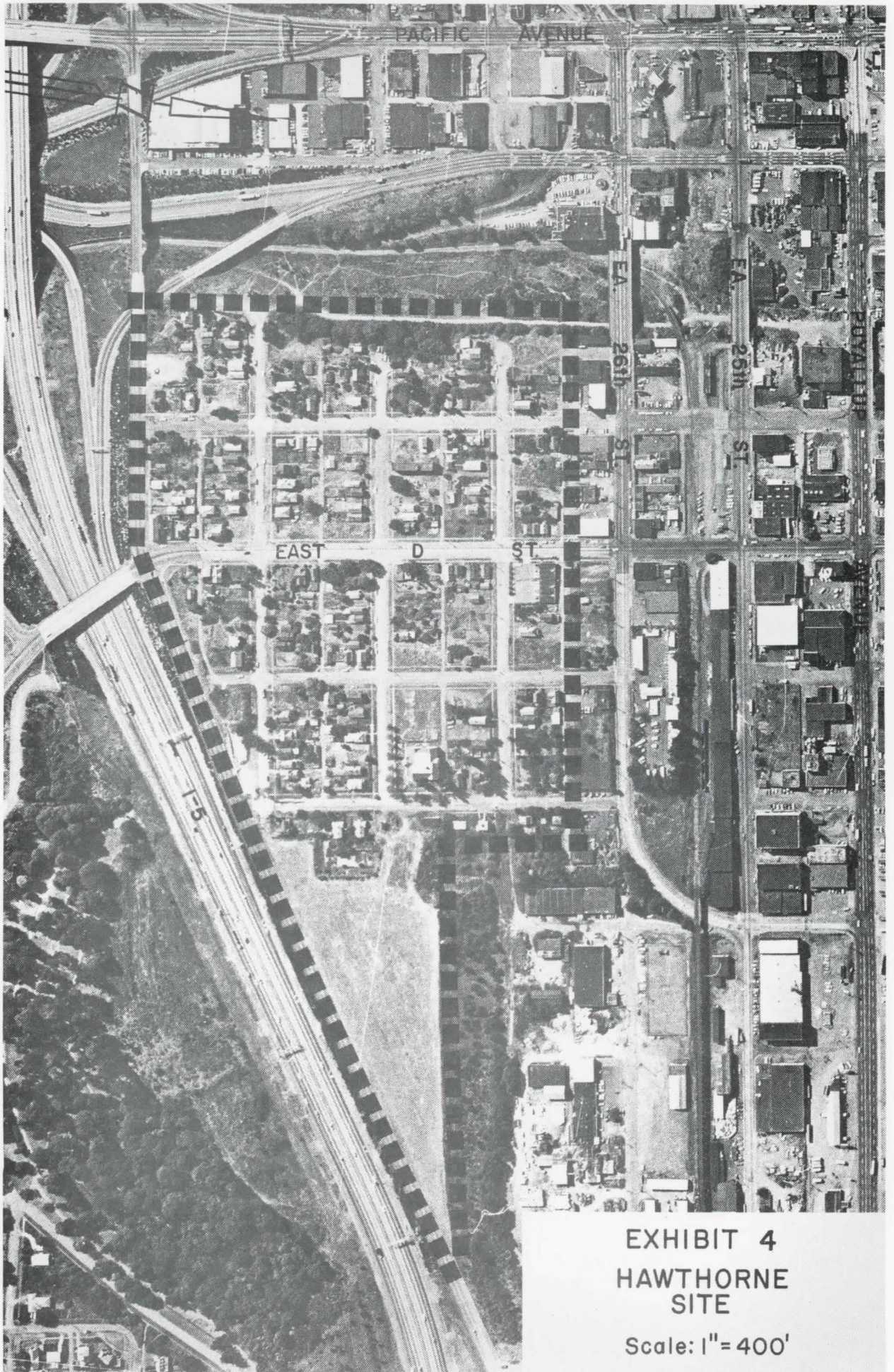


THE HAWTHORNE SITE



**EXHIBIT 4
HAWTHORNE
SITE**

Scale: 1" = 400'

