

# Boat Basin and Marine Terminal Plan

City and Port of Pasco



September 2010







## Stakeholders Involved

Boat Basin neighborhood residents and marina operator  
Washington Department of Natural Resources  
U.S. Army Corps of Engineers Real Estate

Port of Pasco Commission  
Port of Pasco Executive Director  
Port of Pasco Planning Staff

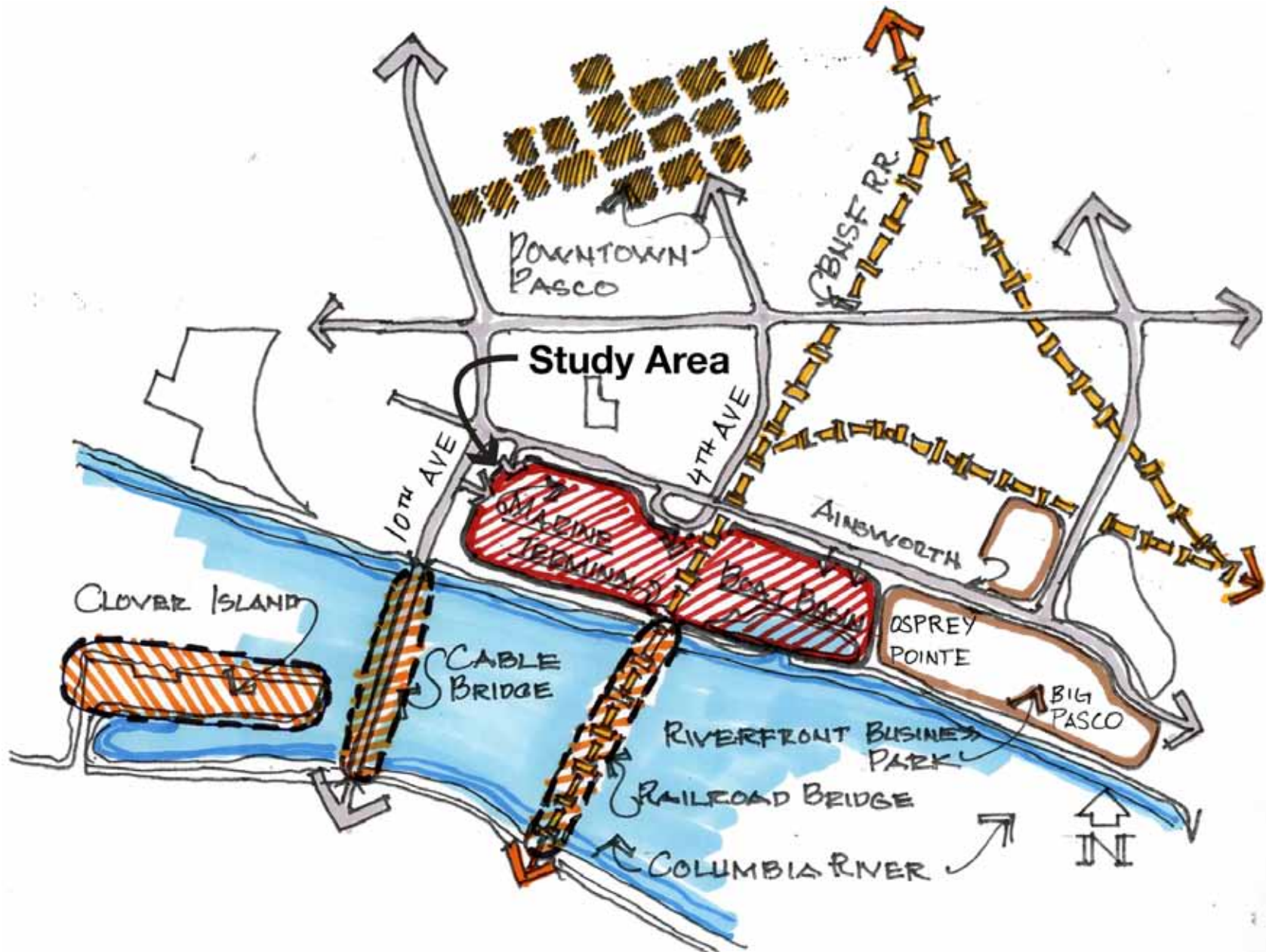
City of Pasco Planning Commission  
City of Pasco City Manager  
City of Pasco Community Services Director  
City of Pasco Planning Staff



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Study area context map.

