVILY TRAVELED ONE-WAY HIGHWAYS GOING EAST AND WEST, THE RIVERFRONT VIEW OPPORTUNITIES, THE RETAIL CENTER THAT IS GROWING SMALLER AND MORE ISOLATED AND THE NEARBY GOVERNMENTAL CENTER.

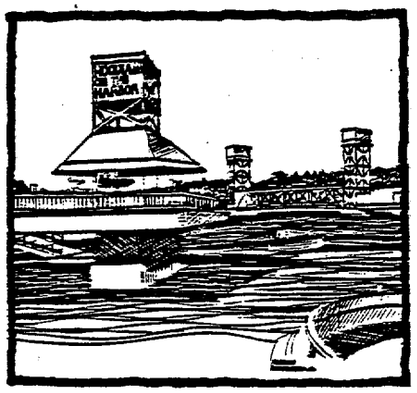


existing conditions

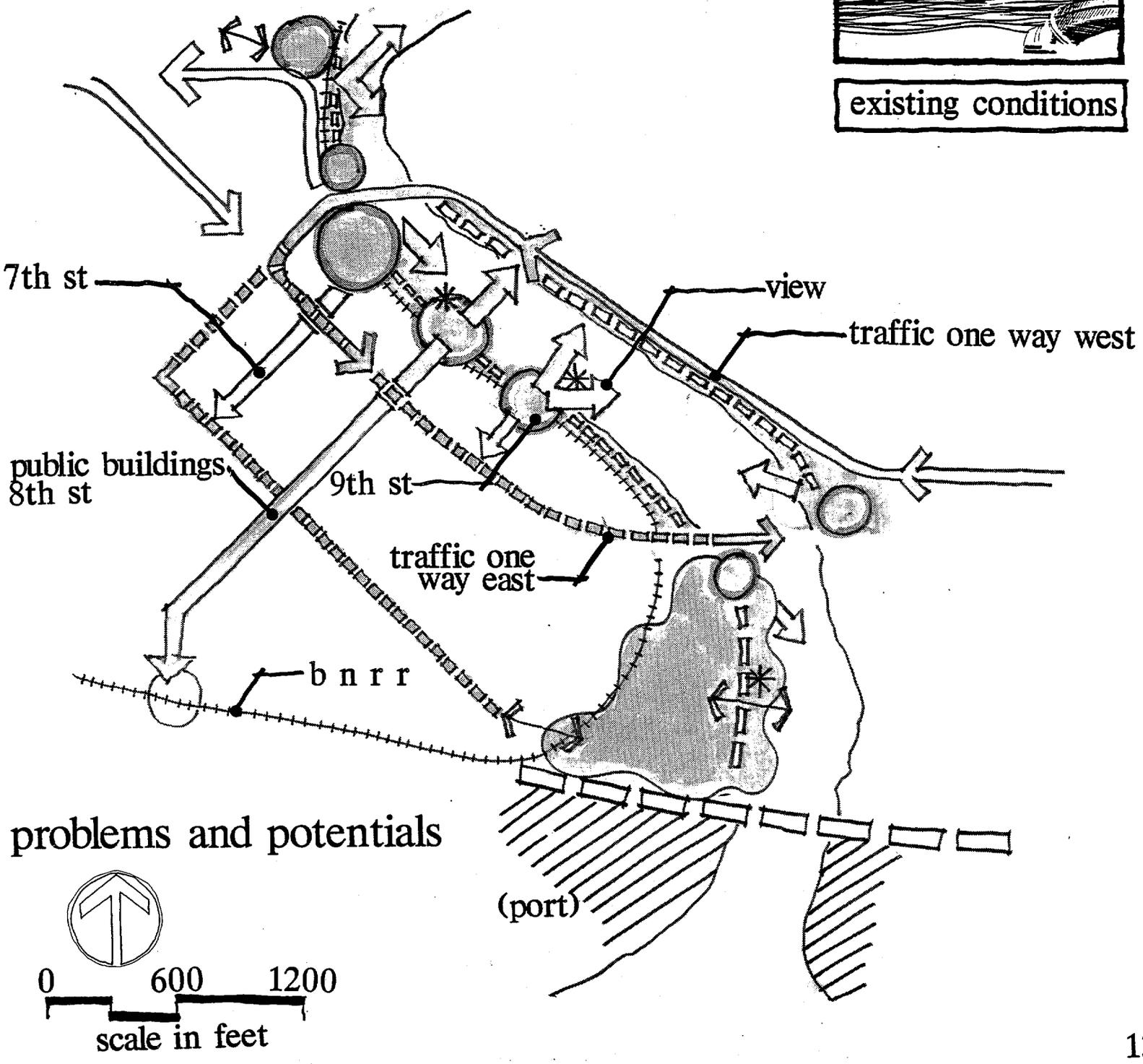


source: kasprisin design group

THIS DIAGRAM DEPICTS KEY LOCATIONS, VIEW POINTS, AND HOW THEY MIGHT BE INTERCONNECTED.

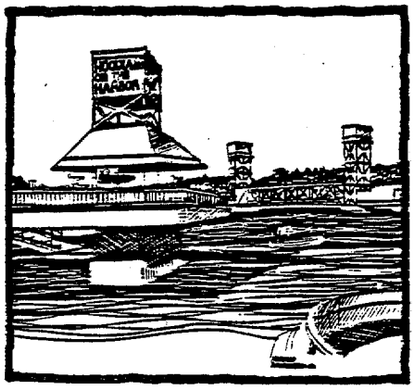


existing conditions

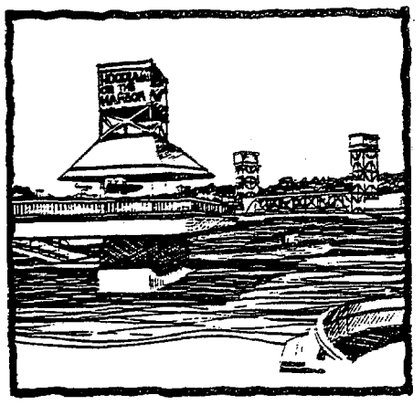


problems and potentials

source: kasprisin design group

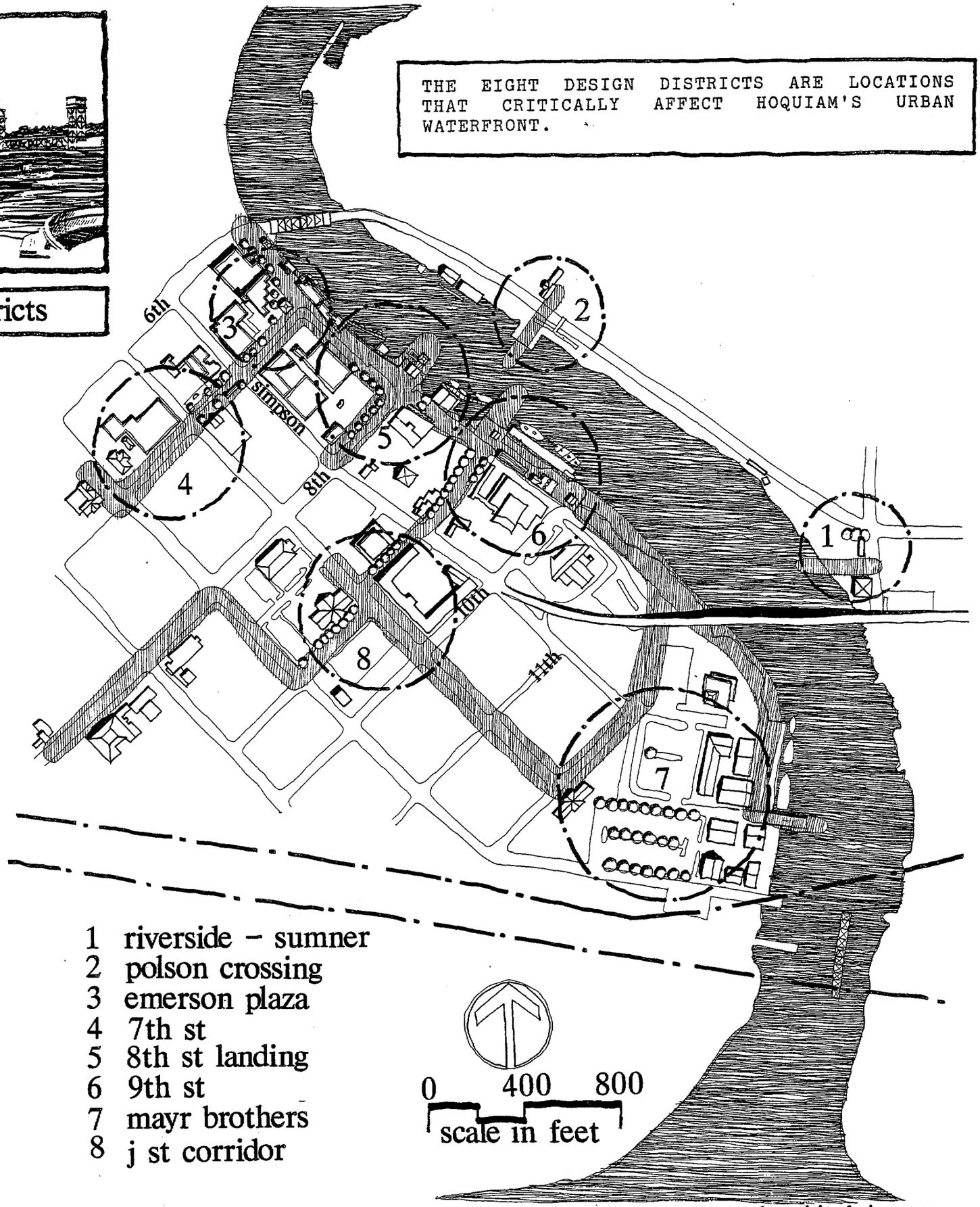


design districts



design districts

THE EIGHT DESIGN DISTRICTS ARE LOCATIONS THAT CRITICALLY AFFECT HOQUIAM'S URBAN WATERFRONT.

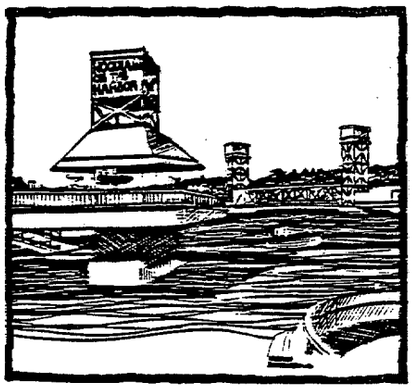


1 riverside – sumner
2 polson crossing
3 emerson plaza
4 7th st
5 8th st landing
6 9th st
7 mayr brothers
8 j st corridor

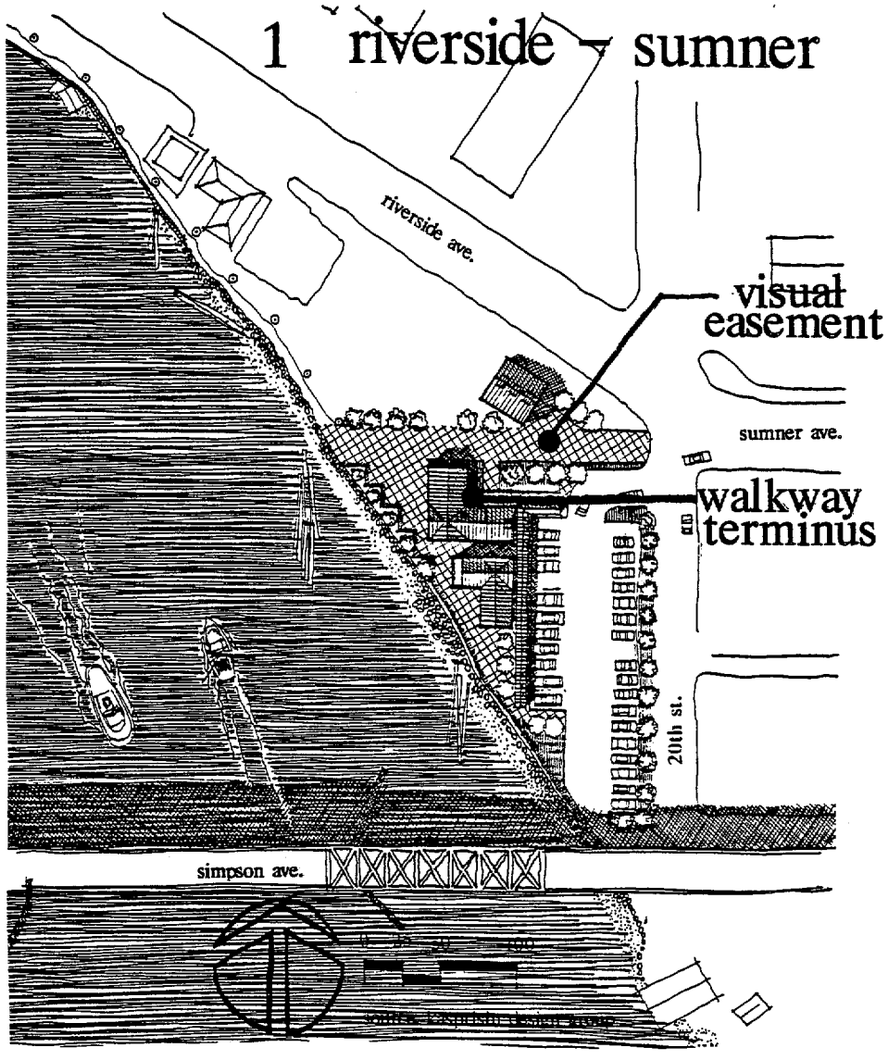
source: kasprisin design group

1 RIVERSIDE - SUMNER

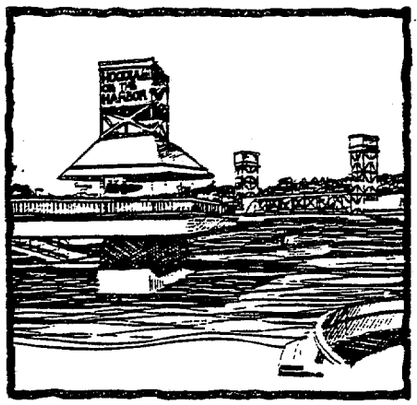
The one way loop of often heavy traffic that approaches Hoquiam from the east on Sumner presently rounds the curve onto Riverside and continues unchecked for about seven city blocks before the Riverside Bridge. This bend in the roadway from Sumner to Riverside could become a location that gives an important first impression of downtown Hoquiam and its waterfront. The property that faces 20th Street and that lies in the shadow of the Simpson Avenue overpass to the south could be developed as an endpoint for a walkway along the dike project extending upstream. Buildings set back from the river would have dramatic views of the downtown waterfront from a second story. First story uses could cater to the needs of citizens using the dike walkway and the traffic attracted by a visitors' center on this site. A visual easement from highway to river could extend across the site as shown. Parking would be located out of direct view and as far away from the river as possible. A dike walkway would start at this site. This might simply be a eight foot wide path for pedestrians, bicyclists, and joggers with a railing at the river edge, occasional seating, and lighting. After crossing behind some privately held properties that presently face Riverside Avenue and as Riverside significantly narrows the dimension of the east shore, landscaping and bermed earth would separate the walkway from Riverside Avenue traffic. For the traffic that rounds the bend, and as a foreground to the improving downtown beyond on the far shore, there would be a deep and long bed of Rhododendrons extending all the way to the Polson Museum crossing site.



design districts



RIVERSIDE-SUMNER DESIGN DISTRICT - AN IMPORTANT END FOR THE RIVERSIDE DIKE PATHWAY AND ENTRY PORTAL TO THE DOWNTOWN RIVERFRONT.



design districts

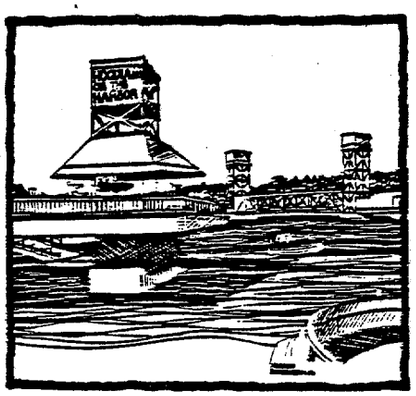
2 POLSON CROSSING

Even now, small groups of visitors brought to town by Ed's Charter's across the river brave the traffic to visit this special place. A crosswalk on Riverside Avenue for pedestrian traffic attempting to visit the Polson Museum is needed. Perhaps this would be a good place to begin controlling the speed of traffic heading west. Vehicular traffic's brief wait could call attention to the Museum and to the East side Dike walkway and the prospect of Hoquiam's waterfront. Furthermore, if fed by the pedestrian traffic of the Museum and of visitors on the walkway, this might be a good location for a floating barge landing that might, perhaps in conjunction with the Museum, provide moorage for boats that would tour the river and ferry people across. The Sumner Riverside Park and the Polson Crossing & Landing would provide, at each end, destinations for the eastern bank improvement.

Improvements to the dike itself are most needed; specifically, the temporary plywood pile caps that have been in service for years should be replaced and a continuous rim and guardrail should be provided for the entire length of the dike.

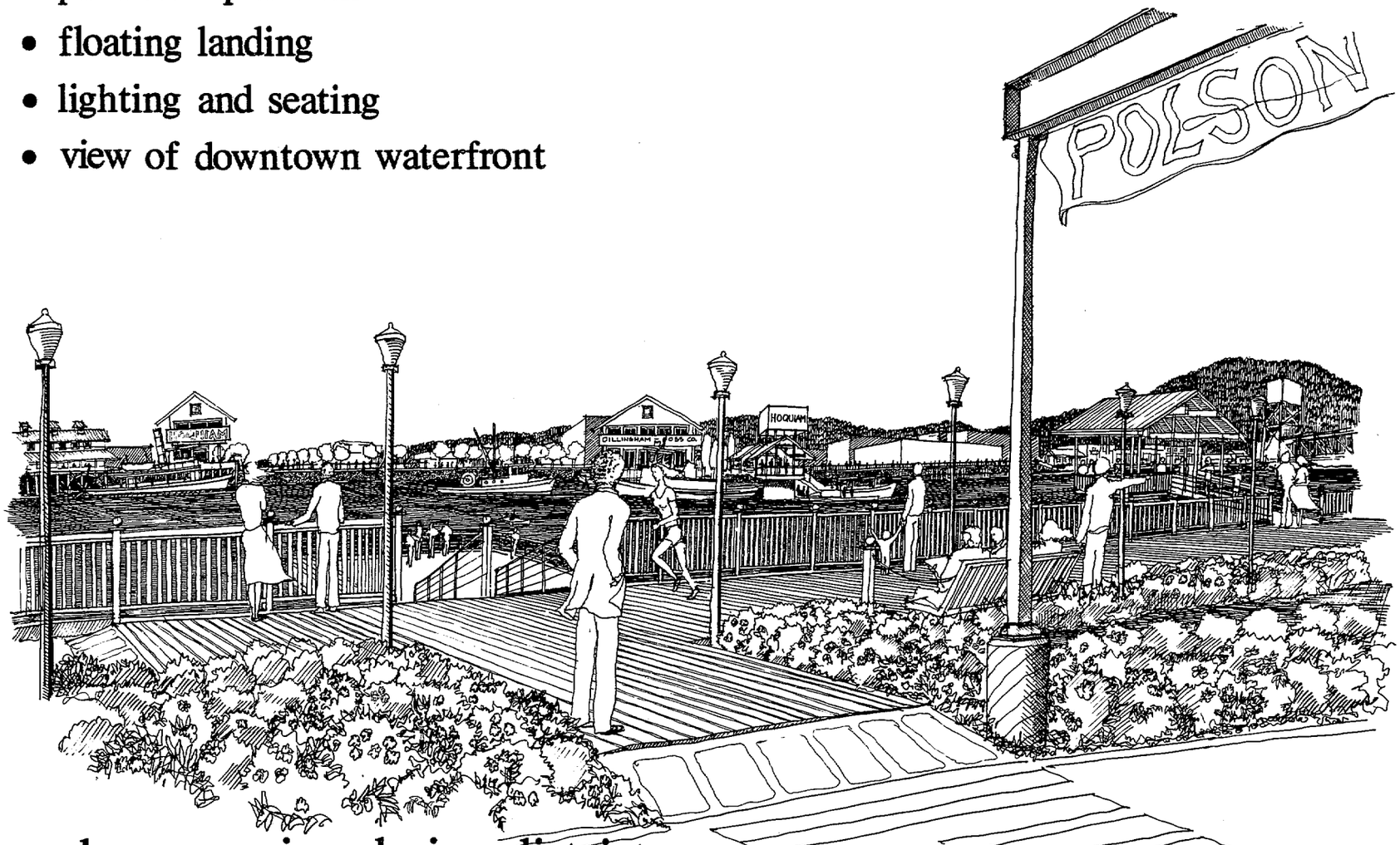
The entire edge should have pedestrian scaled lighting at a regular interval. The existing pathway width should be increased to about eight feet. Occasional seating could also be provided. The entire length of the dike easement along Riverside should be planted with Rhododendrons in as deep a bed as possible. At the Polson Crossing the pathway along the dike could be interrupted by a slightly raised platform of "puncheon" boardwalk modules that would accommodate the potentially heavy traffic using the Crosswalk at Riverside Avenue and travelling over to the floating landing or the platform on the east bank's buttress. "Puncheon" was the name for the river plank roads that were used on Robert Gray's Harbor as the forests were cleared. The Plan calls for the construction of "puncheon" boardwalks at areas of heavy pedestrian use and as walkways connecting the design districts.

POLSON CROSSING AND THE VIEW ACROSS THE HOQUIAM.