2. HAWTHORNE SITE

A. Location and Description

The suggested boundaries of the Hawthorne site, the is proposed World's Fair site which could also accommodate the Tacoma Multi-purpose Center, are: on the north, 26th Street; on the south, 30th Street and Wiley Avenue; on the east, L Street; and on the west, the Milwaukee Railroad gulch which is on a straight line from B Street. Certain irregular boundaries are due to steep slopes created particularly by fill from the I-5 freeway between G Street and K Street making it impractical to utilize a portion of property bordering East 26th Street. Additional irregular parcels of land adjacent to the main area have been designated as usable for added parking, namely one block between F and G and 25th and 26th Street; and adjoining blocks between J and M and 25th and Wiley Avenue; the total area amounts to approximately 67 acres. Major industrial or operating railroad property has been avoided.

The area is principally residential, with limited commercial bordering mainly on East 26th Street. The site contains approximately 120 family dwellings, some being dismantled and some for sale, and 11 small businesses, and an old school building now being used as a community center. There are three boarded-up stores. There are three frame multiple-units, four and six-plexes, built over the past few years. Within the past 90 days an application was made for a new six-plex. There are two new "sample" homes on Wiley Avenue.

Due to the I-5 freeway, the above area has been cut off from its service centers to the south and is now connected only by the McKinley Bridge; thus this triangular shaped community is nearly isolated, bounded on one side by the freeway and the other two sides by operating railroads and industry.

Tacoma's community development plan and application (1978) characterizes the above area as follows:

"The small residential population in this port industrial area is surrounded by industrial and commercial activities. In a sense the area is no longer a suitable residential environment, and blight and deterioration are evident throughout the community. Several city studies have indicated that activities more compatible with heavy industry and commerce should be encouraged."

Additional statements included in the above report indicated that nearly all the dwelling units are more than 30 years old; about 75% require major or minor repairs, and the total housing units declined 14% between 1970 and 1976 and owner-occupied units declined 54% to 48%.

B. Owners and Values

No owners in this area have yet been directly contacted. Shortly after the newspaper articles appeared concerning the Hawthorne area as a future World's Fair site, several owners called a meeting and one of the City Fair Consultants attended. He reported that the participants in the meeting were mainly concerned about the timing and what they would receive for their property. The meeting did not evidence any militant front against acquisition; it was more curiosity as to what was to take place and when, and concern for receiving market value for their property.

The total value of the land and buildings contained within the boundaries mentioned above, according to the cost analysis contained in the Community Development Department's Hawthorne Industrial Area Economic Study, December 1976, was \$2,317,000. This does not include demolition or relocation cost nor property appreciation over the past 2-1/2 years.

Demolition costs cannot be accurately estimated until an Exposition site lay-out is made to determine which existing structures can be refurbished and used during the Expo. Buildings on the perimeters of the site would be particularly useful for fair services, maintenance, administration, vehicle storage, security, personnel, Exhibitor's lounges, etc. If the area is purchased within the year, residence and offices could remain in place until the site is needed to commence development; thus relocation expenditures might be spread over a few years or even reduced. (The latter would not be the case if the area is chosen for the Sports-Convention Center; see later comment.)

C. Utilities

City Utility maps show a complete grid of water, sewer and drain lines in place. The condition is not known, but with careful planning of the fairgrounds, there may be a possibility of utilizing some of this underground work. Electrical supply is sufficient.

D. Emergency Services

The following responses are calculated to the intersection of 30th and East D And McKinley Way Overpass: Fire Station #2 located at 27th and Tacoma Avenue South, one engine company, one 100-foot ladder company, one battalion chief; response time: 2.9 minutes. Fire Station #11 located at East 38th and McKinley Avenue, one engine company; response time: 3.3 minutes. Fire Station #6 located at 11th and East F Street, one engine company; response time 4.7 minutes. Fire Station #8 located at South 43rd and L Street, one rescue unit/paramedic; response time: 5.5 minutes. First alarm level response to the Hawthorne site will include three engine companies, one 100-foot ladder truck, one rescue unit and one battalion chief.