## Introduction

In order to complete a coordinated planning process for land use, infrastructure, and amenity planning for the rivershore area east of the Cable Bridge, the City and Port of Pasco entered into an interlocal agreement to create a subarea plan for the Port of Pasco's former marine terminals site and the Boat Basin neighborhood, which includes the Boat Basin marina.

Planning for the future of the Boat Basin neighborhood and marina and the Marine Terminal site allows the City and the Port to:

- Plan and coordinate future infrastructure investments to encourage redevelopment
- Develop a land use concept to guide future development
- Set a development vision for the rivershore area east of the cable bridge
- Capitalize on a renewed interest in the Tri-Cities' rivershores
- Make the best future use of the site to support both community objectives and economic development



*Sacagawea riverfront trail in the Marine Terminal site.*

## Study Area

The study area is located on the north shore of the Columbia River, south of Ainsworth Street, east of the Cable Bridge, west of the Port's Osprey Pointe Business Park, and approximately one mile south of downtown Pasco.

The 60 acre Marine Terminal site is primarily accessed from South 10th Avenue via Washington Street and from Ainsworth Street via South 9th and South 6th Avenues. South 4th Avenue provides access to downtown under the Ainsworth overpass. Washington Street provides east-west access across the width of the site. South 5th Avenue and South 9th Avenue provide north-

south access on the east and west sides, respectively. South 5th Avenue turns into River Street, the levee frontage road, as it curves to the west.

The Boat Basin neighborhood, adjacent the Marine Terminal site, is an approximately 40 acre area with a small marina, a modest single-family residential neighborhood, and Schlagel Park. The area is divided from the Marine Terminal site by a heavily used rail line, a portion of the Burlington Northern Santa Fe system (BNSF). The eastern edge of the site abuts the Port of Pasco's Osprey Pointe Business Park project, a commercial and office mixed-use development, of approximately 110 acres.



Study area map.



## Historic Context

The Marine Terminal site was once occupied by traditional industrial, storage, and material-handling uses. The site has been used primarily as a petroleum storage and distribution facility since the early 1940s. At its peak, the Marine Terminal housed 50 above-ground petroleum storage tanks. In addition to petroleum products, agricultural chemicals such as fertilizers, soil fumigants, and solvents were stored at the site. Transition of use and removal of the tanks began in the 1990s; by 1999, all storage tanks were removed.

A grain elevator and distribution center and a barge loading dock have also been removed from the site or deactivated in the last decade. In recent years, the Port has attempted to lease portions of the site for light industrial development with limited success.

Beginning in 1995 and continuing until 2008, the levee lowering project has opened up riverfront properties throughout the Tri-Cities for additional public access and recreational uses including the Sacagawea Trail Loop. Consistent with the levee lowering project, the Tri-Cities has seen a renewed and increasing interest in riverfront development such as the Port of Pasco's Big Pasco Industrial Center Plan and Osprey Pointe Business Park; the Port of Kennewick's Clover Island Redevelopment; the City of Kennewick's Bridge-to-Bridge, River-to-Rail planning; the City of Richland's Columbia Point Redevelopment; and the Tri-Cities Visitor and Convention Bureau's Waterfront Center Study.



*Aerial photo of the Marine Terminal and Boat Basin in the 1990s.*



*Former grain elevator and distribution center on the Marine Terminal Site.*

## Existing

The Boat Basin currently contains a marina, a small residential area, and a park. The marina has a limited number of slips (some covered), an upland boat storage area, a sales area, and a boat repair shop. A majority of the marina's business involves repair work on smaller boats. The marina operator has plans to expand and upgrade the marina's in-water facilities and has indicated that most of the permits and approvals needed to begin the expansion and improvements are in place. Most neighbors appear to support the marina and its future plans. The marina's most significant issues are the size of the boat basin, which limits the capacity of the marina, and the lack of good signage and access to and within the area.