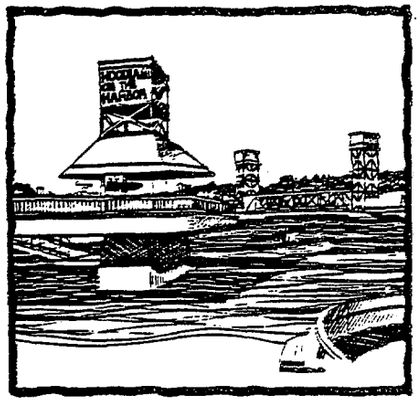
design districts

- east side buttress pavilion
- riverside crosswalk
- puncheon platform
- floating landing
- lighting and seating
- view of downtown waterfront



polson crossing design district

source: kasprisin design group

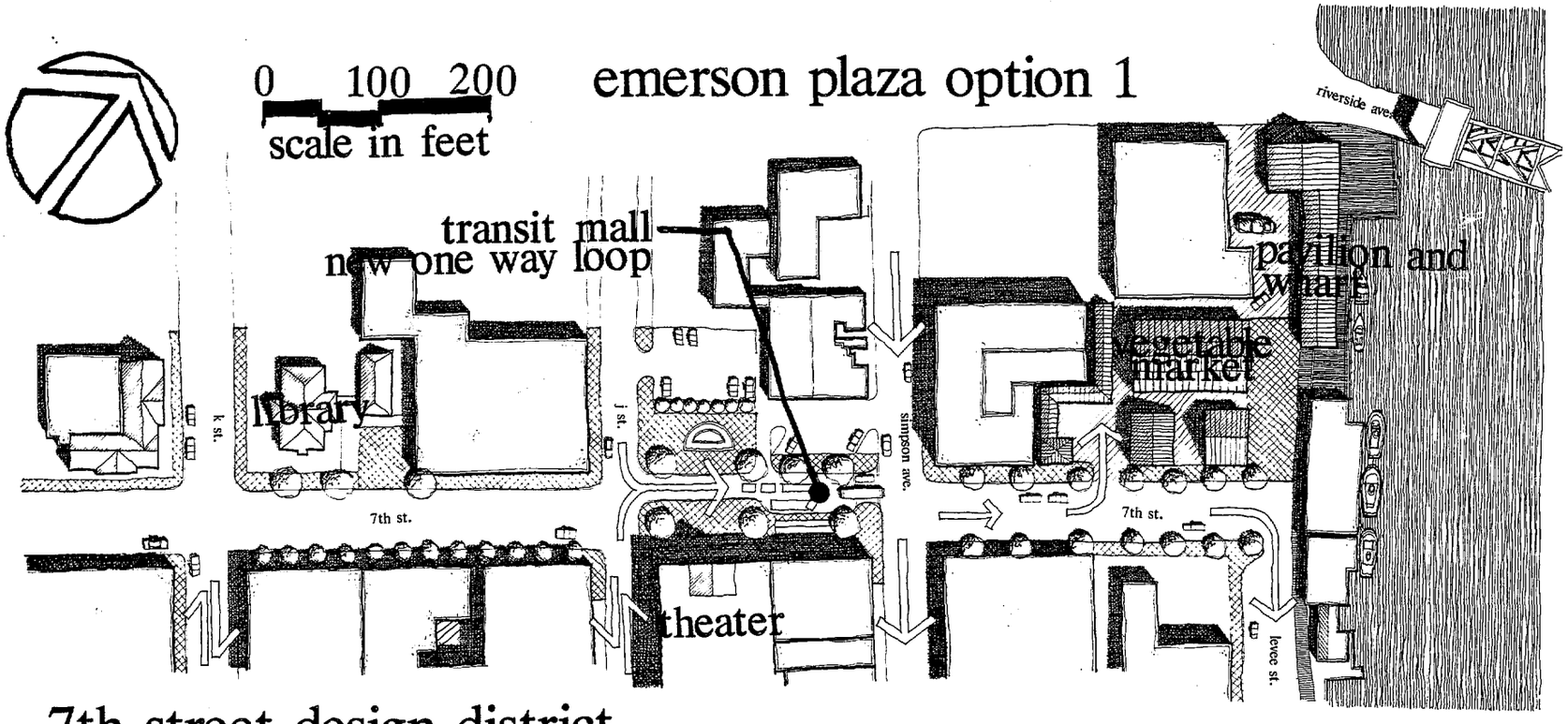


design districts

3 EMERSON PLAZA

As one crosses the river one sees dilapidated buildings sitting over the levee, the back of the Safeway grocery, and an uninviting view of 6th Street. Consequently, much traffic is immediately turned northward onto Lincoln Street and toward the State Highway going west to the Ocean.

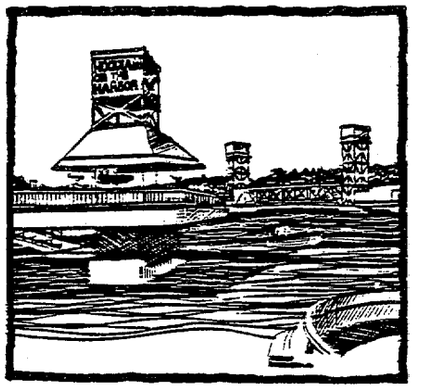
EMERSON PLAZA - THIS IS THE ENTRY TO THE DOWNTOWN. THE SECTION OF LEVEE STREET FROM 7TH TO RIVERSIDE SHOULD BE OPEN ONLY TO SERVICE VEHICLES. IN THIS SCHEME A PAVILION, WHARF, AND COVERED WALKWAY WOULD ALLOW PUBLIC ACCESS TO THE RIVERFRONT; COULD BE PART OF A PRODUCE MARKET COMPLEX THAT COULD FILL, IN THE "SHORT TERM", THE PRESENTLY VACANT SOUTHEAST CORNER LOT. LARGE SHEDS AND COVERED WALKWAYS WOULD SUPPORT ACTIVITIES THAT WOULD DRAW PEOPLE TO THE DOWNTOWN AND RIVERFRONT "PUNCHEON".



7th street design district

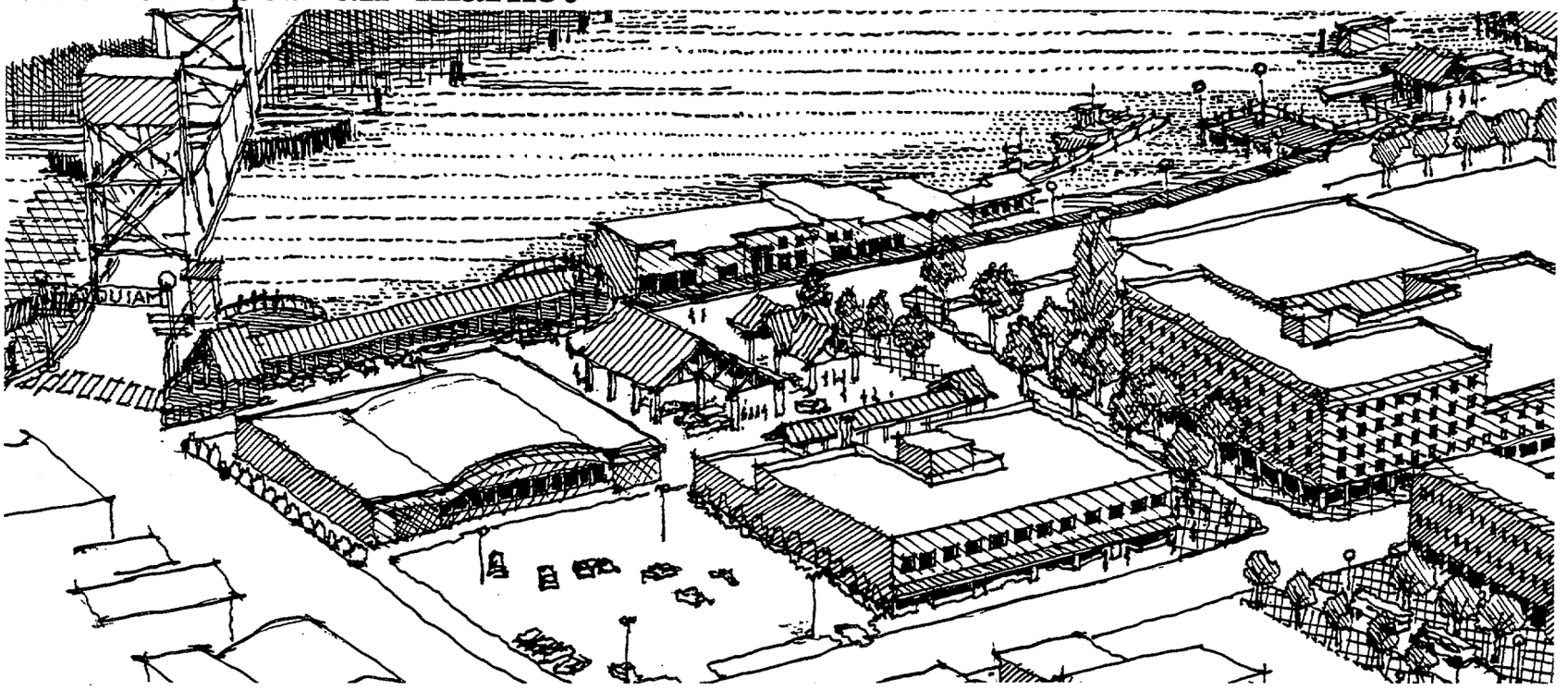
source: kasprisin design group

A potentially important open space exists here and could be highlighted by and be a benefit to future downtown development. The riverbank immediately adjacent to the bridge on the south could be improved as a wharf and covered walkway with observation decks for viewing downstream. An open space, visual easement, extending diagonally across the presently vacate site alongside the Safeway building could draw attention to the Emerson Hotel building beyond on 7th Street. The remainder of this area, which is presently vacant, might in the short term best be used as a public marketplace. In these proposals Levee Street traffic in the block between 7th and 6th Streets would be closed except to service vehicles. In one scheme the plan illustrates how produce trucks could be backed up to the inland side of the covered pedestrian walkway overlooking the river or brought to other covered pavilions whose infrastructure would be provided by the City. In another, the diagonal open space extending to 7th Street is given greater emphasis with proposed future infill buildings set back toward the north and west. This site is another potentially important entry gate to the City. It could highlight the "puncheon" walkway system that would link together the projects to the south in Phase I and that could extend northward in Phase II. What the plan refers to as Emerson Plaza would also be an appropriate termination for the 7th Street design district.

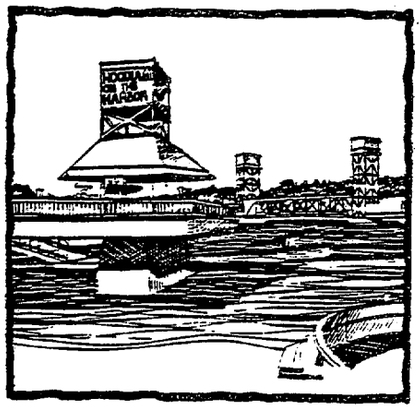


design districts

view of open air market

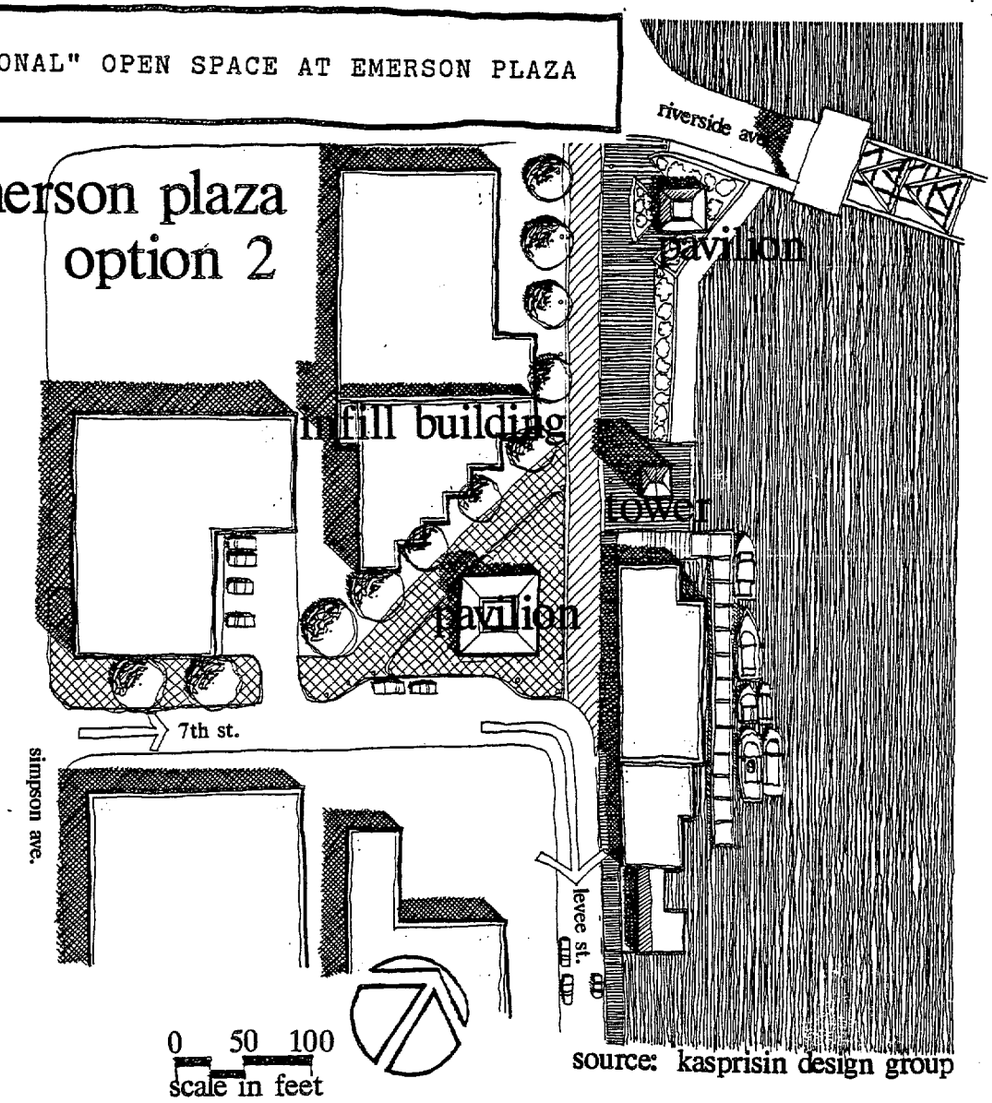


source: kasprisin design group

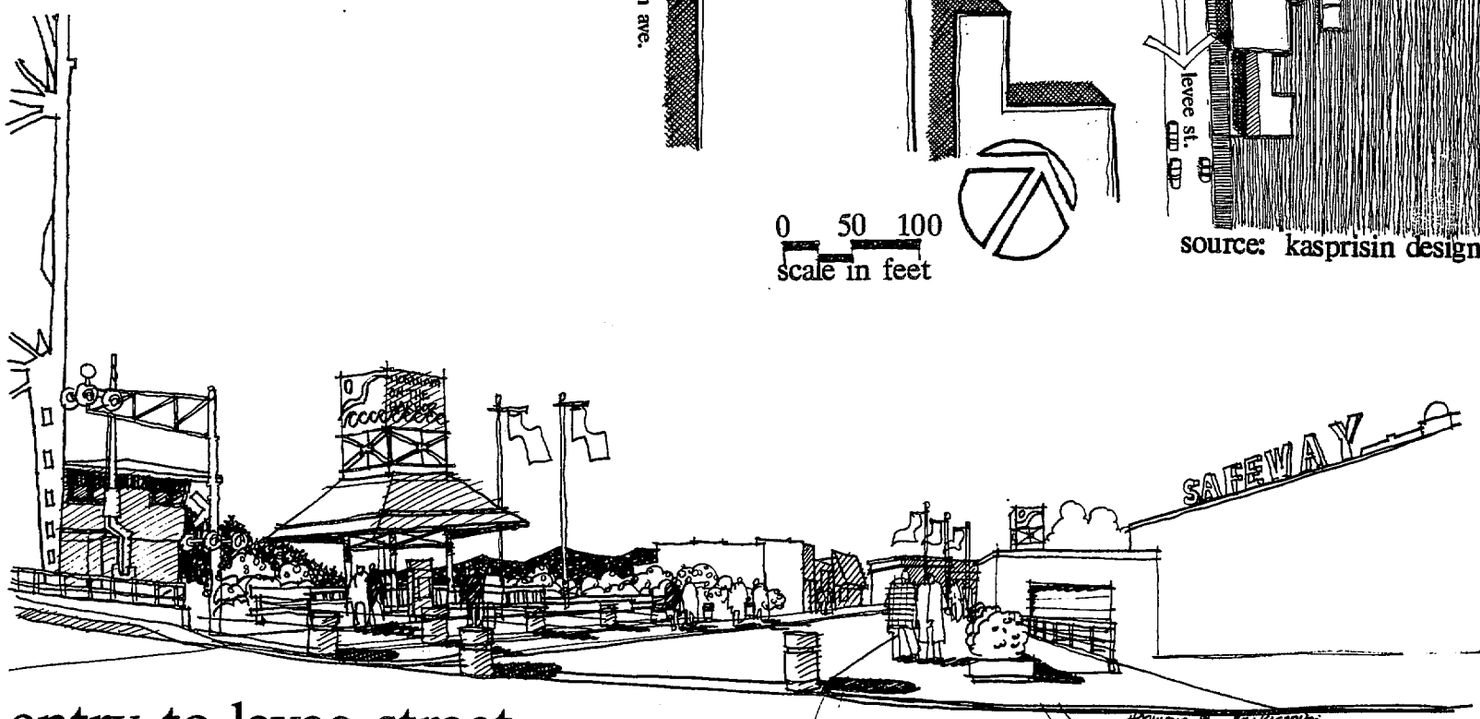


design districts

THE "DIAGONAL" OPEN SPACE AT EMERSON PLAZA



source: kasprisin design group



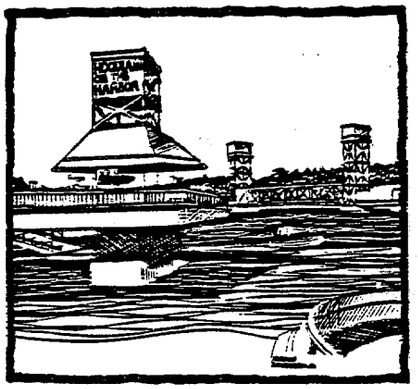
entry to levee street

- traffic bollards
- symbol – shelter
- rhododendron park

source: kasprisin design group

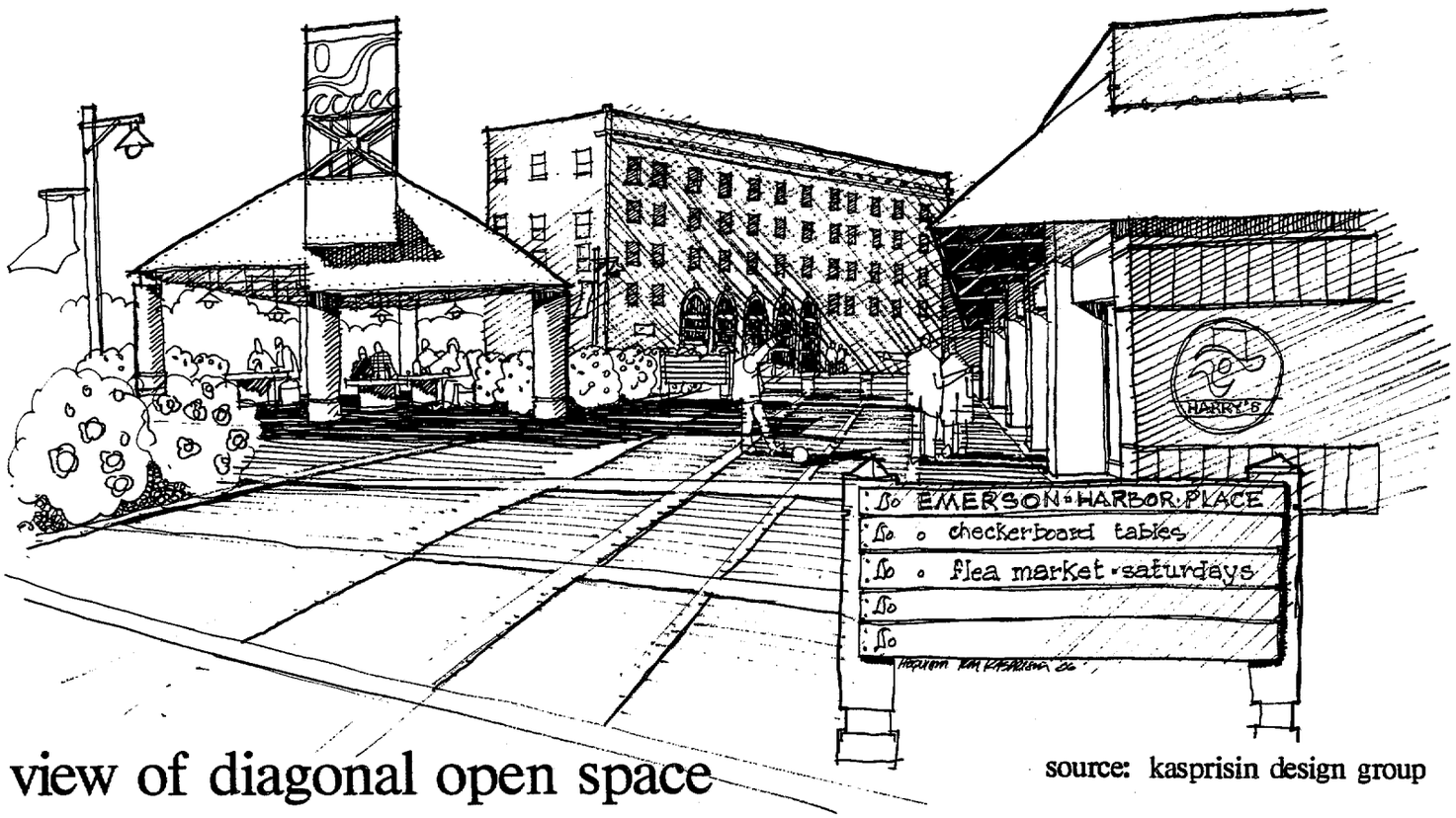
ENTRY TO THE WATERFRONT AND DOWNTOWN

EMERSON PLAZA - IN THIS SCHEME THE OPEN SPACE THAT COULD EXTEND TO THE EMERSON HOTEL BUILDING IS EMPHASIZED. "LONG TERM" BUILDING DEVELOPMENT COULD BE SET BACK AS SHOWN.