E. Visitor Services and Tourist Attractions

A World's Fair, when in operation, is, in itself, the main tourist attraction and many visitor services are contained in fairgrounds such as food shops, restaurants, souvenir and merchandise shops, banking and postal services, entertainment, a clinic and rest areas, etc. An Expo becomes a small city within a city during its operating period except for living accommodations. The Hawthorne location for an Exposition is less than a mile from the city core and one-half mile from the Union Station, both within reasonable walking distance or a few minutes by car or public transit. There are two motels within walking distance and several motels and hotels in the city and on the I-5 freeway within a few minutes by car or transit. Hotel accommodations within the City, particularly the Central Business District, are at the present time not adequate for hosting a World's Fair, but the purpose of a plan to develop facilities in the C.B.D. for conventions, trade shows, sports and other events (a building that can also become a main event arena for an Expo) is to attract investment in hotels and other amenities in Downtown Tacoma, eliminating this inadequacy prior to a World's Fair. However, even without a World's Fair in the future as a motive, a large multi-use facility

is urgently needed in the C.B.D. to encourage investment in accommodations and other visitor services. There is a difference in the accommodations and other needs for visitors coming to a World's Fair in comparison to visitors to a convention; and still another difference regarding those coming to a sports event or trade shows. (See later comments.)

F. Existing Public Transportation

At the present time, public transportation to the Hawthorne site is not sufficient for a World's Fair (nor a multi-use Convention facility). Only one line (#42) actually passes through the area proposed for the Expo site, routed from 72nd to Portland Avenue via the McKinley Bridge to D Street. Two other lines from the south traverse near the site, one on Puyallup Avenue and the other Pacific Avenue to downtown. These routes, of course, connect with other routes for general coverage of the City.

During the six months of the Expo, special routes would have to be established from all directions to the Expo and particularly from the C.B.D. parking areas as well as from outlying park-and-ride areas that would develop. Ideally, a permanent, partially elevated guideway for an innovative, efficient, new mode of transit should be developed prior to 1989 with the capability of moving large numbers of people between the city center via Union Station to the Fair site and on to a Civic Center site.

G. Private Transportation

Access by private car or bus to the Hawthorne site is good but not ideal; however, many of the same approaches outlined in the City Waterway analysis could be used depending on the parking area the visitor wished to use. In thinking of the Hawthorne site only as a World's Fair site for a six month period, private vehicle volume would be far greater during that period than for a Civic Center alone at Hawthorne or elsewhere, and the pattern would be different.

Hypothetically, if estimates show a projected gross gate count of eight million, over six months of a Fair with 25% arriving by other than private car, six million visitors would be arriving by their own car. Using a formula of an average of three persons to a car, the number of cars would reduce to about two million over the 180 days or, on a hypothetical "design" day, about 11,000 cars (not including employees' cars and tour buses). However, visitors by private car do not arrive and depart at the same time, as they do at sports events. With an Expo operating between say 10:00 a.m. and 11:00 p.m., a 13 hour stretch, the 11,000 estimated "design" day private vehicles would commence arriving about 9:30 a.m., peaking at about 2:30 p.m., with visitors coming and going during that period; another peak would be in the evening. Weekends and holidays would surpass the "design" day, and some weekdays would come under it. Likewise, employees, maintenance and service crews, etc., work in shifts, so the total employees' vehicle parking is also staggered. Nearness of lodging to an Expo site is also not as necessary a requirement as for conventions. (Further on estimated visitor peaks and valleys and lodging requirements will be contained in the second phase study following site fixing.)

To project ten years ahead in regard to private vehicle use, in view of the apparent approaching transportation revolution, is indeed difficult . . . it may very well evolve that far more people will prefer public conveyance than private car by 1989.

H. Freight Transportation

An International Expo will bring tons of freight from all over the U.S.A. and the world. (Estimated tonnage figures will be included in the second phase report.) It will arrive by ship, rail and truck. Warehouse space, cold and freezer storage, customs brokers and other freight handling services and facilities should be located as conveniently as possible to a site. The Hawthorne site is well situated for this need. (Although not as much as an Expo, convenience of the above services for a Multi-purpose Arena is also required.)

I. Adequacy of the Site

The approximate 67 acres (including about 20 for parking) is adequate for a Special Category Exposition, particularly if the Multi-purpose Arenas, the Fair's Amusement area, Performing Arts Theatre and additional parking are located outside the main site but nearby, connected by a "people-mover" system.