The residential area is comprised of mostly small, older, single-family homes that are primarily owner-occupied. Though the neighborhood has been typically viewed as a low-income area, on-site inspection reveals numerous well-kept homes with the image of an improving character.



*4th Avenue in the Boat Basin. Homes shown here are typical of the neighborhood.*



*Slips in the Boat Basin marina.*



*Boat storage and upland facilities in the Boat Basin marina.*



The construction of the Ainsworth Street overcrossing reduced access to the Boat Basin area to Second and Grey Avenues; Railroad, Fourth and Third Avenues now end at the overcrossing's retaining wall. The overcrossing is a mixed blessing: while it has improved sound protection and railroad crossing safety, the reduced neighborhood access and visual impact of the overpass retaining wall are an issue. The neighborhood is also impacted by noise from the existing railroad and from occasional problems caused by unsavory activities occurring in Schlager Park, partly a result of the park's physical and visual isolation.

Schlager Park is an attractive waterfront park with good river views and waterfront access, a picnic area, a boat launch, and open space. The park is isolated because of the aforementioned access limitations and a lack of connection to the Sacagawea riverfront trail. The boat launch is well used, but a conflict exists between boaters and recreational swimmers at the launch. In addition, the launch ramp and launch floats need maintenance and repair.



*Schlager Park with an excellent view of the rail bridge.*



*Ainsworth overpass in the Boat Basin neighborhood.*



*Boat Basin boat launch and covered boat slips in the marina.*

The Marine Terminal site offers an accessible riverfront, an existing waterfront trail, significant views of the Columbia River and the Cable and Rail Bridges, and an open, flat topography with strong redevelopment potential located within Pasco's urban core.

Hydrocarbon contamination from prior uses on the west portion of the site is currently being remediated by the Port of Pasco, with completion anticipated in approximately 2016.

This site will become a blank slate for development as the few remaining businesses leave and final cleanup activities are completed. A truck wash, garage, electrical substation, and cement distributor with rail spur remain on the site. The cement facility is expected to leave the site in the near future. The electrical substation, owned by Pacific Power and Light, is assumed to remain.

The former barge wharf on the water side of the flood control levee is also inactive, presenting a unique opportunity to develop water-dependent, recreational, or public access uses on the water side of the levee.