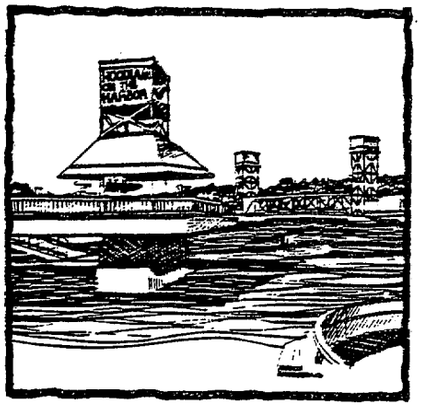
design districts

- hoquiam on the harbor" logo
- pedestrian lights with banners
- rhododendrons
- emerson harbor–place – new shops or offices
- shelter includes game tables, nighttime lighting, heating elements, and logo



view of diagonal open space

source: kasprisin design group



design districts

4 7TH STREET

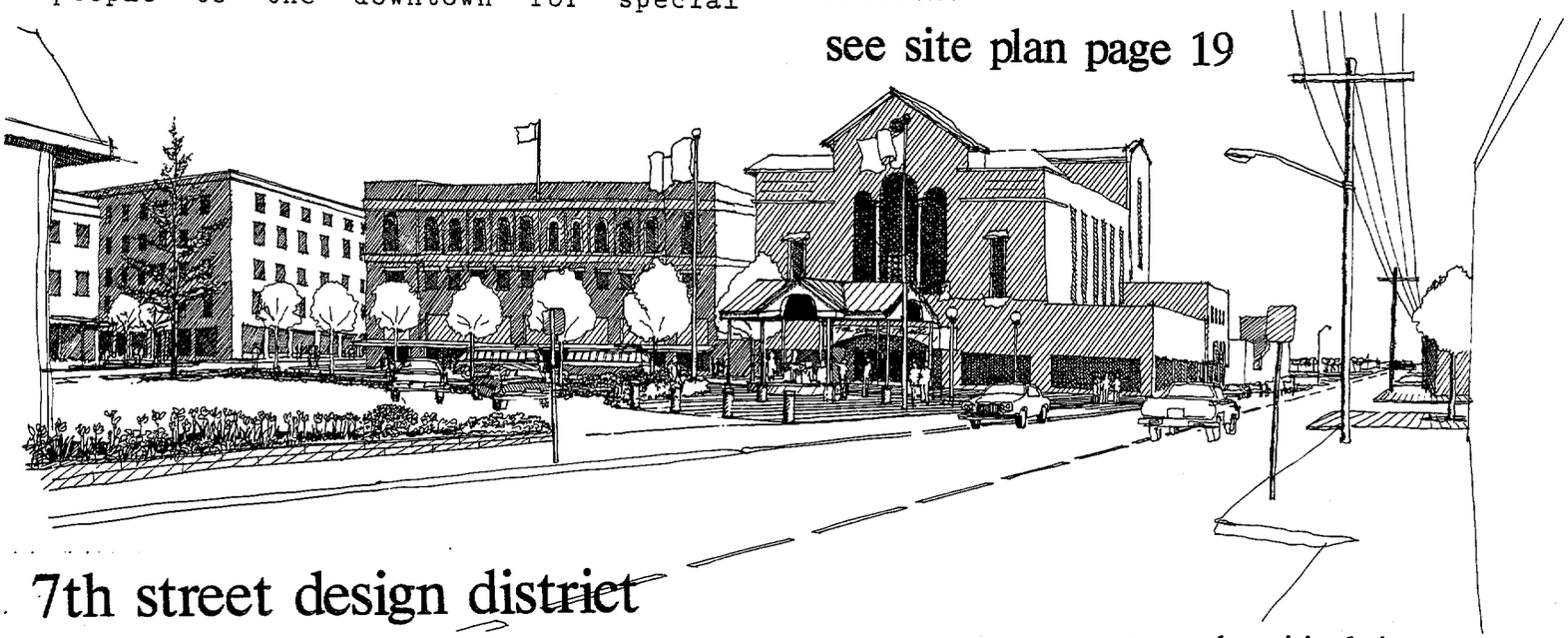
THE 7TH STREET THEATER IS AN IMPORTANT DOWNTOWN RESOURCE.

7th Street boasts a number of buildings of special urban importance. These are, from the east, The Emerson Hotel, the Dixie's Clothing Store building, The LaVogue Building, all at the corner of Simpson Avenue and 7th Street. Further down, the 7th Street Theater is of significant local historical importance. It is an important downtown building because of its renowned atmospheric theater which might again, as it used to, draw people to the downtown for special events in the evening. Additionally the theater is flanked with spaces appropriate for retail shops that could enhance 7th Street and turn the corner to face "J" Street. The block between "J" and "K" Street on both sides of the street is composed of relatively healthy retail establishments in two and three story structures. At "K" street there is a notable Public Library building across from the stately half-timbered building housing the Elks Club.

We have depicted traffic and streetscape modifications that could help tie 7th Street and the downtown bank to the riverfront. One block of 7th Street, between Simpson and "J" Street could be designated as a transit mall. Traffic for this one block of 7th Street adjacent to Simpson Avenue would be open only to transit vehicles. This would be the central step for public transportation with pavilions providing cover for waiting passengers. The cartway would be narrowed and the sidewalk widened and improved with special surfacing, landscaping and lighting. A larger pedestrian area in front of the Theater would help emphasize and facilitate this building's urban function.

This one block interruption of normal vehicular traffic could cause little if any hardship to the businesses adjacent, and works well with the one-way loop proposed for 7th Street on the other side of Simpson. Relocating the transit mall here might better serve the elderly population housed in the Emerson.

see site plan page 19



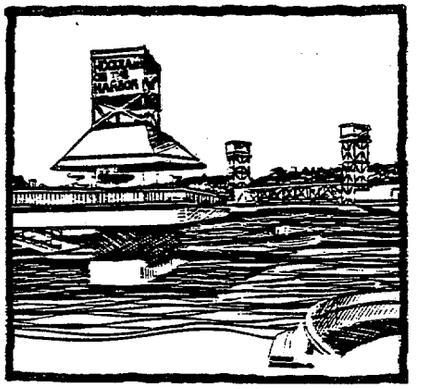
7th street design district

source: kasprisin design group

5 8TH STREET LANDING

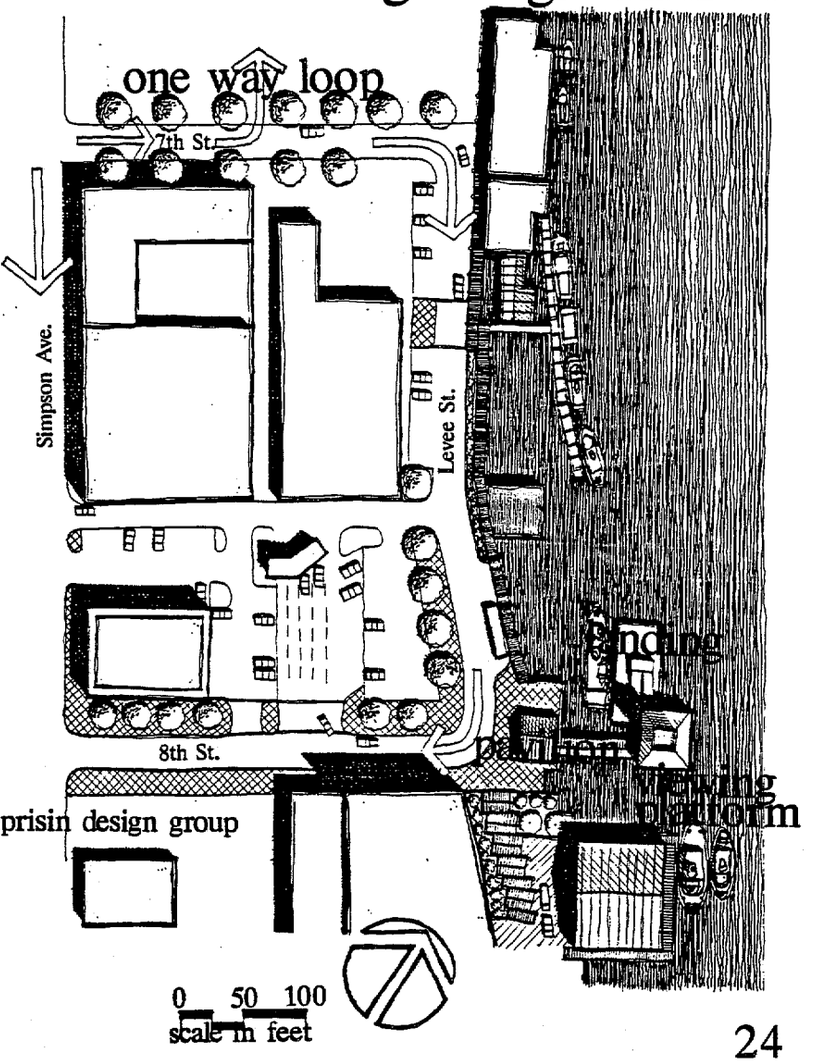
The present landing owned by the City and used by Ed's Charter Service, a seasonal ferry to Westport and Aberdeen, is an important asset that we feel should be highlighted and improved. The "puncheon" could connect this site to other sites along the river. A pavilion could be provided that would house a ticket office and waiting area. A covered platform could be built on the concrete buttress that remains from the old 8th Street bridge. This covered platform could provide a viewpoint for public access to the river. It might as well be used as a fishing platform or location for fish breeding pens below for public recreation and could also serve as an expanded terminus for an expanded ferry service operation. This site would be prominent from across the river and from the center of the central business district as well. 8th Street, with its concentration of public buildings at its far end and relatively healthy number of office and retail buildings could be effectively drawn across Simpson Avenue and terminated by this actively populated pavilion, bridge-walkway, and overlook.

8TH STREET FERRY LANDING - THE PUNCHEON EXTENDS NORTH TO EMERSON PLAZA AND SOUTH TO 9TH STREET AND BEYOND. A SHORESIDE PAVILION AND A VIEW PLATFORM ON THE OLD BRIDGE BUTTRESS WOULD SUPPORT PUBLIC TRANSPORTATION, RECREATION, AND ACCESS.

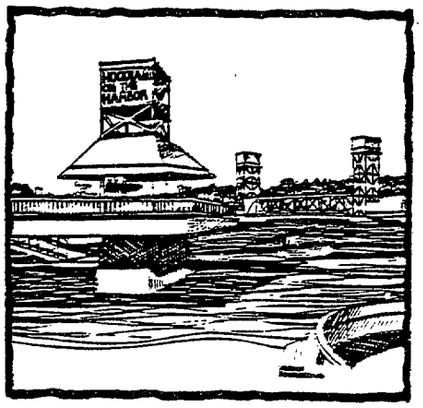


design districts

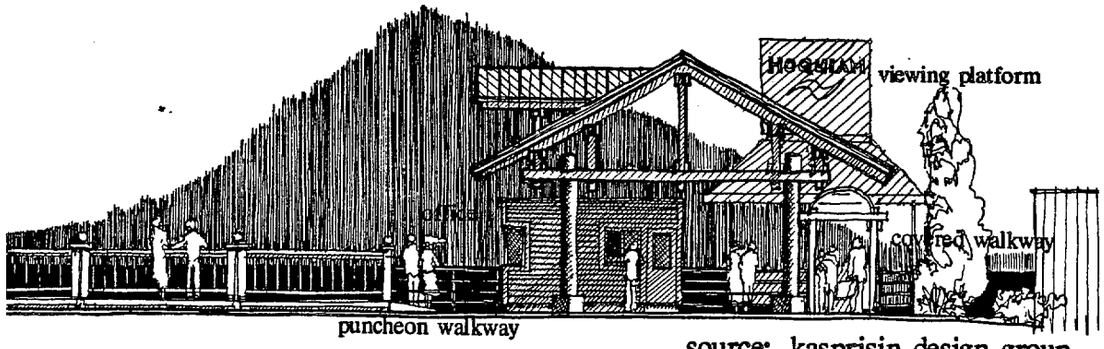
8th street landing design district



source: kasprisin design group



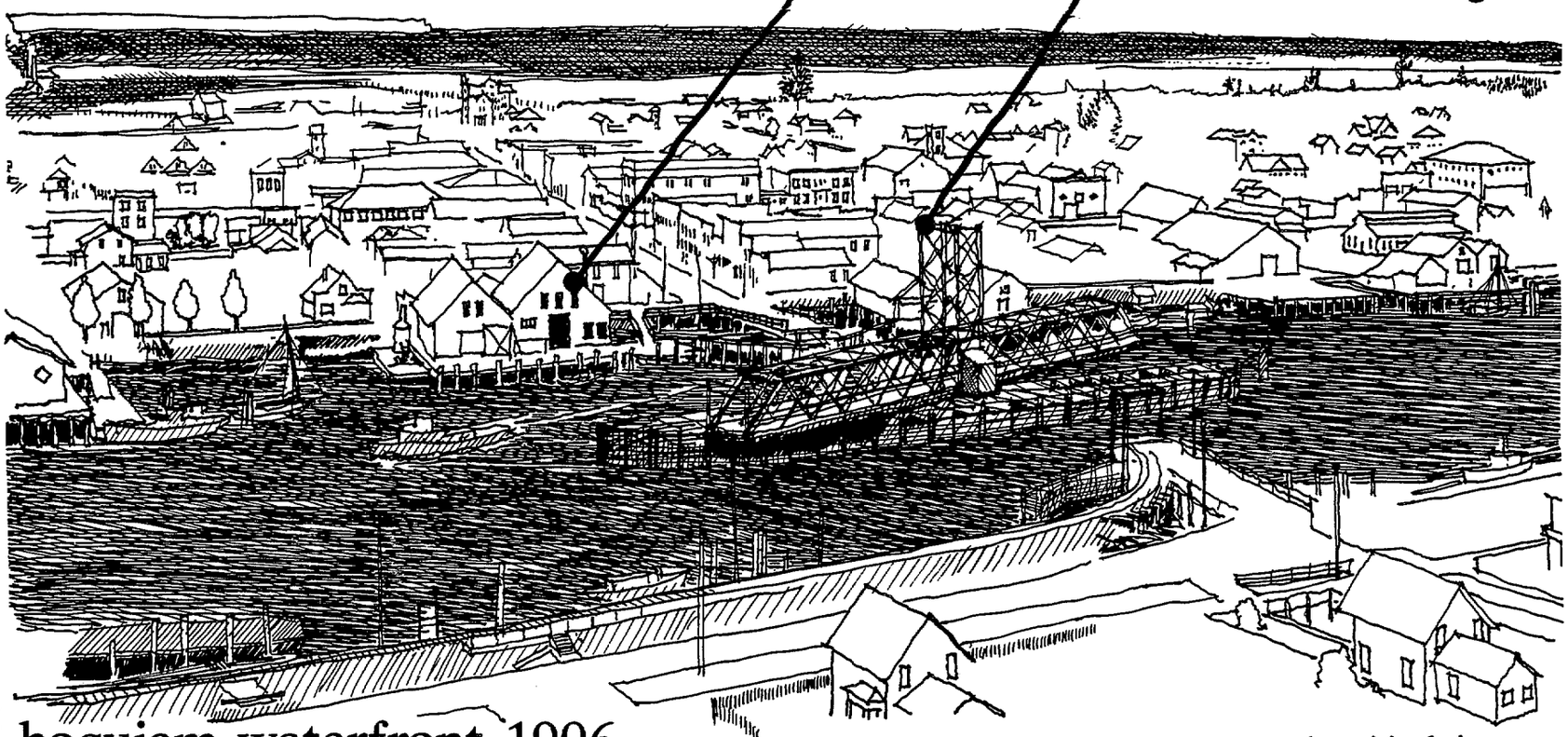
design districts



source: kasprisin design group

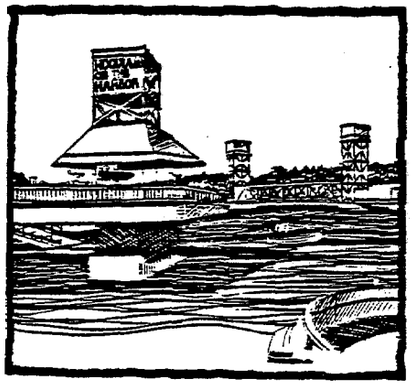
8th street ferry landing

THE DOWNTOWN BEFORE THE SIMPSON AVENUE ARTERIAL WITH BUILDINGS AND STREETS ADDRESSING THE RIVERFRONT.



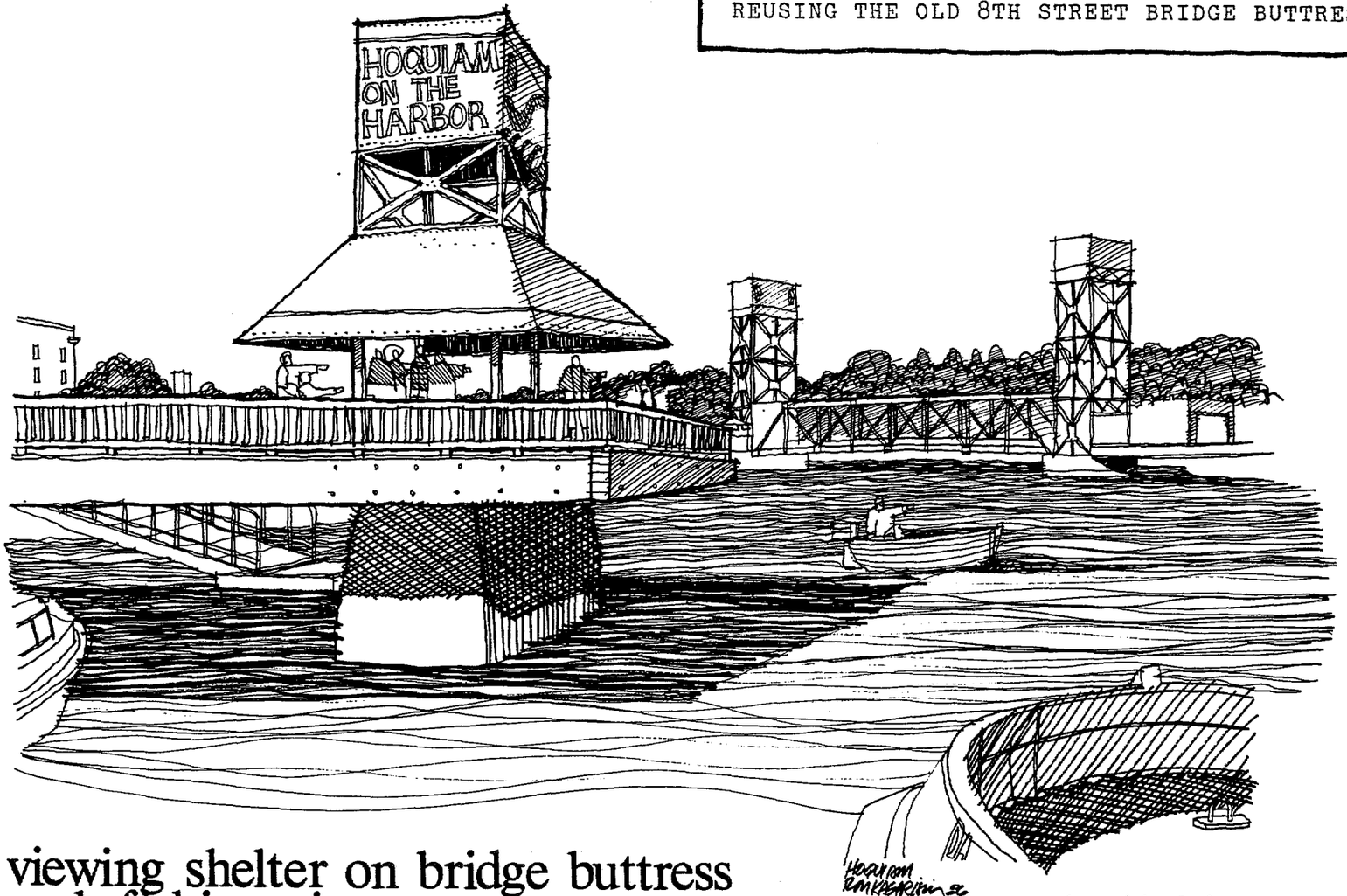
hoquiam waterfront 1906

source: kasprisin design group



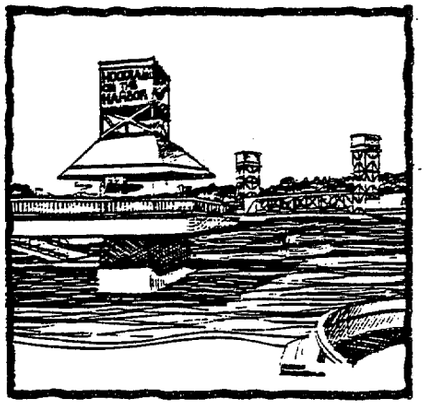
design districts

REUSING THE OLD 8TH STREET BRIDGE BUTTRESS.



viewing shelter on bridge buttress and fishing pier

source: kasprisin design group



design districts

parking conditions

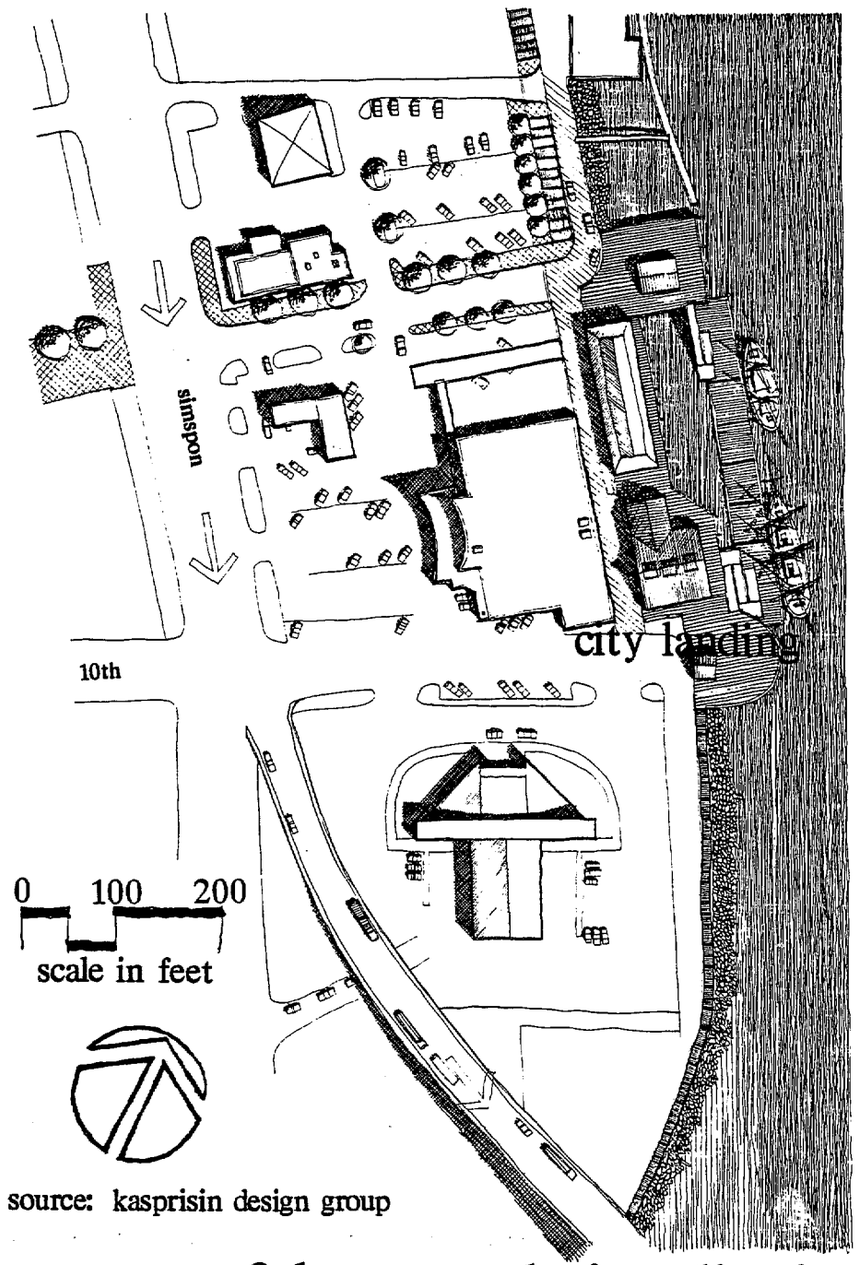
In the four downtown riverfront blocks there is presently not enough parking spaces based on Applied Parking Standards.