The Hawthorne site is on a slight grade (about 5% maximum in some areas). The setting is appropriate with a panoramic view of the City and Port. The few paved streets could probably be used "as is." The unpaved streets give more flexibility to an innovative layout without ripping up concrete. Some of the utility grid may be salvageable and adaptable. Because of the high ground to the south, few if any views would be blocked. Many perimeter and some interior structures, now in place, may be adaptable to use during the fair, thus cutting construction costs. Consideration should be given to the rejuvenation of the Hawthorne school for use during the Fair and serviceability after the Fair.

As has been proven in the last three, second or special category fairs in the U.S.A., an Expo can become the catalyst or motivation to recycle an area that is deteriorating and no longer suitable for its present use. Past studies by various Tacoma agencies have already recommended other appropriate uses for the Hawthorne area. Careful advance planning, with the post-fair use of the site as the ultimate aim, can result in a recycled area, fulfilling a city need with much of the cost being amortized by fair revenues and with a residual of structures built by others. The gentle slope of the site, easily walkable throughout, gives more opportunity for interesting architecture and landscaping than a completely flat site and is ideal for a water cascade south to north. (More about water and its affects in a fairgrounds in future reports.)

The visual exposure of this site is excellent and unique among fairgrounds. Being visible from the City, from McKinley Park and above, from the harbor and Northeast Tacoma as well as the highway, could make this Expo one of the most photographed, especially at night. The image, advertising and public relations value of this, to Tacoma, could be priceless.

The Hawthorne site, while not in the City Center or directly abutting it as was the Spokane and San Antonio Fairs and also the future Knoxville Expo '82, is actually more ideally located, less than a mile from the City Center, yet very visible from the City. It is slightly less in distance from the City core than was Seattle's Fair and far more visible.

J. Special Considerations

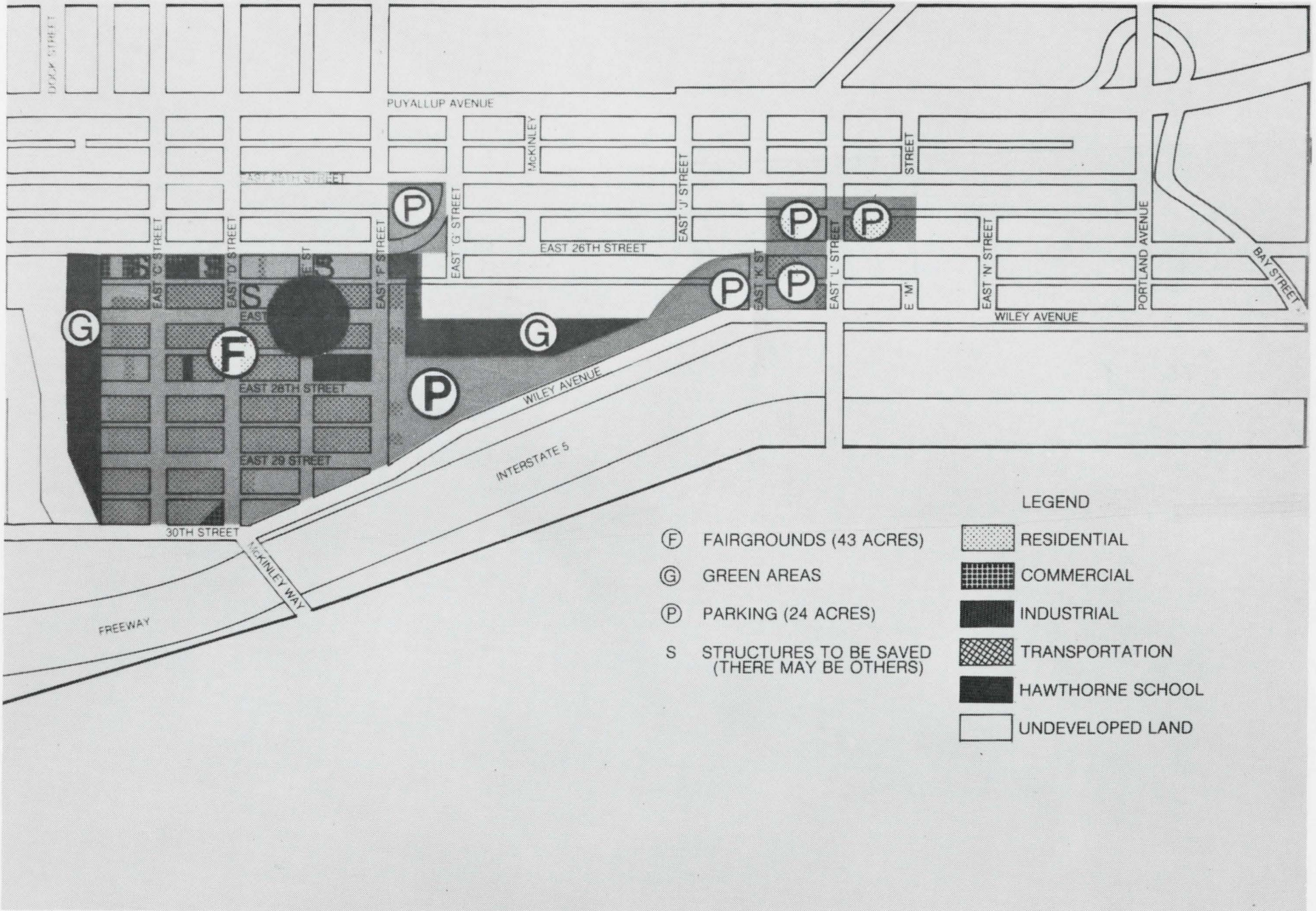
1. An international Expo needs a large, covered ceremonial or festival area for a wide variety of special events with a good seating capacity. Some fairs have used open areas for this, but there is always the risk of rain-outs. The Multi-purpose Arena for conventions and sports, long desired in Tacoma, would suffice for the Fair's large events if located at the City Waterway or a downtown location, requiring only a small, uncovered festival plaza on the Fair site, leaving more space for exhibitor structures and attractions thus producing more revenue.