*Truck wash in the Marine Terminal site.*



*The electrical substation.*



*The cement distributor and rail spur servicing it.*



## Opportunities

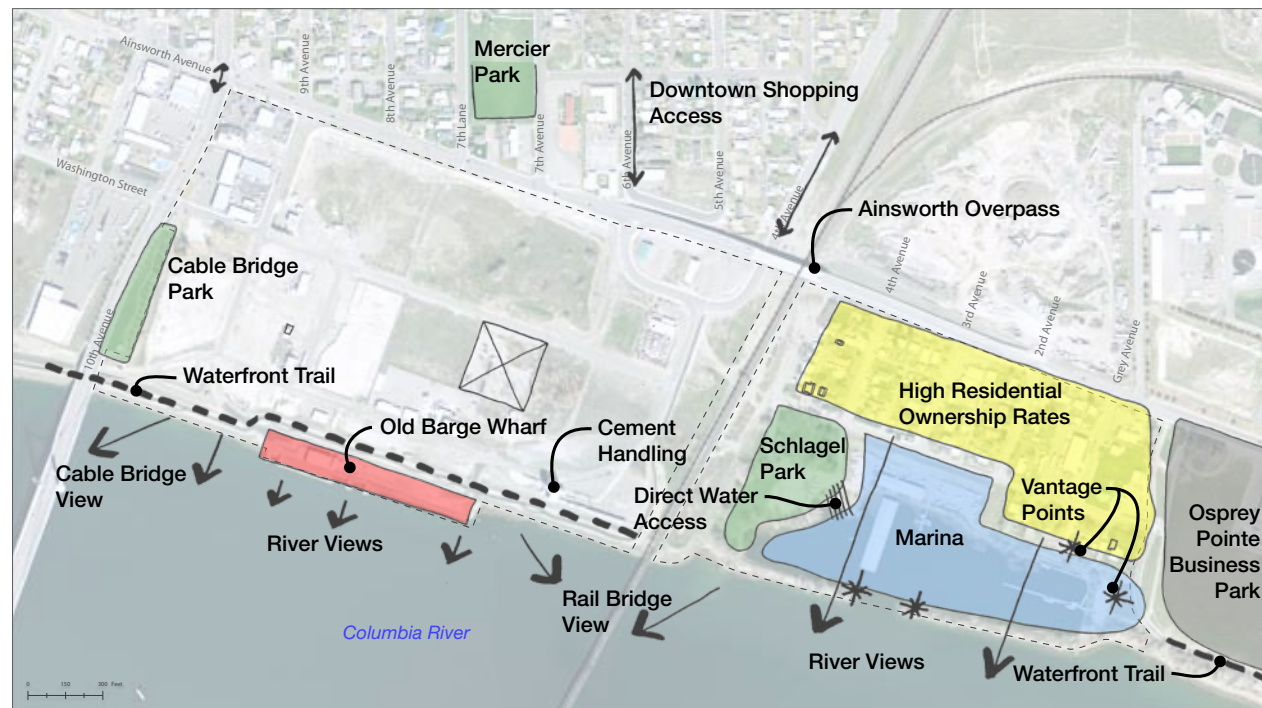
**Riverfront Setting and Views.** The Marine Terminal and Boat Basin sites have significant and attractive riverfront settings. Both sites offer commanding river views, with special views of the Cable and Rail Bridges. Schlager Park offers direct water access and a boat launch for public use. The Sacagawea waterfront trail and Schlager Park offer significant public view opportunities.

**Existing Public Access Resources.** The project planning area is served by the existing waterfront trail system and two parks, Schlager Park and Cable Bridge Park. These parks, the small boat marina, and other public open space opportunities provide the area with an array of public access resources.

**Open Site.** The Marine Terminal site is in transition from its former industrial uses to new opportunities. As the remaining few uses, including the cement handling facility, leave and cleanup projects wind down, the property will offer almost 60 acres available for waterfront redevelopment.

**Affordable Waterfront.** The Boat Basin neighborhood offers the potential for single-family homes at modest prices. Land values throughout the area are also reasonable, offering the potential for affordable waterfront residential.

**Limited Ownership.** The limited ownership of the Marine Terminal site, primarily the Port of Pasco, provides an opportunity to have more control over the quality and pace of development and investment.