Loss of parking within the Design Districts occurs at Emerson Plaza where Levee Street is closed between 6th and 7th and along 7th Street in the one block proposed as a transit mall. 74 spaces are presently available. 9 spaces would be lost on the section of Levee Street to be closed.

6 9TH STREET LANDING

The area behind the Swanson's Supermarket at Levee Street and the B.N.R.R. easement could be closed to through traffic and, with buildings built on top of a wharf structure, could provide for the City a centrally located, easily accessible, and highly visible landing for unique vessels. The vessels that would moor here would be in prominent view by the traffic across the river and on the Simpson Avenue overpass. The City might instigate this development by building a street end wharf and floating dock landing with private developers building support buildings that would house lofts, machine shops, stores and museums that would answer the needs of visiting vessels.

9TH STREET LANDING - PUBLIC AND PRIVATE IMPROVEMENTS COULD PROVIDE A LANDING FOR UNIQUE VESSELS THAT WOULD BE IN PROMINENT VIEW FROM RIVERSIDE AND PART OF THE DOWNTOWN.



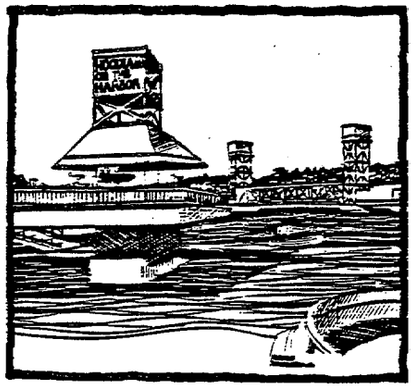
source: kasprisin design group

9th street design district

The one way loop proposed for seventh street should provide diagonal parking on 7th and on 8th Streets. This would allow 12 more spaces than presently exist. There should be drop-off and pick-up areas designated. Transit service should have stops on this loop to provide access to the market and landing. The sidewalk improvements on 7th Street allow parking further within the business district.

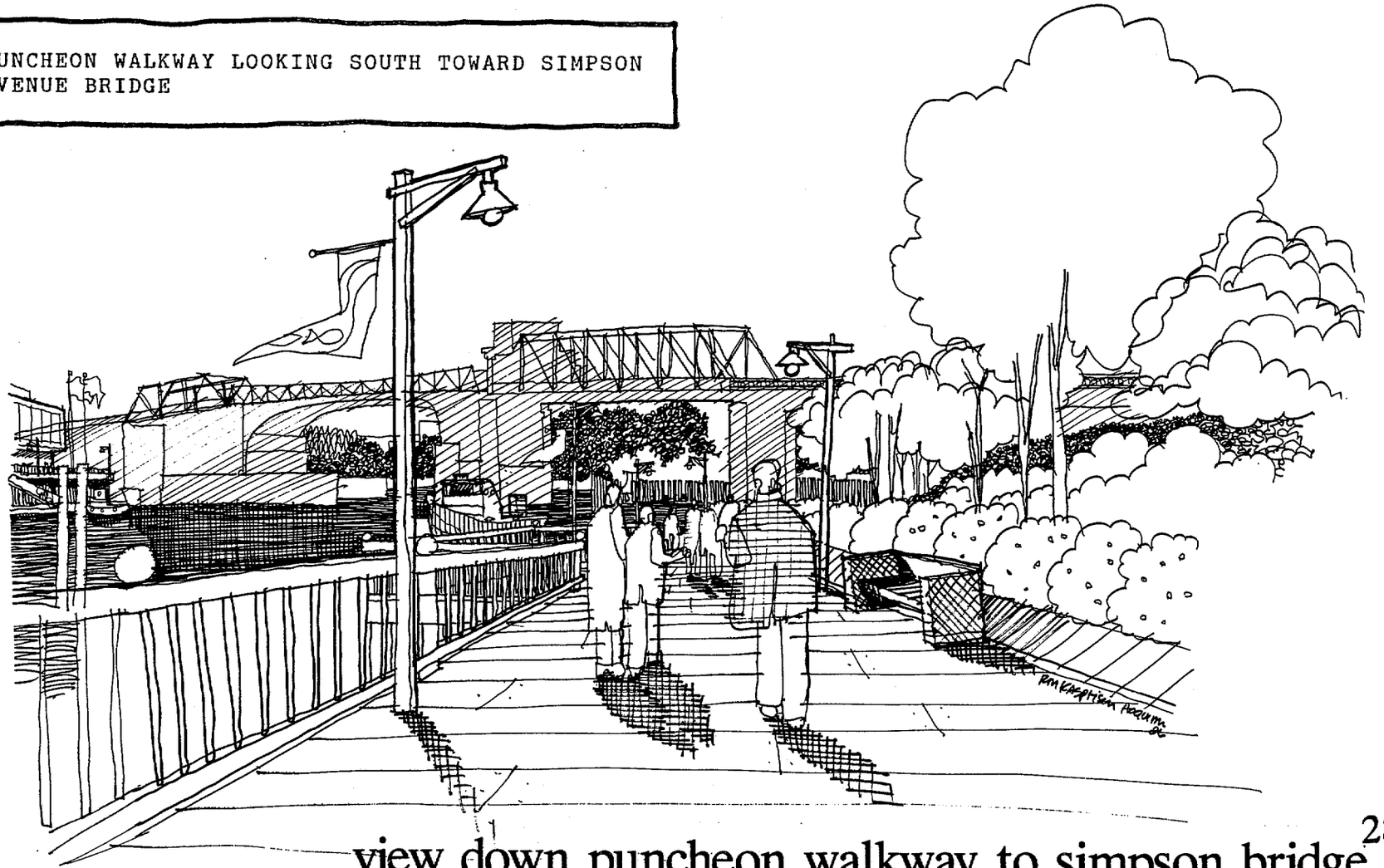
Employees Parking should be provided in peripheral lots.

The 9th Street Wharf, while closing Levee to through traffic does not eliminate any parking spaces. However the plan does recommend that existing parking layouts within blocks be reconsidered - as development occurs more efficient organizations will be possible.



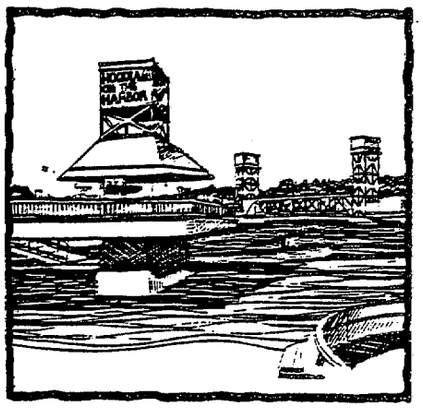
design districts

PUNCHEON WALKWAY LOOKING SOUTH TOWARD SIMPSON AVENUE BRIDGE



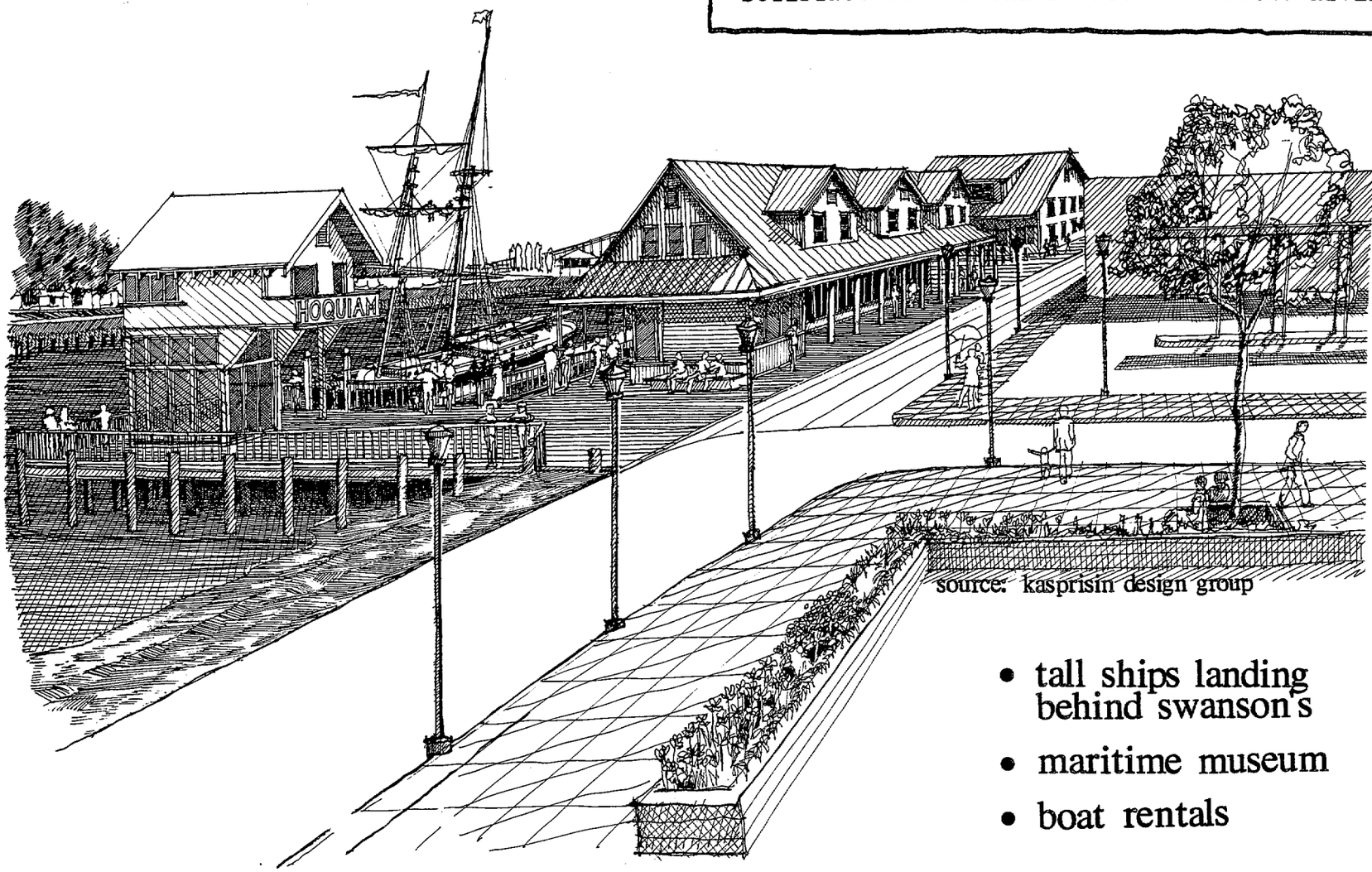
view down puncheon walkway to simpson bridge

source: kasprisin design group



design districts

9TH STREET LANDING - SHOWING HOW BACKS OF BUILDINGS CAN BECOME FRONTS ADDRESSING RIVER



source: kasprisin design group

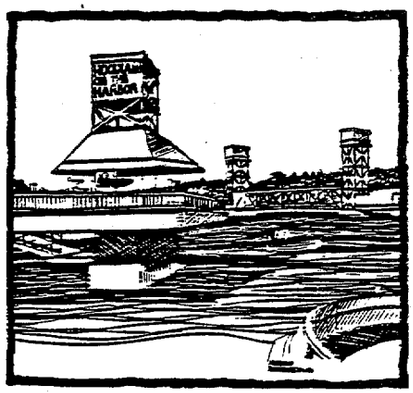
- tall ships landing behind swanson's
- maritime museum
- boat rentals

view downstream from 9th street landing

7 MAYR BROTHERS SITE

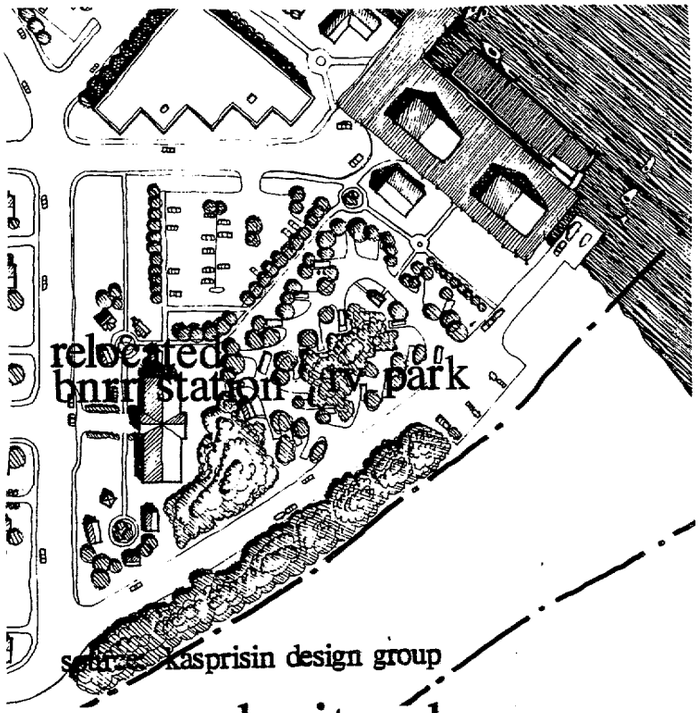
The "puncheon" riverfront walkway could well extend south from downtown and the City Landing at 9th past the Police Station under the Simpson bridge and onto the former N.W. Mill site presently vacant and owned by Mayr Brothers. The inclusion of this site in the study area is to demonstrate that given the site's close proximity to the downtown it should not revert exclusively to industrial use.

The south edge of this site is now bound by the B.N.R.R. bridge, but will eventually be crossed by an industrial bypass system overpass and bridge. The rest of the site, is the end point for the avenues and streets that run through the downtown parallel to the river. This site constitutes the southernmost west bank of the Hoquiam before the mouth of river. Further south, the Hoquiam joins North Channel and the Chehalis and property is controlled by the Port of Grays Harbor.



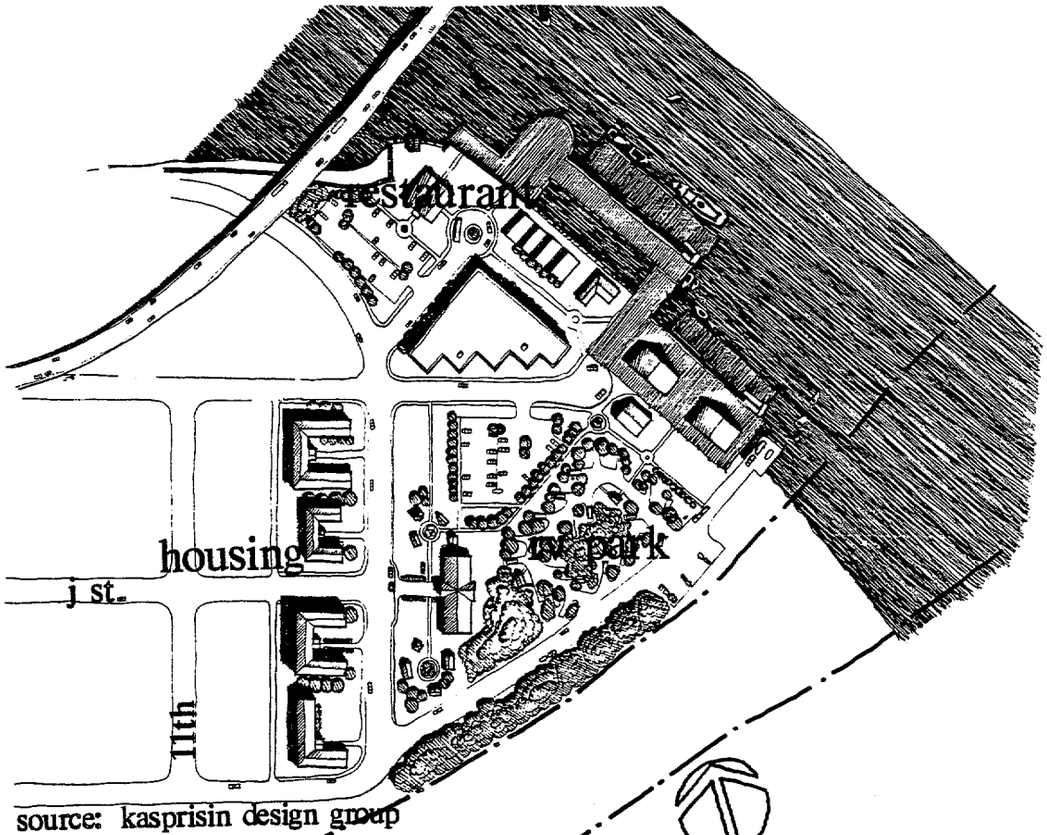
design districts

MAYR BROTHERS SITE - THE SOUTHERN EDGE OF DOWNTOWN. IT IS PRESENTLY VACANT BUT IS AN IDEAL LOCATION FOR MANY ACTIVITIES IMPORTANT TO THE DOWNTOWN.