Likewise, an amusement park located on the Waterway east of Union Station leaves more space at the Fair site. However, the 67 acres could actually accommodate both a convention center and an amusement park in addition to exhibition buildings. Only the 20 acres, set aside for parking in the present plan, might have to be encroached upon and additional parking found elsewhere. This could be easily remedied, since, surrounding the Hawthorne site, especially to the east along Puyallup, 26th or 27th, and in the industrial port area there are numerous vacant areas of varying sizes. If still vacant in 1989, invariable owners would seek permits to open parking lots during the Fair; and with a rapid transit to the City core, downtown parking areas in the evening and on weekends, could be utilized. Other park-and-ride areas would develop.

The city has four or five years to acquire or lease property east of Union Station on the west side of the Waterway for an Expo amusement park. With certain improvements retained after the Fair, a permanent waterside recreation area could be developed, connected with pedestrian ramps to a rejuvenated Union Station and a restored warehouse district. (See comments on Union Station and Amusement Park.)

2. There appears to be a hold-over of attachment, real or sentimental, to some portions of the Hawthorne site by the Puyallup Indians. A special Indian Pavilion might be appropriate for this location and become a permanent center after the Fair. There is universal interest in American Indians. The U.S. Department of Interior may well be interested in such a plan. It is suggested that a member of the Puyallup Indian Tribe be appointed to the World's Fair Advisory Committee.

THE SCHEMATIC ON THE FOLLOWING PAGE SHOWS THE
PROPOSED MAJOR DIVISIONS OF THE HAWTHORNE SITE
FOR A WORLD'S FAIR AND RECOMMENDED LOCATION OF
THE TACOMA CIVIC CENTER.



- LEGEND**
- (F) FAIRGROUNDS (43 ACRES)
 - (G) GREEN AREAS
 - (P) PARKING (24 ACRES)
 - S STRUCTURES TO BE SAVED (THERE MAY BE OTHERS)
 - RESIDENTIAL
 - COMMERCIAL
 - INDUSTRIAL
 - TRANSPORTATION
 - HAWTHORNE SCHOOL
 - UNDEVELOPED LAND