*Opportunities map.*

## Constraints

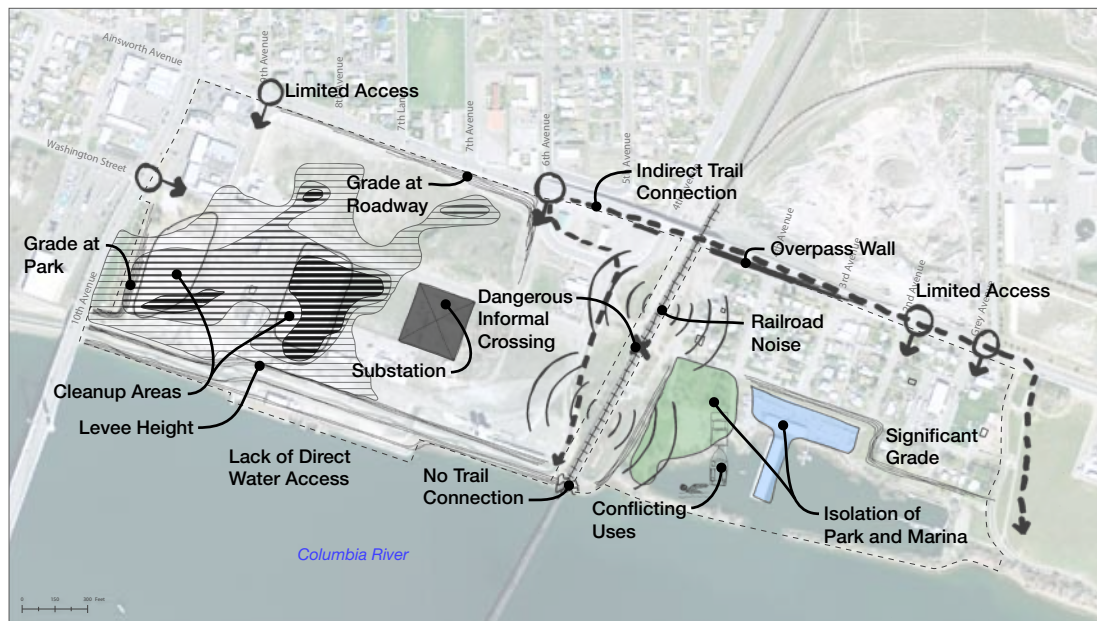
**Limited Access and Visibility.** Access to the Boat Basin is limited to two points from Ainsworth Street, one block apart, while the Marine Terminal site is limited to three access points, one from Washington Street and two from Ainsworth Street. This access limitation in the Boat Basin has an impact on the marina's ability to operate. Limited access and visibility also creates security and safety concerns at Schlager Park.

**Railroad Noise.** The existing BNSF rail line, which divides the Marine Terminal and Boat Basin sites, is heavily used. The noise generated by the line will impact adjacent development.

**Barriers.** South 10th Avenue, Ainsworth Street, and the railroad all present high-traffic barriers at site edges or within the site. These barriers will impact development and restrict easy integration of the site with its adjacent neighbors.

**Levee and Roadway Height.** The Marine Terminal site is bordered by Ainsworth Street, Tenth Avenue, the BNSF rail line, and the flood control levee along the river. In all but its northwest corner, the property is 10 to 15 feet below the height of the adjacent roadway, railway, or levee. This edge condition will affect both views from the property and access to the site. River views from the site will generally occur at the second-floor level and primarily along the southern edge of the site.

**Substation.** An electrical substation occupies approximately one acre near the center of the Marine Terminal site. The substation is expected to remain as a permanent site fixture and will have a significant impact on the development of the site's functional layout.