source: kasprisin design group

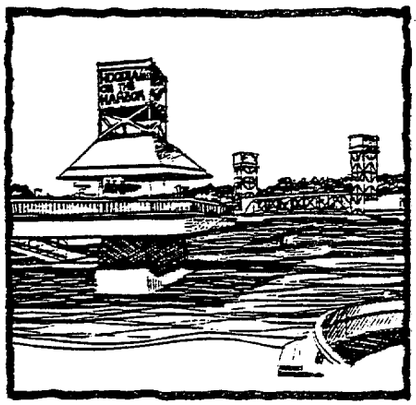
r v park site plan



source: kasprisin design group

0 50 100 200
scale in feet

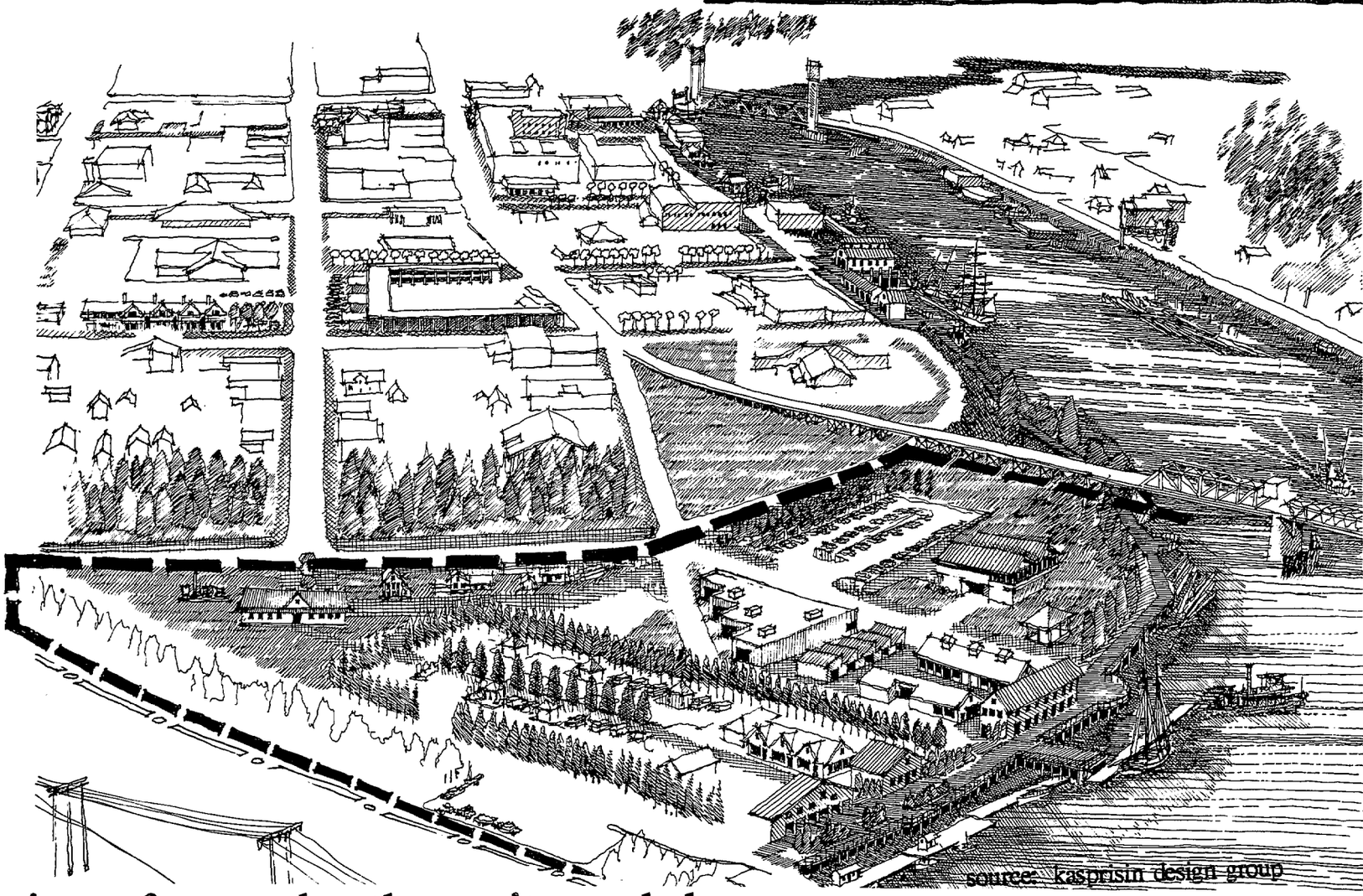
mayr brothers design district



design districts

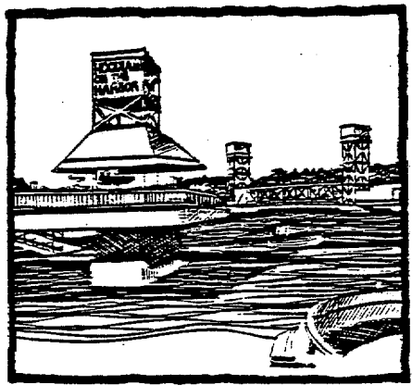
Schemes for this site depict a zoning of the site such that a public boat launching facility with appropriate staging areas and ramps could be a part of a natural buffer zone separating the site from the future industrial bypass. Adjacent to the public launching area to northwest, towards downtown, there might be a historical compound of artifacts relevant to the history of Hoquiam and river. Perhaps houses that might otherwise be destroyed, like those in Finn Town, could be relocated here. The B.N.R.R. Depot building, these sketches suggest, might effectively be relocated as a

AN OVERVIEW OF THE DESIGN DISTRICTS AND HOW THEY COULD BE INTERCONNECTED AND TIED INTO THE CENTRAL BUSINESS DISTRICT.



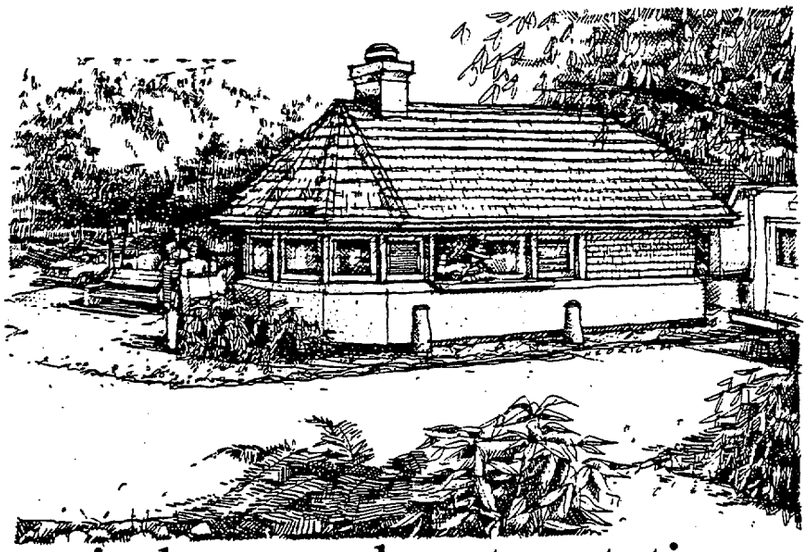
view of mayr brothers site and downtown

terminus for (at least) a "visual reopening" of "J" Street. A building here could serve as a visitor center, museum, and perhaps even office for a recreational vehicle park located nearby on the interior of the site near the boat launching facility. At the water's edge at the boat launching area there could be, on wharfs and floating docks, businesses that would serve the recreational boater who was setting out to explore the Robert Gray's Harbor or the Hoquiam River. These might include such operations as a fuel dock, engine sales and repair shops, grocery, and equipment stores. Adjacent, and to the north along the river there might be wharfs and docks more appropriately dedicated to the use of larger recreational vessels and commercial vessels. There is a greater depth of site at this location available for support buildings such as warehouses, processing, and repair facilities. Further north, close to the Simpson Avenue overpass, set back from the river but commanding a view of the Hoquiam, Chehalis, and North Channel, is an appropriate location for a restaurant with its parking located inland and toward the bridge. The "puncheon" would extend from the downtown all along the river edge through these various waterfront improvements.

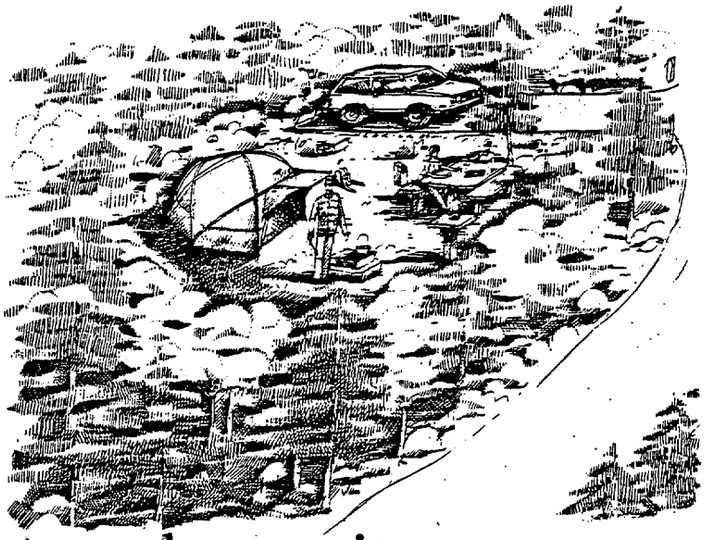


design districts

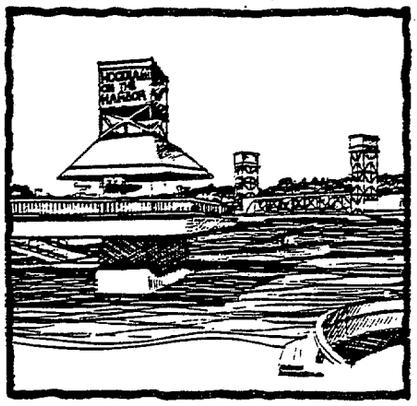
- cleared area 20' x 20'
- campfire pit
- eating table
- parking strip
- small cooking table



typical r v park entry station
source: kasprisin design group



typical campsite
source: kasprisin design group

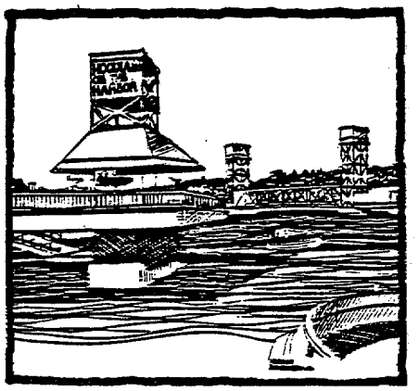


design districts

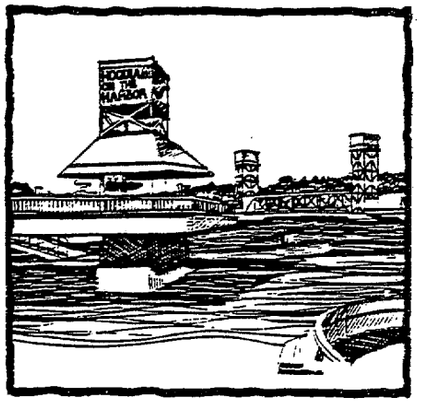
8 J STREET CORRIDOR

A two block length of "J" Street was abandoned as part of an Urban Renewal District years ago. The land remains underutilized but is centrally located relative to the Hoquiam riverfront two blocks to the east and the Mayr Brothers site two blocks south. Perhaps in exchange for areas of this block set aside as a visual and/or limited transit and pedestrian easement, the City might allow higher density development (especially of housing) for the remainder of the site. This area could, in the long term, become an important hub connected to the 7th Street Theater and Fire Station and High School to the north, across 9th and 10th to the river, and south to Mayr Brothers site.

 source: kasprisin design group



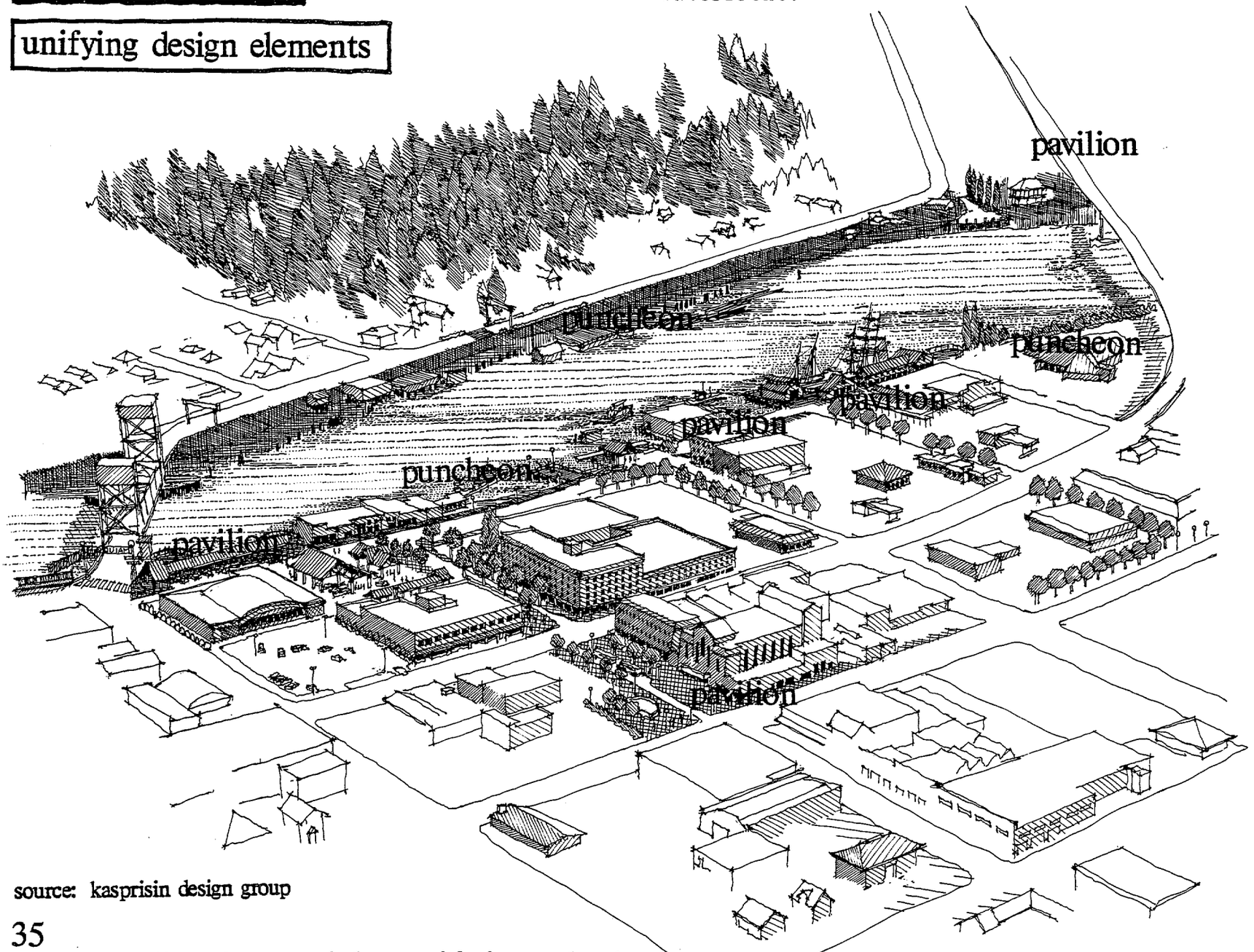
unifying design elements



unifying design elements

unifying design elements

All of the design districts described, despite their separate and likely-to-be-phased development, can be visually connected through the use of consistent and appropriate construction materials and architectural forms. This would expand the importance of each site by making each district distinct yet part of interconnected benefits that would characterize Hoquiam's downtown waterfront.



source: kasprisin design group

35

design districts with unifying design elements

Unifying design elements include those depicted throughout the plan such as gazebo-like pavilions of various sizes with steeply pitched and brightly colored metal or fabric roofs with large overhangs and projections and exposed wooden or metal frames. Enclosed activities could be located within these pavilions sheathed in clapboard with wide and deep trim at corners and fenestration surrounds.

The "puncheon", a boardwalk constructed in modules approximately 8 feet wide and 24 feet long can be positioned a bit at a time over paved or unpaved areas. Curbs, ramps, rails, seating, and covers could all be consistent and identifiable elements of the overall Master Plan that would inter-connect all the design districts.

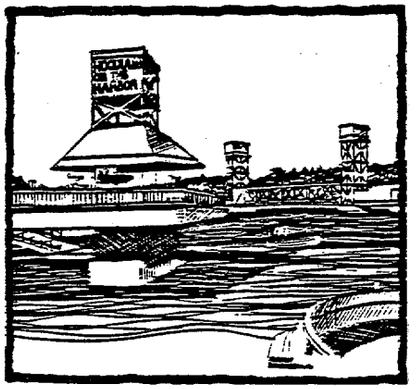
Rhododendrons should be nurtured at all parks, buffers, and "entrances".

Pedestrian centers should be marked by not only the "puncheon", but also by lighting standards and flagpoles that would fly banners and a Hoquiam logo.

In all of the design districts there will be spaces available that are appropriate for the display of Hoquiam and Harbor artifacts such as those from the timber industry, commercial fishing, and railroad.

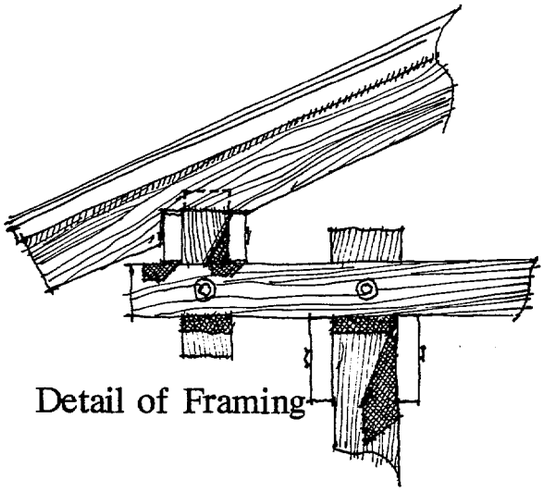
Signage, for directions and information, should be designed and constructed to be effective and consistent.

Street trees will highlight the design districts and Hoquiam's pedestrian amenities that connect downtown to the riverfront.

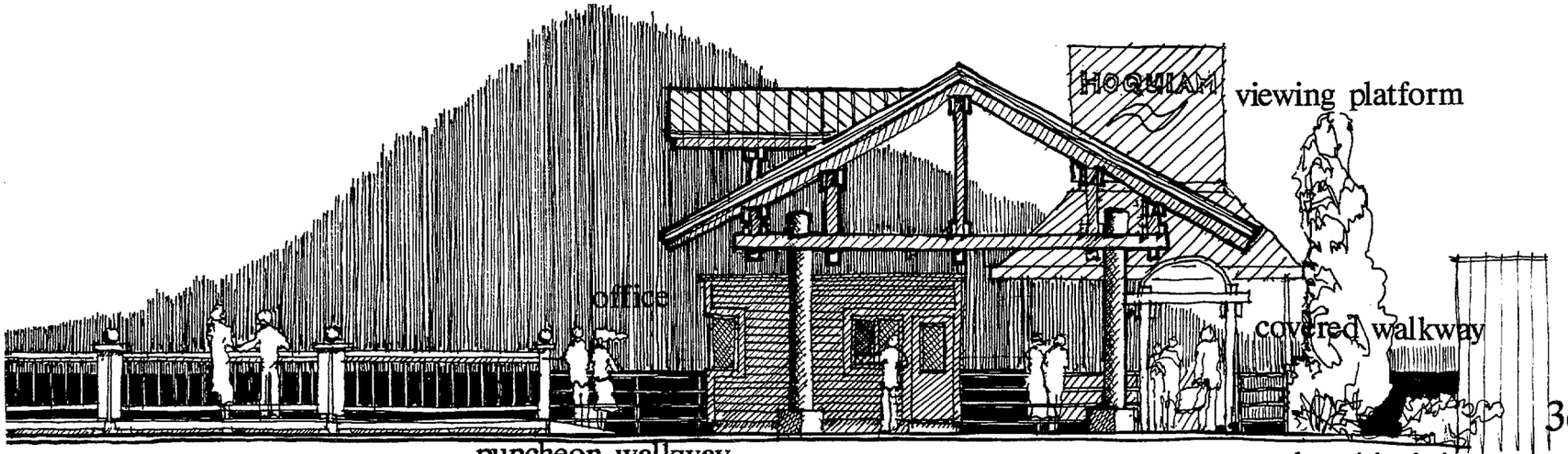


unifying design elements

PUNCHEON, RAILINGS, PAVILIONS, MATERIALS, AND BUILDING ASSEMBLIES COULD BECOME IMPORTANT UNIFYING ELEMENTS.



Detail of Framing



puncheon walkway

source: kasprisin design group

Unifying design elements include those depicted throughout the plan such as gazebo-like pavilions of various sizes with steeply pitched and brightly colored metal or fabric roofs with large overhangs and projections and exposed wooden or metal frames. Enclosed activities could be located within these pavilions sheathed in clapboard with wide and deep trim at corners and fenestration surrounds.

The "puncheon", a boardwalk constructed in modules approximately 8 feet wide and 24 feet long can be positioned a bit at a time over paved or unpaved areas. Curbs, ramps, rails, seating, and covers could all be consistent and identifiable elements of the overall Master Plan that would inter-connect all the design districts.

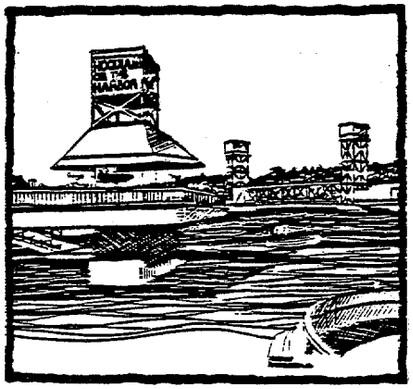
Rhododendrons should be nurtured at all parks, buffers, and "entrances".

Pedestrian centers should be marked by not only the "puncheon", but also by lighting standards and flagpoles that would fly banners and a Hoquiam logo.

In all of the design districts there will be spaces available that are appropriate for the display of Hoquiam and Harbor artifacts such as those from the timber industry, commercial fishing, and railroad.

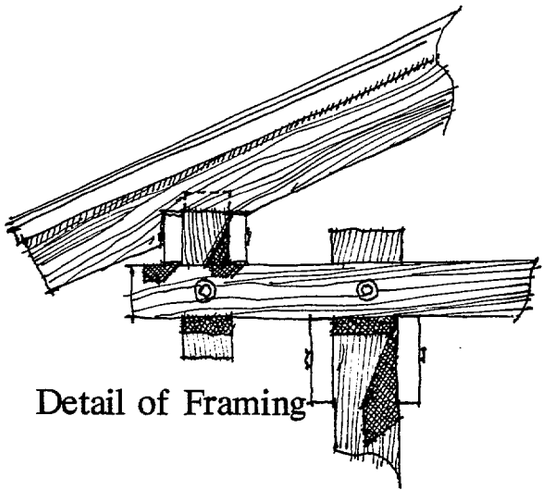
Signage, for directions and information, should be designed and constructed to be effective and consistent.

Street trees will highlight the design districts and Hoquiam's pedestrian amenities that connect downtown to the riverfront.

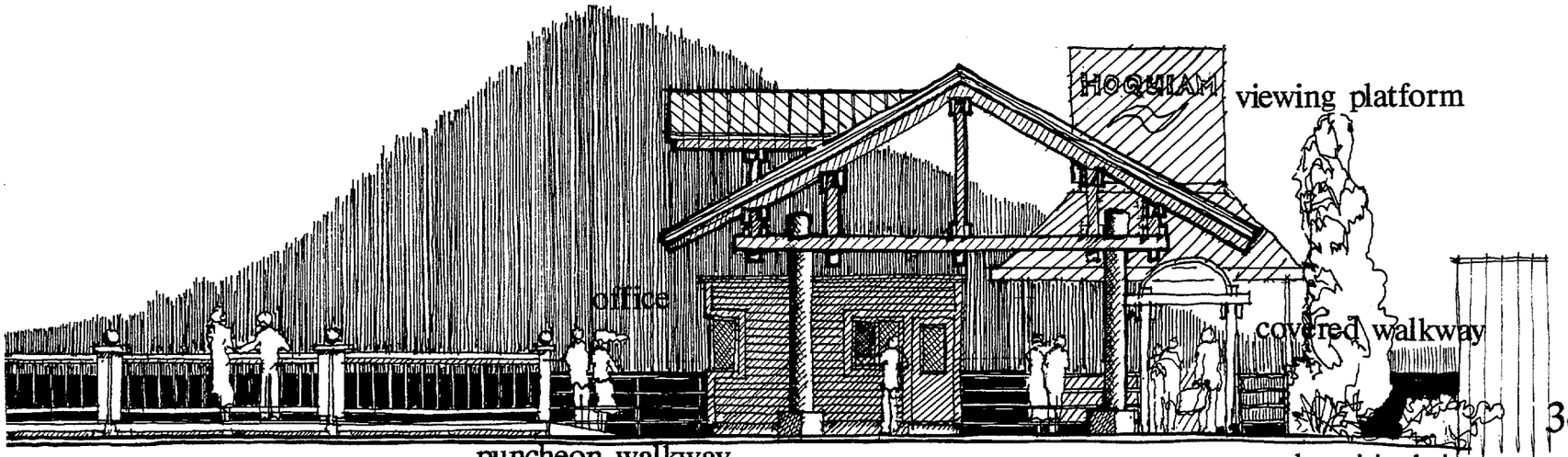


unifying design elements

PUNCHEON, RAILINGS, PAVILIONS, MATERIALS, AND BUILDING ASSEMBLIES COULD BECOME IMPORTANT UNIFYING ELEMENTS.

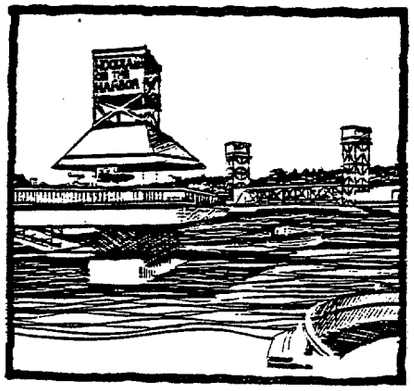


Detail of Framing

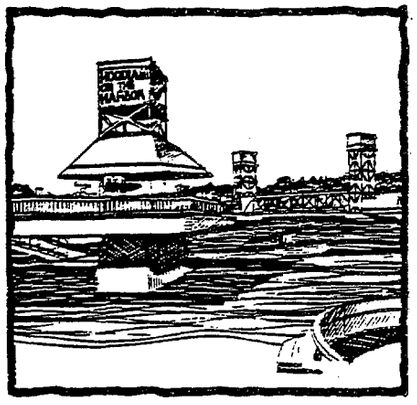


puncheon walkway

source: kasprisin design group



implementation



implementation

implementation

possible project phasing

1 Install public safety and access improvements at entire edge of east side dike. Improve pathway. The City could work with the Corps of Engineers and State agencies such as IAC and DNR for funding.

2 Plant Rhododendron buffer between Riverside Avenue and dike pathway. The City could work with local service clubs to accomplish this.

3 Install traffic control and pedestrian crossing on Riverside at Polson Museum. The City might access Highway Maintenance Funds for this improvement.

4 Construct ferry passenger and public access pavilion at 8th Street landing. The City might find matching funds for this building through IAC and DNR.

5 Build viewing platform, pavilion, and connecting bridge on west bank buttress. This project could provide for public access, recreation, and also be a landing for public transportation. The City could work with IAC and DNR agencies for matching funds.

6 Provide new floating docks for expanded ferry services and for public access to fish spawning pens. The City could work with IAC, DNR, and DOT agencies. Additionally, private improvements might be assisted by Development Loan Fund monies.

7 Acquire property abutting Riverside bridge. Build entry "pavilion", and covered puncheon. Close Levee Street from 7th to Riverside to through traffic. IAC funds would assist in clearing debris from this site and in providing public access to the riverfront.

8 Acquire Allman-Hubble facility and adapt into a maritime museum. Using this facility and these workboats as the core of a museum would be affordable reuse of an existing resource. The City could raise funds for this locally with the help of service clubs to attract further funding from private foundations.

9 7th Street improvements - transit mall at Theater, sidewalk modifications, one way loop to Levee Street. The City could establish an LID for this district or it could be phased into Highway Maintenance Fund projects. Also the City might sponsor, for this design district, a General Bond.

10 Connect puncheon, landscaping and street improvements all along Levee Street. The City could enlist the assistance of service clubs in conjunction with an LID or General Bond.

11 Acquire street end of 9th Street. Close this section of Levee Street to through traffic. Landscape and improve as shown. Build street end wharf and floating landing concurrent with development of other wharf buildings. LDMF monies could produce an economic and physical program for the site with initial financial strategies. A General Bond could provide for the landing with Development Loan Fund monies assisting private projects.

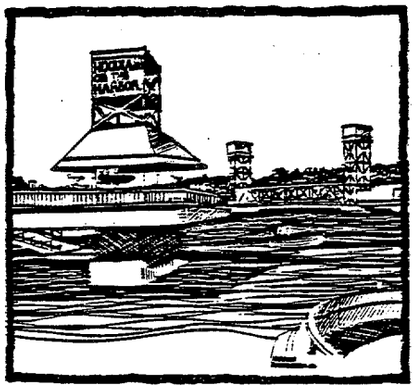
12 Acquire properties or establish necessary easements at Sumner-Riverside design district. Provide open space parking improvements. Building by private developers. IAC and DNR monies could help finance Visitors' Center and open space improvements.

13 Install floating landing with ramp to Polson Crossing. Build public access platform or last bank buttress. The City could likely access IAC and DNR funds.

14 In addition to the Allman-Hubble facility project that might house a maritime museum. The 9th Street Wharf Project might also include such a facility through private foundations and local service organizations.

15 8th Street corridor improvements could be made through Highway Maintenance Funds or an LID.

16 Re-establish 12th Street and provide infrastructure as required to encourage development of the Mayr Brothers site. Begin enhancement of "J" Street corridor; acquire visual and other easements across privately held properties. LDMF monies could produce economic and physical program for area with financial strategies. DLF programs could assist private developments within the design districts.



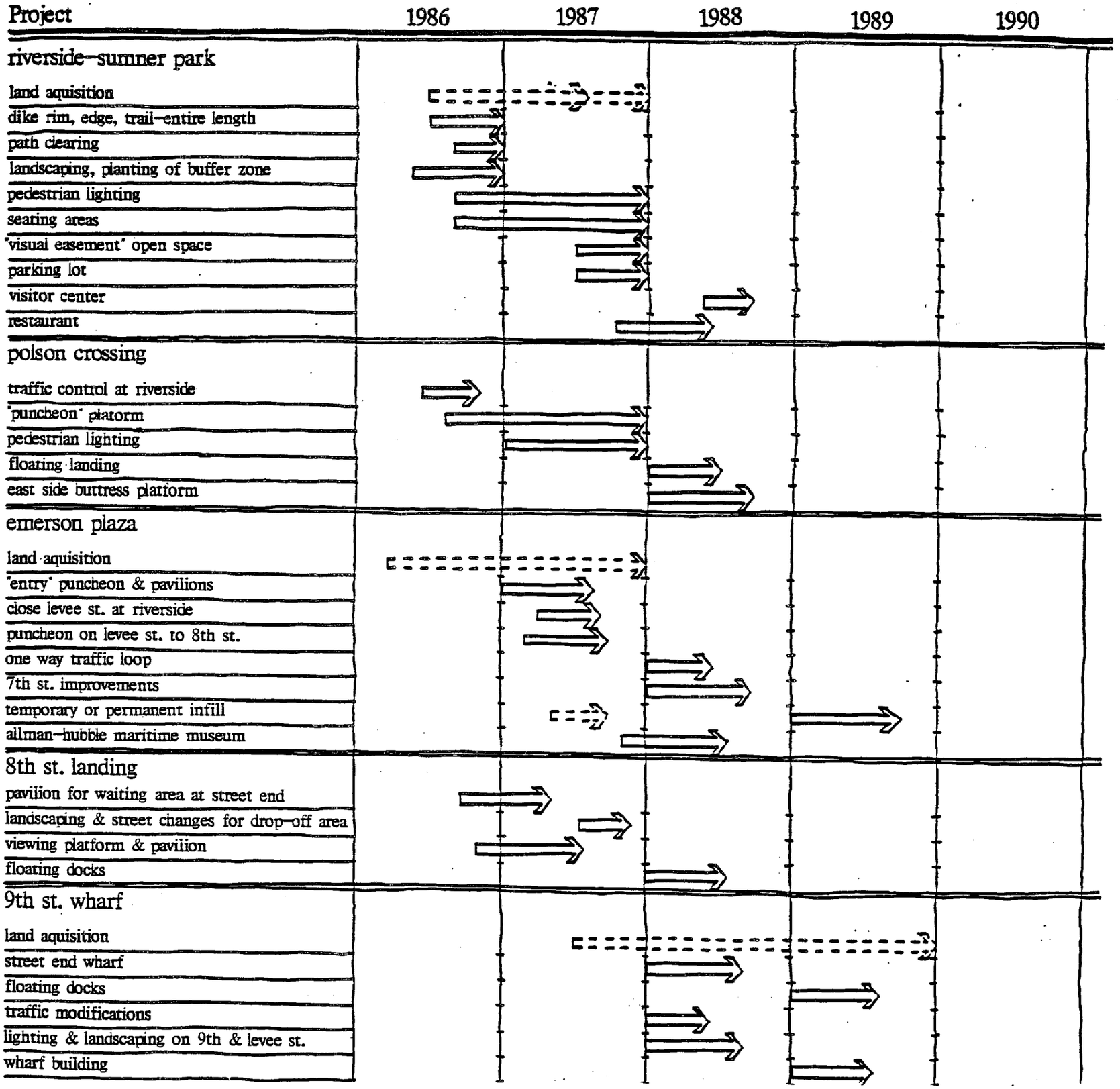
implementation

17 7th Avenue Theater is a private project important to the 7th Street design district and "J" Street corridor enhancement. DLF and LDMF programs as well as SBA type funding could be sought with the assistance of the City.

Summary:

The City needs to establish priorities for the projects described in the Plan. The City could decide to use its resources to help provide the unifying elements that tie the districts together while assisting with private development of the various districts or it could decide to itself sponsor the development of one or two related projects with high visibility and public use.

hoquiam improvements schedule



source: kasprisin design group

priority projects

a Manufacturing or other industrial production

b Agricultural development or food processing

c Aquaculture development or seafood processing

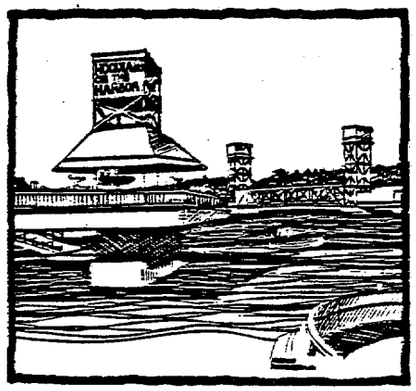
d Development or improved utilization of natural resources

e Tourism facilities

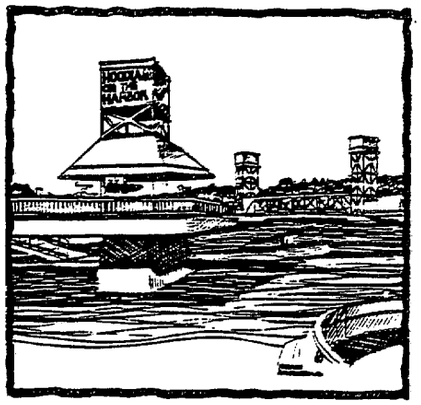
f Transportation or freight facilities

g Retail or service enterprises which will expand the community's economic base rather than primarily redistribute existent customer base

h Other activities which represent new technology or a type of economic enterprise that is needed to diversify the economic base of an area



implementation



implementation

costs

This is a chart of Design Districts, their elements, and approximate costs. This listing is intended only as a comparative and general quideline. The cost estimates are for general priority purposes only. Specific cost estimates will be required during the design will development phase of each project.

Dike Improvements Project

guardrail & rim pathway pedestrian lighting landscaping seating areas	$96,000.00

Polson Crossing District

crosswalk & traffic control (not included) puncheon platform landing & ramp east buttress pavilion lighting & seating	$84,000.00

8th Street Landing

shoreside pavilion puncheon platform covered bridge buttress pavilion floating dock	$139,600.00

Emerson Plaza

option 1 puncheon platform wharf pavers pavilions	$249,000.00

7th Street

transit mall cartway shelter lighting & landscaping & sidewalk improvements for 3 blocks	$250,000.00

9th Street Landing

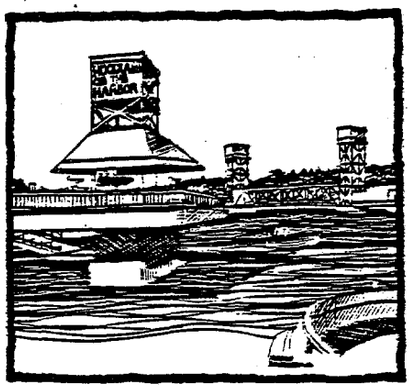
cartway & sidewalk changes street and wharf, floating dock pavilion	$280,000.00

Riverside Sumner Park

paved open space corridor visitors center parking lots landscaping	$156,000.00

Phased implementation at each Design District is possible and preferred. Detailed cost estimates by phase and project can be prepared during design development.

relevant programs



implementation

Economic Development Administration, Public Works Assistance Program:

Many communities within an economic development district are eligible to participate in the Economic Development Administration Public Works Assistance Program and other EDA funding. Most of these programs direct funding towards such projects as:

A. Making land suitable for industrial or commercial use, or providing utilities, access, and site preparation.

B. Building facilities and providing equipment for job training programs.

C. Improving public facilities at airports and harbors.

D. Providing a very poor community with a basic infrastructure that is a prerequisite to initiating or stimulating economic development.

E. Renovating inner city buildings for special development purposes.

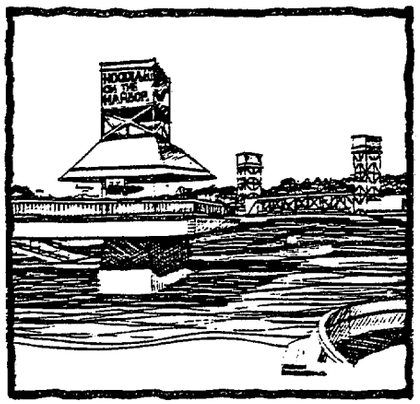
F. Building or improving publicly-owned recreational facilities to build up the area's tourism.

G. Improving the appearance and efficiency of public facilities in run-down, congested areas.

These types of projects are evaluated by the amount and quality of the benefits that can be expected from the federal investment. In many cases, Economic Development Administration funds can be used as a mechanism for improving the vitality and competitiveness of the business district. However, it must be noted that a commercial or waterfront project may have a lower degree of profitability for funding than an industrial project. The Economic Development Administration program may be used to construct streets, sewers, water lines, and other necessary public facilities directed towards improving economic development opportunities. The program has financed downtown and waterfront improvement programs in other communities around the state and the nation.

Bureau of Outdoor Recreation:

The Bureau of Outdoor Recreation, Department of the Interior, now referred to as Heritage Conservation and Recreation Services (HCRS) is an available resource for various elements of the proposed program for small parks, pedestrian amenities, trails and other such items can be assisted on a 50/50 matching bass. The availability of funds should be pursued with the State of Washington, as in most cases the State of Washington Interagency Committee for Outdoor Recreation manages and disburses the funds. The City needs an improved parks and recreation plan on file with the State Interagency Committee for Outdoor Recreation, and the plan as well as this document should be updated and submitted to them for its inclusion with applicable projects. Recent projects funded by the Interagency Committee for Outdoor Recreation include waterfront improvements, riverfront parks and walkways, swimming pools, bike paths, play fields, trail systems, and other general parks and recreation improvements. Recent guidelines for eligibility include projects which are family oriented, participatory, active yet not athletic and waterfront access oriented.



implementation

Small Business Administration 7A Loan Guarantee Program:

The Small Business Administration's 7A Loan guarantee Program can provide assistance to small businesses in obtaining financing in capital, fixed asset acquisition (including equipment, land, and buildings), and leasehold improvements. Working capital includes acquisition of inventory, financing receivables, and reducing trade debt. The SBA 7A Program guarantees up to 90% of a loan made by a commercial lending institution. The business must contribute some equity, the amount varying with the project and lender's requirements.

For-profit businesses, particularly those who are unable to obtain conventional financing, can receive this loan guarantee assistance. A small business, for this purpose, is defined as a retail, service, and construction business whose sales do not exceed $2,000,000; a wholesale industry whose sales do not exceed $9.15 million; or a manufacturing industry whose employees do not exceed 250 people.

The program allows real estate loans of up to 25 years and working capital loans of up to 7 years. The rate for an SBA 7A guaranteed loan may not exceed the prime rate by more than 2.7%. Loans may be for either a fixed or variable rate. Collateral may include personal assets; mortgages on commercial land, buildings, or equipment; or assignment of receivables. There is a minimum loan amount which applies to this program and this should be verified with the state communities' development financing assistance program.

Small Business Administration 503 Loan Program:

The SBA 503 Loan Program is fixed asset financing mechanism which offers small businesses fixed interest loans at below market rates. The purpose of the program is to stimulate local investment, and to create new or save existing jobs. Loan proceeds can be used for building construction or acquisition and rehabilitation, leasehold improvements, and machinery and equipment. Not more than 50% of the total project cost can be financed by the SBA, the maximum being $500,000. The business must provide a minimum of 10% equity contribution, and a private financing source, usually a conventional lender, provides the remaining funds.

The program is available to small businesses planning an expansion or relocation. The SBA size criteria for small business in this instance is broad: Any business qualifies whose net worth is less than $6,000,00 and whose profits after taxes are under $2,000,000 for the previous two years. Businesses with a three-year track record are desirable, but not mandatory. There are no limitations on the personal net worth of the business owners. The 503 Program is limited to owners/users; developers do not qualify for loans under this program. The building owners along Levee Street would be eligible for these funds.

The 503 Program is one which involves the SBA and a private lending source. The private lending source generally is a bank, although seller financing is an option. The rate charged on the private loan is set by the private lender and may be fixed, variable, or floating. The term is set by the lender, subject to a ten-year minimum.

The SBA loan is subordinated to the private loan and is offered at an interest rate of .625% over the U.S. Treasury bond rate. The rate fluctuates with the market and is set once a month for loans that are closed in that month. When a loan is closed, the rate is fixed and remains constant over the life of the loan. The loan's term is tied to the life of the loan. The loan's term is tied to the life of the asset and is either 15, 20, or 25 years.

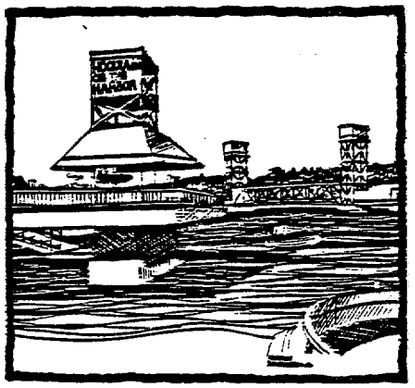
Internal Revenue Service:

The Internal Revenue Service is identified as a resource in preparing funding strategies available for downtown programs because of specific portions of IRS laws that provide investment incentives. Specifically, investment tax credits (ITC's help stimulate the investment decisions regarding rehabilitation of commercial and rental property structures.

A 10% investment tax credit is provided for rehabilitation expenditures for all types of businesses and productive buildings. Eligible buildings include factories, warehouses, hotels, and retail and wholesale stores. Only the rehabilitation expenditures, not the acquisition costs, are eligible and, if more than 25% of exterior walls are replaced, the expenditures will not qualify. In addition, the building must have been in use for at least 20 years after the last rehabilitation was completed. The credit is available for qualified expenditure incurred after October 31, 1978.

In addition, the Act amends the Internal Revenue Code to make it clear that expenditures with respect to which the five-year amortization is elected under Section 191 (Rehabilitation of Certified Historic Structures) will be recaptured in accordance with the provisions applicable to Section 1250 property (real property), rather than provisions applicable to Section 1245 property (personal property). This means that only depreciation in excess of straight-line depreciation is recaptured. The Act, however, makes such excess depreciation a tax reference item. Further, the Act makes it clear that long-term leases of historic structures may claim the five-year amortization, if they incur rehabilitation expenses and comply with various technical aspects of the historic structure definition. These elements of investment tax credits and Revenue Act provisions present available resources and positive cash-flow benefits to business persons involved in rehabilitation or improvements of existing structures.

These elements of the revenue Code deserve attention and research by business people in the community and their particular accountants and auditors.



implementation

This program is presently recommended for termination by the Reagan Administration. If it is sealed in the Tax Reform Act, the ITC may drop to 20%, still an attractive ITC for the 7th Avenue Theater.

Parking and Business Improvement Areas (SBIA)

In order to aid economic development and to facilitate business cooperation, Washington State law (RCW 35.87A) authorizes all counties and all incorporated cities and towns to establish Parking and Business Improvement Areas for the following purposes:

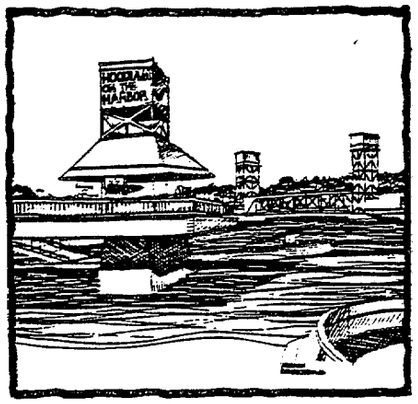
A. The acquisition, construction, or maintenance of parking facilities for the benefit of the area.