*Constraints map.*

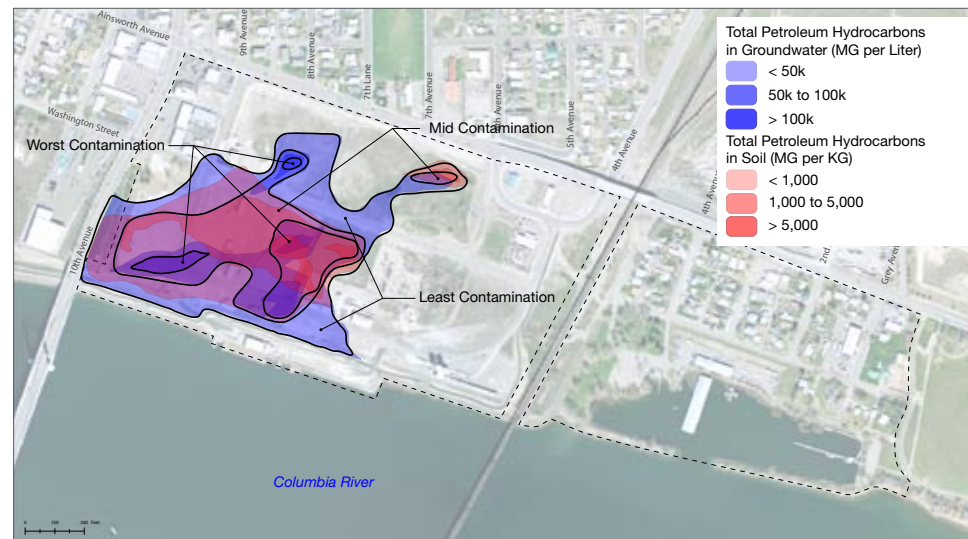


## Contamination

Contamination (primarily hydrocarbons from prior tank farm use) on the southwest portion of the Marine Terminal site is currently being remediated by the Port of Pasco, with completion anticipated in approximately 2016. Although a large portion of the Marine Terminal site is clean and ready for development, portions of the site are still being mitigated. These locations, generally in the southwest quadrant and in the center of the site, will continue to be part of an ongoing cleanup process for several more years. The degree of cleanup and length of time required to complete it will depend on the type of future use anticipated for that site. For example, a ground-floor residential use would require a higher level of cleanup than a ground-floor commercial use or parking.



*On-site remediation area.*



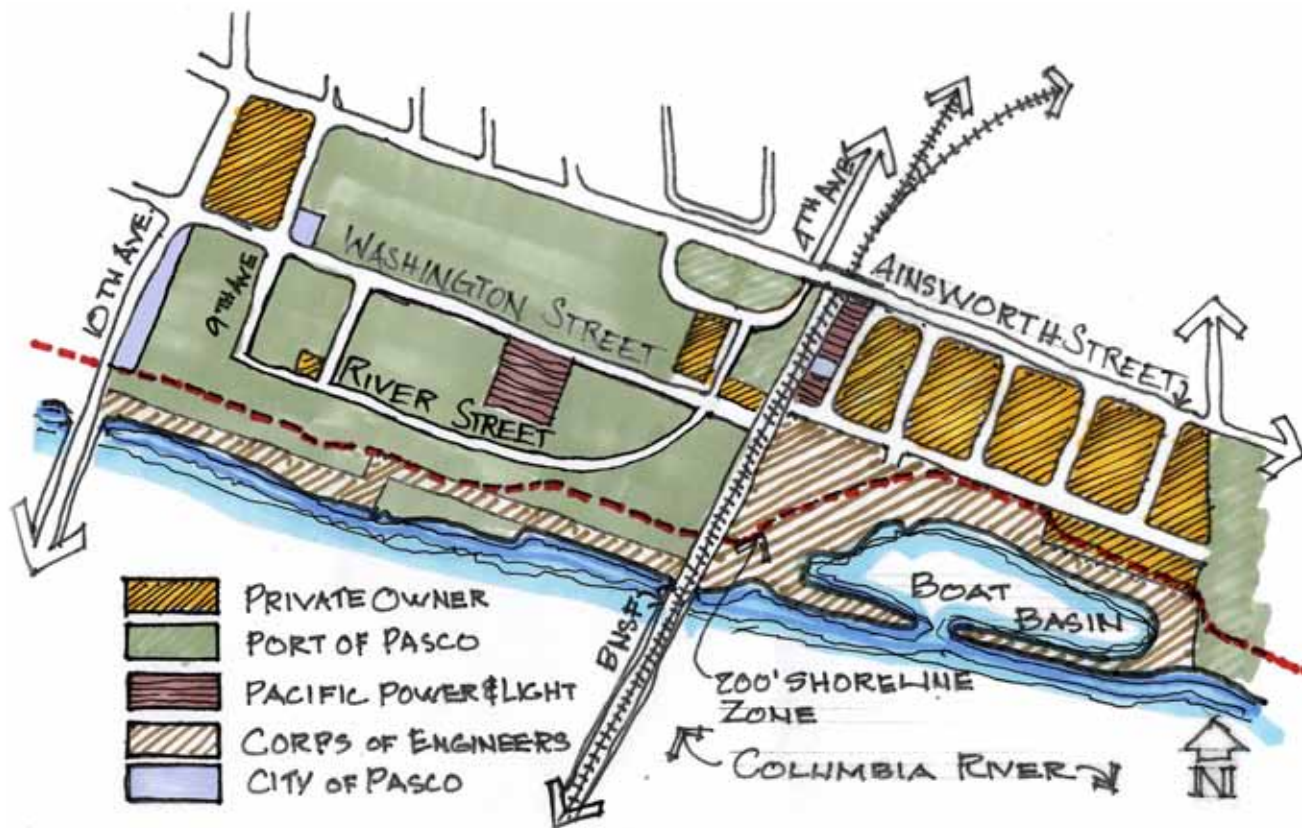
*1993 contamination levels map.*

## Ownership

The Port of Pasco owns the majority of the Marine Terminal site. Other ownerships include the substation site (Pacific Power and Light), two smaller private owners, and the City-owned street rights-of-way.