B. The decoration of any public place in the area.

C. Promotion of public events which are to take place in public places in the area.

D. Furnishing of music in any public place in the area.

E. Providing professional management, planning, and promotion for the area, including the management and promotion of retail trade activities in the area.



implementation

In order to assist in the cost of achieving these purposes, cities are authorized to levy special assessments on all businesses within the area specifically benefited by the parking and business improvement assessment. The City, in accordance with the special provisions of the statute authority, may issue and sell revenue bonds for some of the costs involved in the parking and business improvement area.

To initiate such a process in the establishment of an area, a petition must contain the following:

1. A description of the boundaries of the proposed area.

2. The proposed uses and projects to which proposed special assessments and revenues shall be put, and the total estimated cost thereof.

3. The estimated rate of levy of special assessments with a proposed breakdown by class of business and the assessment classification to be used.

The initiating petition shall also contain the signatures of persons who operate businesses in the proposed area which will pay 50% of the proposed special assessments.

The City, after receiving a validation initiation petition or after passage of an initiation resolution, shall adopt a resolution of intention to establish such an area. The resolution shall state the time and place of hearings to be held by legislative authority to consider establishment of an area. It shall state all the information contained in the initiation petition or initiating resolution regarding boundaries, projects and uses, and estimated rates of assessment.

In establishing the special assessments, the law has been amended to clarify alternatives available to the program. The legislative authority establishing such assessments may make a reasonable classification of businesses, giving consideration to various factors such as business and occupation taxes imposed, square footage of the businesses, number of employees, gross sales, or other reasonable factors relating to the benefit received, including the degree of benefit received from parking.

The bill also elaborated on the purposes served by the previous amendments and refined, without limiting the scope of, permissible purposes to be served by the business improvement area assessment district. Specifically, it added for that assessments could aid general economic development and facilitate merchant and business cooperation which assists trade through "providing professional management, planning, and promotion of the area, including the management and promotion of retail activities in the area".

The legislative authority of each city shall have sole discretion as to how the revenue derived from the special assessment is to be used within the scope of that purpose. However, the legislative authority can also appoint existing advisory boards or commissions to make recommendations as to issues, or the legislative authority, such as the City of Hoquiam, could create a new advisory board or commission for such purposes.

Local Improvement Districts:

Local Improvement Districts are widely used in the State of Washington to provide for public improvements, particularly streets, sewers, and water programs. A local improvement district is formed and assessments are

applied to the property owners for the cost of the improvements, based on the amount of benefits they receive from the improvements. Often these improvements are done on a footage basis; i.e., the amount of property frontage in the case of the street improvement, or the direct cost of the water lines or sewer lines that serve the project on a pro rata basis.

Any LID should be developed with the affected property owners well before any formal action is proposed.

In complex situations, often several assessment roles are developed based on formula that attempts to determine a particular property's benefit from the public improvement. One example is the construction of parking lots, the cost of those lots, and the distance of the parking lots from individual property and the nature of the property being served.

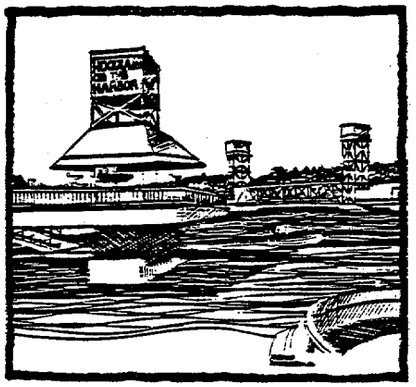
Chapter 35.43 in the Revised Code of washington establishes authority for local improvement districts and the requirements for initiating the above proceedings. Authority generally includes the construction, reconstruction, repair, or renewed landscaping relative to the following:

1. Alley, avenues, boulevards, lanes, park drives, parkways, public places, public squares, public streets, their grading, regrading, planking, replanking, paving, repaving, macadamazing, remacadamizing, graveling, regraveling, piling, repiling, capping, recapping,or other improvements; if the management and control of park drives, parkways, and boulevards is vested in a board of park commissioners, the plans and specifications for the improvement must be approved by the park commissioners before their adoption.

2. Auxiliary water system.

3. Auditoriums, field houses, gymnasiums swimming pools, or other recreation or playground facilities or structures.

4. Bridges, culverts, and trestles and approaches thereto.



5. Bulkheads and retaining walls.

6. Dikes and embankments.

7. Drains, sewers, and sewer appurtenances which as to trunk sewers shall include as nearly as possible all the territory which can be drained through the trunk sewer and subsewers connected thereto.

8. Escalators or moving sidewalks, together with the expense of operation and maintenance.

9. Parks and playgrounds.

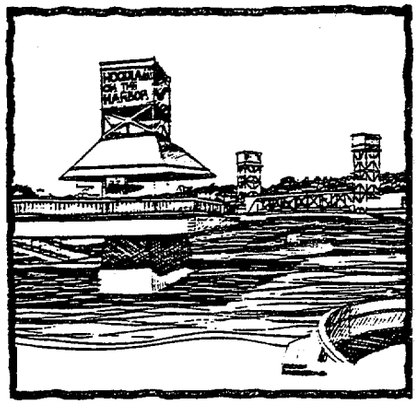
10. Sidewalks, curbing, and crosswalks.

11. Street lighting systems, together with the expense of furnishing electrical energy, maintenance, and operation.

12. Underground utilities, transmission lines.

13. Water mains, hydrants, and appurtances which as to trunk water mains shall include as nearly las possible all the territory in the zone or district to which water may be distributed from the trunk line mains through lateral service and distribution mains and services.

14. Fences, culverts, siphons, or coverings or any other feasible safeguards along, in place of, or over open canals or ditches to protect the public from hazards thereof.



implementation

15. Road beds, trackage, signalization, storage facilities for rolling stock, overhead and underground wiring, and any other stationary equipment reasonably necessary for the operation of electrified public streetcar lines.

Section 35.43.070 specifies action on petition or resolution for such an ordinance to establish an LID. A local improvement may be ordered only by an ordinance of the City or Town Council, pursuant to either resolution or petition. The ordinance must receive the affirmative vote of at least the majority of the members of the council. Charters of cities of the first class may prescribe further limitations. In cities and towns other than cities of the first class may prescribe further limitations. In cities and towns other than cities of the first class, the ordinance must receive the affirmative vote of at least two-thirds of the members of the Council if, prior to its passage, written objections to its enactments are filled with the City Clerk by or on behalf of the owners of the majority of the linear frontage of the improvement and of the area within limits of the proposed improvement district.

State Department of Commerce and Economic Development, Community Economic Revitalization Board (CERB)

The Community Economic Revitalization Board is an independent commission established by the State of Washington legislature and served by the staff of the Department of commerce and Economic Development. It provides low interest loans through municipalities for public improvements necessary to stimulate private investment and job creation. Established by the legislature in 1982 as the successor to the Economic Assistance Authority, the Board is able to respond fairly rapidly in providing low interest loans relating to specific project actions.

Guidelines for evaluating proposed projects include a number of short-term and long-term jobs. related public and private investment; economic conditions and unemployment in the community; project feasibility ability of applicant to repay loan; and value to local economically disadvantaged groups. The City is the official applicant.

Washington State Community Development Block Grant Program:

The Washington State Community Development Block Grant Program assists in the development and maintenance of strong, independent communities by providing funding for local housing, economic development, public facilities, and comprehensive projects which benefit low and moderate income citizens, eliminate or prevent slums and blight, or resolve problems which pose an immediate threat to public health and safety.

The City of Hoquiam is presently a recipient of this program.

The State of Washington's Community Development Block Program is a successor to the Department of Housing and Urban Development's Entitlement and Small City Community Development Program, itself a successor to the Urban Redevelopment Program launched by the Housing Act of 1949. Activities assisted included:

1. Acquisition of property.

2. Construction, reconstruction, installation of public works facilities and citied other improvements.

3. Code enforcement in deteriorating areas.

4. Clearance, demolition, removal, and rehabilitation of building improvements including interim assistance and financing public or private acquisition for public rehabilitation.

5. Rehabilitation of privately owned properties, including renovation of closed school buildings.

6. Special projects directed to the removal of material and architectural barriers which restrict the mobility and accessibility of elderly and handicapped persons.

7. Disposition of any real property acquired pursuant to the program.

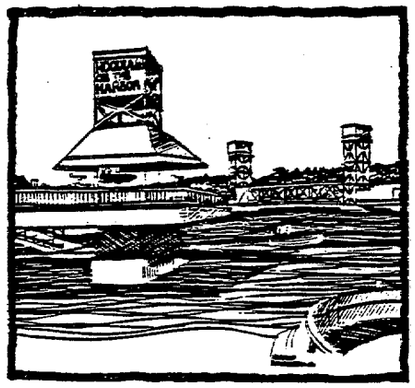
8. Provisions of public services.

9. Payment of nonfederal shares required in connection with other federal grant and aid programs undertaken as part of activities assisted under this title.

10. Activities which are carried out by public or private nonprofit entities, including acquisition of real property; acquisition, construction, reconstruction, rehabilitation, or installation of public facilities, site improvements, and utilities, and commercial orr industrial buildings or structures and other commercial or industrial property improvements and planning.

11. Grants to neighborhood based nonprofit organizations, local development corporations, or entities organized under Section 301D of the Small Business Investment Act of 1958 to carry out a neighborhood revitalization or community economic development or energy conservation project in furtherance of the objectives of Section 101C;

12. Provisions of assistance to private, for-profit entities when the assistance is necessary or appropriate to carry out an economic development project.



implementation

Applications can be either single purpose or comprehensive ones which include a variety of activities whose sum is greater than the impacts of the individual activities, and can be single or multi-year in nature. Funding is on an annualized basis.

Applicants are evaluated on the basis of City Need, project strategy, project results, and benefit to low and moderate income individuals. The City is the applicant for any project.

All the above program opportunities are appropriate for specific portions of the downtown program. Each must be analyzed in context of the entire plan.

New State Programs

The following two programs have been approved by the 1985 State legislature:

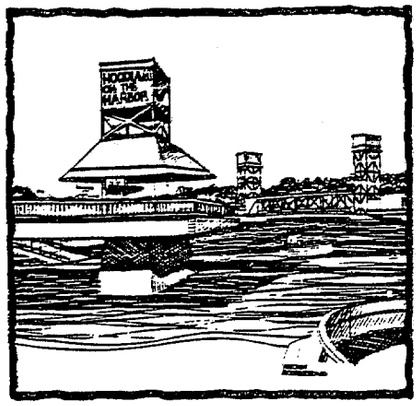
1. (CRT Community Revitalization Team

2. Development Loan Fund (Private Sector Assistance)

Both programs have similar eligibility requirements which include:

- provide assistance to distressed communities and counties.

- a distressed county is one which has an unemployment rate of 20% in excess of the state's average for the three previous years.



implementation

- a distressed city or town is one which has experienced a sudden and severe loss of employment (to be defined by the State at a later time).

- a distressed area within a county (or city) which 1) is composed of contiguous census tracts; 2) has a minimum population of 5,000; 3) has 70% of its families and unrelated individual households below 80% of the county's median income; 4) has an unemployment rate at 40% higher than the county's.

All of these four requirements must be met for eligibility. Hoquiam should meet all eligibility requirements.

State of Washington Development Loan Fund (LDF) Department of Community Development

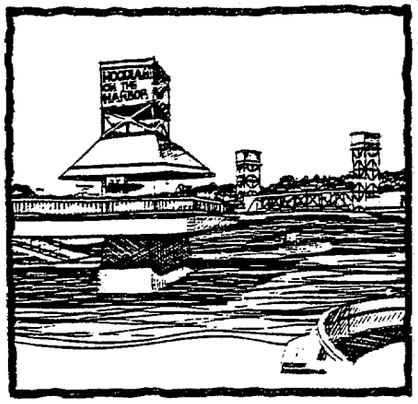
Type of Financing:

Provides capital for business in distressed areas which will create new jobs, particularly for lower income persons. DLF provides funding for the difference between the total project cost and the level of financing and equity available to the project.

applicable funding sources

Project	FEDERAL							STATE						LOCAL					PRIV
	EDA	SBA-7A	SBA 503	IRS-ITC	IAC/BOR	DNR AQUATIC	CERB	DLF	LDMF	CDP	SERVICE CLUBS	PBIA	LID	DIRECT $	INVESTORS	REVOLVING LOAN	INDIVIDUAL $	FOUNDATIONS	PORT
riverside–sumner park																			
land aquisition		1				1							1						
dike rim, edge, trail–entire length	2					1				1			4						
path clearing	1				1	1	1				1		2						
landscaping, planting of buffer zone					1	1					1		2						
pedestrian lighting	1				1								2						
seating areas					1								2						
"visual easement" open space						1							2						
parking lot	2				2							1	4	1		1			
visitor center	2				1		1					2	2				2		
restaurant		1	1					1		1				1		1			
poison crossing																			
traffic control at riverside													1						
"puncheon" platform				1			1						2				3		
pedestrian lighting	1			1									2				3		
floating landing				1	1				2				3				3		
east side buttress platform				1	1								1				3		
emerson plaza																			
land aquisition												3	1				3		
"entry" puncheon & pavilions				1						3		2	2						
close levee st. at riverside						1			2		1	2	2						
puncheon on levee st. to 8th st.				1					2			2	2						
one way traffic loop												1	1						
7th st. improvements				1							1	1	1						
temporary or permanent infill														1		1			
allman–hubble maritime museum						1	1	1	2	1			2	1		1	1		
8th st. landing (ferry)																			
pavilion for waiting area at street end				1			1	2						2		1			
landscaping & street changes for drop-off area				1				2		2	1		2	2		1			
viewing platform & pavilion				1	1		1	2		3				2		1			
floating docks				1	1		1	2	2					2		1			
9th st. wharf																			
land aquisition					1							3	1						
street end wharf				1	1				2			2	2						
floating docks				1	1				2			2	2						
traffic modifications												1	1						
lighting & landscaping on 9th & levee st.				1						1		1	2						
wharf building					1		1		1			2	3	1		1			
private wharfs & buildings							1	2	2					1		1			

source: kasprisin design group



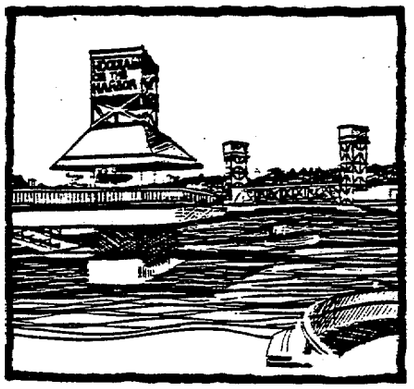
implementation

applicable funding sources

note: numbers indicate priority with (1) the highest and (5) the lowest

Project	FEDERAL						STATE						LOCAL			PRIVATE			
	EDA	SBA-7A	SBA 503	IRS-ITC	IAC/BOR	DNR AQUATIC	CERB	DLF	LDMF	CDP	SERVICE CLUBS	PBIA	LID	DIRECT $	INVESTORS	REVOLVING LOAN	INDIVIDUAL $	FOUNDATIONS	PORT
7th ave. theater		1	1	1				1	1	1					1		1		
mayr bros. (nw mill)																			
rv park		1						1		1					1		1		
commercial/office		1						1		2					1				
utilities	1							1											
boat industry improvements		2								1					1		1		
waterfront improvements		2								1					1				

source: kasprisin design group



implementation

Funds Available:

- Loan up to $350,000
- Must leverage at least $2 of private capital for every public loan dollar
- The loan amount is determined by the "gap" and competitive factors

Use of Funds:

Funds can be lent for the acquisition, engineering, improvement, rehabilitation, construction, operation or maintenance of any property, real or personal, that is used or is suitable for use by an economic enterprise. Working capital term loans are eligible costs.

DLF funds are meant to finance that portion of a project which cannot be financed through other sources but which is the last gap needed to be filled before the overall investment can occur.

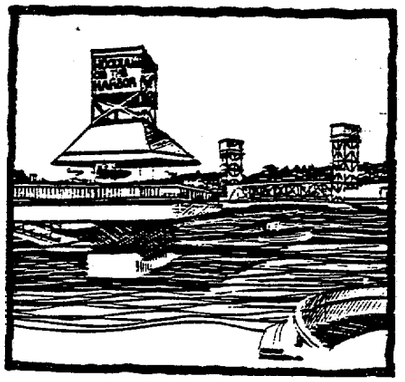
Rate of Interest:

- Determined by the need of the project and by the competitive factors
- Typically, DLF rates will be 6 - 9 percent annum
- Deferral of principal may be negotiated, as appropriate
- Rate could be stepped up toward market rate over time

FOR MORE INFORMATION CONTACT:

Department of Community Development
9th and Columbia Building
Mail Stop: H-51
Olympia, Washington 98504-4151
(206) 586-8976 or 1-800-562-5677
Attention: Joan Machlis, Manager
Development Loan Fund

Cost Analysis of Planning Alternatives
Review of Shoreline Master Program
Implications
Public Workshop List
Implementation



appendix

APPENDIX _____

Recommendations for Shoreline Master Program Amendment Review

INTRODUCTION

Because the Hoquiam Shoreline Master Program (SMP) is the local management plan and regulation for the riverfront, it is an important tool for making the Downtown Riverfront Redevelopment Plan successful. The City can address many of the complex development and redevelopment issues described in the plan by adopting special SMP amendments.

Design concepts for the Redevelopment Plan (Phase I) present to conflicts with existing City SMP policies or regulations; they represent, however, significant refinements to the stated intentions of the Program. Since specific elements of the plan are designed to serve specific purposes, it is recommended that the City consider ways to incorporate these into the SMP and thus gain successful, long-term use of the plan. Then, as new development and redevelopment occur, the City would have a clear and defensible guide to decision-making for the area and for making individual development actions work together effectively.

RECOMMENDATIONS

This outlines recommendations for using the City SMP to put the redevelopment Plan into effect, but is does not represent specific amendment proposals. It is anticipated that any amendment actions will follow completion of work on Phase II of the riverfront project.

The Phase I study area is designated Urban in the Hoquiam SMP, a general classification applied to all of the City shoreline. The designation indicates that the shoreline is appropriate for the full range of use and development activities but does not recognize distinct differences between segments of the riverfront. An approach to this problem is to create sub-designations for the Urban Environment in the SMP.

Hoquiam should consider use of the Phase I plan as the basis for refining the SMP by creating a "designated design district" provision as a sub-category of the Urban Environment designation. With such a district established, the City may then adopt a set of design guidelines and use specifications to apply to all proposed shoreline developments in the designated district.

The following describes how to create a design district, sample amendment language (placed in borders) and two examples of how the City might use the district approach to apply design recommendations in the redevelopment plan.

CREATING A DESIGNATED DESIGN DISTRICT

1. Using the Phase I study area boundaries, create a District Map to establish the district location and extent.

2. Develop a policy section for the SMP to support adoption of a district and accompanying guidelines and use regulations.

Chapter 2 of the Hoquiam SMP and the state Shoreline Management Act establish that regulations and standards are to be based on and carry out stated policies. The policies typically set out what purpose the regulations and standards are to serve and aid in interpreting how regulations should be applied.

A policy for creation of a design district should establish that the elements of the Redevelopment Plan constitute the desired development program for the area and should outline what general purposes the district should accomplish. An appropriate place for this policy would be in the Environment Policies section of the SMP, after the Urban Environment. This would not change the Urban designation applied to the area but would provide the legal basis for adopting a new ordinance section with recommended design guidelines and use regulations.

For example:

1. Urban Environment - General

2. Urban Environment - Designated Design District(s)

   (a) Downtown Waterfront Design District

      (1) In order to promote development of the downtown waterfront in a manner which will enhance long-term economic opportunities and create a unified commercial center attractive to residents and visitors, a design district should be designated for the area described in Figure__, Page__.

      (2) The district map should be made part of the official SMP Map.

      (3) Based on the Downtown Waterfront Redevelopment Plan, desirable locations for new commercial, industrial and public recreational development should be identified and special permitted use and conditional use provisions established for the district; and design guidelines and standards should be established to ensure coordinated, attractive development of the district and adjoining uplands.

3. Amend the SMP ordinance to create a design district designation and effect a set of specific design guidelines and use regulations.

Reference could be made in Section 1.140 to the relationship of design districts to the Urban Environment regulations. This might be followed by a new section to describe the purpose of design districts, the method of adoption and then the design guidelines and use regulations specific to each district.

For example:

1.140 - Urban Environment Regulations

(1) Purpose

(2) Uses: All uses listed as permitted in Section 1.060 are permissable outright in the Urban Environment and conditional uses as specified in Section 1.060 are permitted subject to approval of a conditional use permit; provided, that any development proposed within a designated design district shall be subject to use regulations and design guidelines specified for the district in Section 1.141.

1.141 - Designated Design District(s)

(1) Purpose: Designation of design districts is to create specific sub-areas within the Urban Environment for which special waterfront redevelopment plans are made by the City. Development regulations and design guidelines adopted for each district shall constitute provisions which apply in addition to the general Urban Environment regulations and which shall supercede Section 1.140 where conflicts exist.

(2) Adoption: Design districts shall be created by amending this Master Program and Map in accordance with Section 1.230.

(3) Downtown Waterfront Designated Design District:

(a) District boundaries are as described in Figure ___, page___; this map is made a part of the official SMP Map.

(b) Use Regulations:

(c) Design Guidelines:

OPTIONS FOR USING DESIGN DISTRICTS

If a district is established for the downtown waterfront, the City can then establish design recommendations and use regulations in the SMP. Depending on the degree of detail desired in addressing design elements and preferred land use types and locations, there are several different directions that might be taken. The following are two alternatives for setting out requirements and guidelines.

1. List permitted uses and conditional uses for the district and write a set of guidelines to address recommended design elements. These would be applied district-wide.

   Use regulations could take the same form as in the tables in Section 1.060. The City should consider refining the tables for application to a district, to disallow some uses or change permitted uses to conditional uses. For example, a solid waste landfill, allowed conditionally on Urban shorelines, would be inappropriate in a location planned for public recreation or for a restaurant. Further, the City may benefit by making these lists more elaborate, such as to distinguish between uses permitted over water, on waterfront land and on shoreline property which does not abut the river.

   Recommended design elements can be promoted by establishing guidelines and may be in the form of a checklist or set of principles to be satisfied in approving new shoreline development in the district. Elements such as the design and location of public access areas; design and orientation of buildings; construction materials and scale of ferry terminal additions and viewing platforms, and physical and visual continuity between shoreline developments and adjacent uplands can be addressed in this way.

   Illustrations can be helpful to describe desired design features, such as building facade types and walkway improvements. In addition, a public access location map could serve as a guide to acquisition and improvement of key locations described in the redevelopment plan.

2. Break the district shoreline into segments in order to allow more detailed treatment of recommended design features and design considerations as well as use regulations.

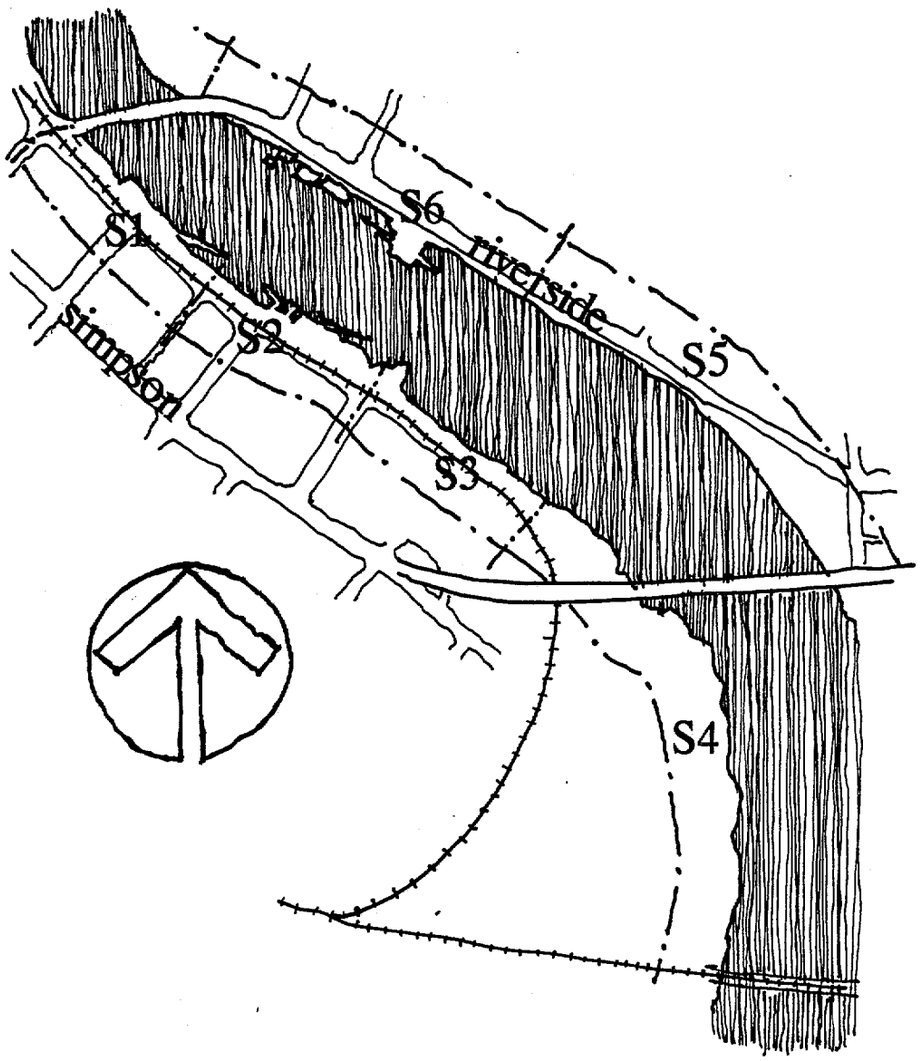
   The redevelopment plan includes specific use recommendations (ferry terminal, boardwalk and walking paths, "tall ships" display, launch ramp, RV park and restaurant). The City should consider using a design district provision in the SMP to promote these and other uses in locations where they will be most desirable and effective.

   An example is the triangular area at the southeast edge of the study area, seaward of Riverside Avenue. This area is noted in the plan as an important visitor entrance to the downtown, with a view across the river. As part of the effort to redevelop the downtown riverfront in a way that will attract visitors to it, this triangular area would be developed most effectively

with commercial activities which invite visitors to stop (e.g., grocery, sporting goods) long enough to become aware of other attractions across the river and of a pleasant, riverside trail to the museum.

Use regulations could specify types of development appropriate for this segment of the district and could prohibit conflicting uses (e.g., land-based heavy industry, single family housing).

The Designated District Map would describe each segment. For example:



Recommended design elements could then be keyed to separate shoreline segments, such as the location, type and scale of ferry terminal development (Segment 2 on the map below), placement of a crosswalk (Segment 6) and standards for renovating existing building features and facades (Segments 1-3).

In the following example, design elements are discussed generally. Use of more specific standards should also be considered.

1.141 Designated Design District(s)

(1) Purpose
(2) Adoption
(3) Downtown Waterfront Designated Design District:

(a)

(b) Segment 1

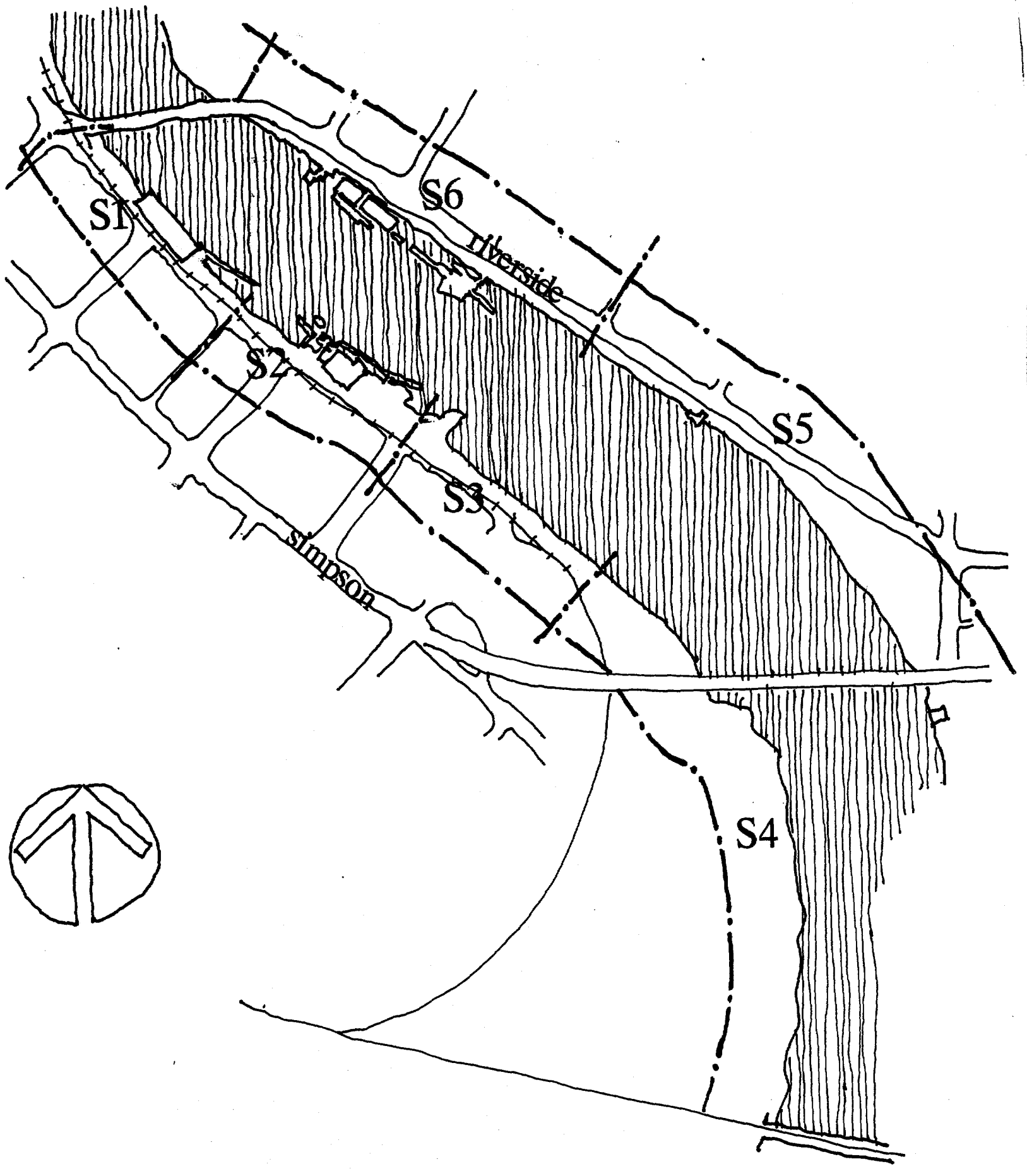
((1)) Recommended Design Elements:

Segment one includes railroad right-of-way which splits the waterfront from shoreline area landward of Levee St. This right-of-way south from the 6th St. intersection should be converted to pedestrian access only, except emergency and service vehicles. The walkway is to terminate at the 6th St. intersection, with a viewing platform to be constructed over water.

Waterfront land is planned for City acquisition and redevelopment. Water access to waterfront development is to be provided where conflicts with other water uses will not occur.

An outdoor retail space, open to the public, is planned for the area across Levee St. from the planned 6th St. viewing platform.

Walkway and other development should be designed and landscaped in a manner to promote physical and visual continuity of pedestrian traffic areas along the 1st block of 7th St.


S1
S2
S3
S4
S5
S6
riverside
simpson

((2)) Use Regulations:

Permitted uses:

Commercial Development - a) water-dependent permitted over-water and on waterfront land; b) water-related permitted on waterfront and inland; c) other commercial on landward side of Levee St.

Docks & Piers

Educational, cultural and historic sites

Marinas

Recreational - outdoor, public

Utilities

Conditional uses:

Bulkheads

Dredging

Industrial Development - water-dependent, waterfront & over-water

Landfill (except solid wastes and wood wastes)

OTHER ITEMS FOR AMENDMENT CONSIDERATION

Aside from the organization and use of design districts the City should consider several general amendment items that would assist in carrying out the redevelopment plan:

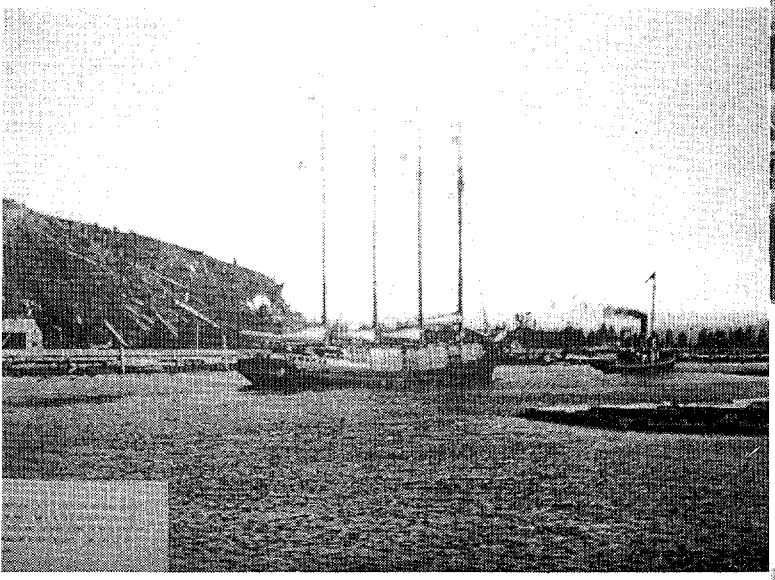
1. Strengthen and clarify public access acquisition regulations for use within designated design districts. Section 1.090 of the SMP establishes a method for evaluating and acquiring access areas as part of the permit approval process but does not offer guidance for applying the method. This section would be improved by adding a prescription for acquiring and improving planned access areas (as identified in the district section). For example, easement dedication requirements might be tied to specific types of uses or to mapped locations, rather than applied on a piecemeal basis according to the scale of a project as in the existing provision.

2. Develop new shoreline restoration provisions or add special ones for a design district. While Section 1.100 of the SMP says shoreline areas should be restored it does not require removal of hazardous or abandoned structures unless a new use of the site is planned. Further, as no standards for clean-up after construction or for maintenance are included, provisions of this section may be difficult to enforce or simply disused. To assist revitalization efforts, special standards for clean-up of shoreline areas should be considered.

3. Add a statement to the SMP ordinance to require consideration of SMP policies and regulations in review of proposed upland developments, adjacent to the shoreline jurisdiction, to ensure that conflicts with the intent and purposes of the SMP can be minimized. This would help in coordinating redevelopment of the downtown waterfront with adjoining development, particularly with design recommendtions in the plan for areas more than 200 feet inland from the river.

4. Some terms used in district regulations and design guidelines may benefit from definition in the SMP to avoid interpretation problems. These may include: water-dependent use, water-related use (a list of examples is often used), public access and public access area.

DOWNTOWN IN HOQUIAM, WASHINGTON

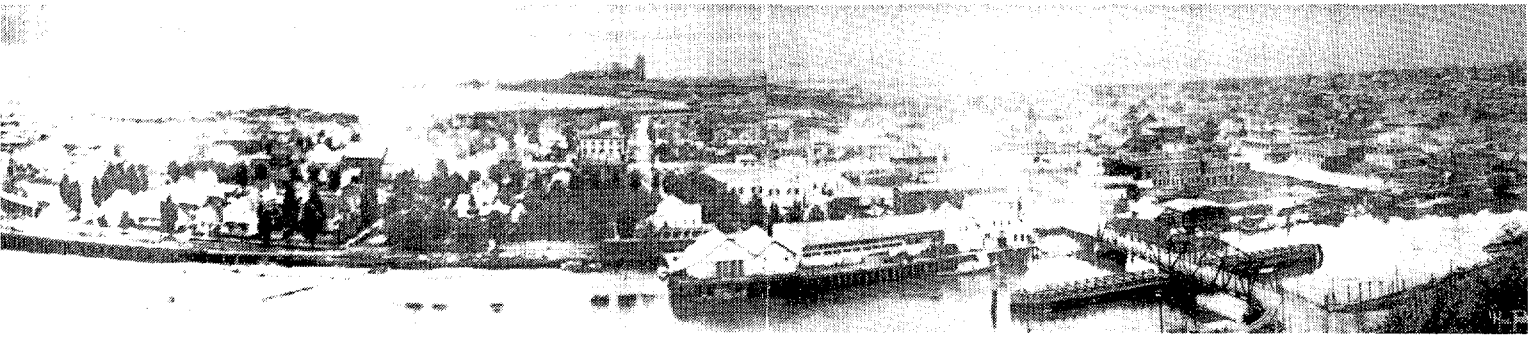


circa 1910

THE MOTORSHIP SIERRA, FIRST STEAMER BUILT ON GRAYS HARBOR IS SHOWN AS IT PULLS AWAY FROM THE HOQUIAM CITY DOCK ON ITS MAIDEN CRUISE. NOV. 12, 1916

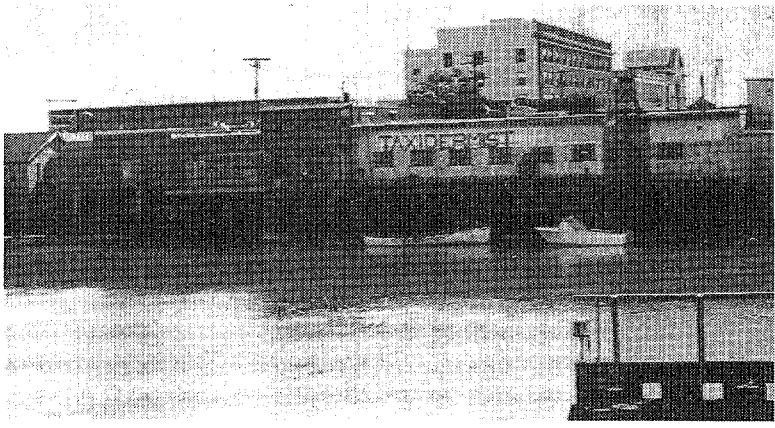
Publication of this brochure was made possible by a grant from the Washington State Department of Ecology under their Coastal Zone Management Program and by the generosity of Washingtonian Print, 608 8th Street, Hoquiam.

YESTERDAY...



Days gone by; when Hoquiam's downtown and its waterfront were bustling with activity. Back then our downtown was the center of activity: trade, commerce, parades, recreation and visiting with one's neighbors occurred at such places as the City Dock, the Northwest Mill Yard, the old Hoquiam Opera House, the Northern Pacific Railroad Depot, as well as the numerous cigar stores and saloons lining 8th Street. Presently downtown Hoquiam is no longer the center of activity. The number of businesses in the downtown has diminished. Elegant buildings have disappeared and activities are conducted elsewhere.

TODAY...



AND TOMORROW??

The City is currently developing plans to stop these trends and to revitalize our downtown waterfront. On Thursday, June 5th from 8:00 a.m. to 7:30 p.m. and Friday, June 6th, from 8:00 a.m. to 12:00 p.m., the City will be conducting an open house at the Seventh Street Theater. The purpose of the open house is to provide you with the opportunity to meet our designers and planners and to tell them what you would like to see in our downtown and on our waterfront.

Downtown Hoquiam does not have to continue on its present course. It can be an enjoyable place to shop, work and play. ***Please attend the open house and give us your ideas.***

COMPLETION REPORT

CITY OF HOQUIAM'S DOWNTOWN REDEVELOPMENT PLAN

July 9, 1986

Lance "Cap" Caputo; City Planner
609 - 8th Street
Hoquiam, WA 98550
(206) 532-5700
Scan: 325-9378

COMPLETION REPORT

CITY OF HOQUIAM'S DOWNTOWN WATERFRONT REDEVELOPMENT STUDY

JULY 9, 1986

The City of Hoquiam's Downtown Waterfront Redevelopment Study began in February and was completed in June of 1986. The five month study was an intensive effort by the City of Hoquiam and the Kasprisin Design Group. Representatives of the business sector, outdoor sporting groups, citizens, City staff and the Kasprisin Design Group comprised the Waterfront Redevelopment Task Force. The goal of the Task Force and of the study was to formulate a redevelopment strategy for Hoquiam's Urban Waterfront.

The Task Force developed a workplan with specified completion of tasks by general dates. The Task Force held several public meetings and one very successful workshop.

As outlined in the scope of work, the final document was to contain two work elements: Task #1, Waterfront Inventory and Task #2, Analysis and Plan Development. Task #1 involves an inventory and identification of all existing buildings and structures; especially those with historic restoration potential. (Please refer to pages 5-8 Existing Conditions and page 23, Design District - 7th Street.) It also involves an inventory of all existing and potential public access sites as well as all potential points of interest (pages 13, Existing Conditions; Design Districts: pages 17-18 - Polson Crossing, pages 24-26 - 8th Street Landing, pages 27-29 - 9th Street Landing, pages 30, 31 - Mayr Bros. Site). Task #2 entails an analysis of existing structures and sites as to their potential for redevelopment. Pages 14-33 enumerates eight design districts for potential redevelopment.

In addition to the above work tasks, the final product contains a Cost Analysis of Planning Alternatives (page 42), a Review of Shoreline Master Program Implications (Appendix A), and an Estimated Timeline for Development (page 38).

The final document and the printing of a brochure (five copies of which are enclosed) are the only tangible results of the study. Obviously, the final document is in published format. The brochure was developed to be at the disposal of local businesses to announce our open house.

TITLE: City of Hoquiam's Downtown Waterfront Redevelopment Plan

AUTHORS: Ron Kasprisin; Architect/Planner, Principal-in-Charge, Kasprisin Design Group
L. "Cap" Caputo, City Planner, City of Hoquiam

SUBJECT: Downtown Waterfront Redevelopment

DATE: June 30, 1986

APPLICABLE DEPARTMENTS: State of Washington Department of Ecology and the Planning Department, City of Hoquiam, WA

SOURCES OF COPIES:

City Planner
City of Hoquiam
609 - 8th Street
Hoquiam, WA 98550

Kasprisin Design Group
2510 Fairview Ave. E.
Seattle, WA 98102

PROJECT NUMBER: CZM Grant #G0086050

SERIES NUMBER: ?

NUMBER OF PAGES: Final document - 60

ABSTRACT: The goals of the study were to formulate redevelopment strategies for the City's Downtown Waterfront and for reclaiming access to the City's most valuable resource - the Hoquiam River. The study provides an assessment of the existing conditions along its urban waterfront and identifies, describes, and prioritizes specific waterfront public access, public recreation and other development projects.

The study consists of two parts: an inventory of existing conditions of buildings, structures, properties and the like which have either restoration potential or should be removed or acquired (pages 5-13) and the formulation of a redevelopment strategy (pages 38-40).

The study area encompasses approximately 25 city blocks and is delineated by the Riverside Bridge to the North, the East Bank of the Hoquiam River, the Simpson Avenue Bridge to the South and "L" Street to the West. State Highways 101 and 109, which pass through the heart of the CBD, serve as the primary transit corridors for visitors travelling to the resort community of Ocean Shores and to the coastal areas of the Olympic Peninsula.

Eight locations within the project area were identified as significant sites for redevelopment and public access (pages 14-36). Recommendations for redevelopment of these "Design Districts" include: The reconstruction of the old City dock, the placement of a restaurant/visitors information center, construction of pavilions, wharves and a public boat launch for access to the river, implementation of a R.V. park, enhancement of the existing pedestrian ferry landing, relocation of current bus transfer center, utilization of rear building facades, and construction of a "puncheon" or wooden boardwalk to connect the CBD with the river.

Also included in the study were cost estimates of implementation (page 42), an identification of applicable federal and state funding sources (pages 43-53) and an appendix of recommendations for policy changes to the City's Shoreline Master Program (appendix A).