Approximately 50 percent of the Boat Basin area is federally owned (Corps of Engineers), with the remaining property in private ownership. The privately owned property is primarily the residential area between Washington Street and Ainsworth Street.

With nearly three-quarters of the study area owned by the Port of Pasco and Corps of Engineers, the ability to create a coordinated development plan is significantly less complicated than reaching consensus among many different owners. This ownership pattern will be a significant advantage in implementing the plan.



*Existing property owners map.*

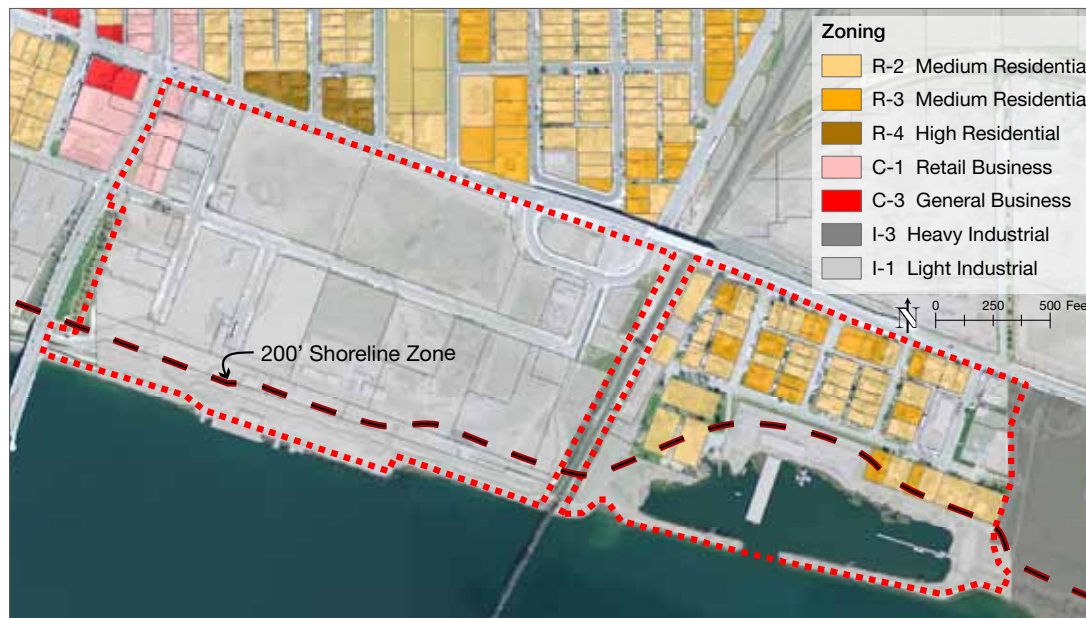


## Zoning

The project area is primarily zoned Light Industrial (I-1). This zoning classification covers the Port-owned property in the Marine Terminal site and the marina and Schlagel Park in the Boat Basin. A small upland area near the east end of the Boat Basin residential area is also zoned I-1. The Boat Basin residential area is a checkerboard of two different zones, R-2 and R-3, both Medium-Density Residential. A small area fronting South 10th Avenue at its intersection with Ainsworth Street is zoned Retail Business (C-1).

The primary restrictions under existing zoning are related to the development of mixed use including upper level residential uses on the Marine Terminal site. The current I-1 zoning allows only caretaker housing and does not provide appropriate land use flexibility to make mixed use construction on this site feasible.

In the Franklin County Shoreline Master Program, both the Marine Terminal and Boat Basin sites within 200' from the shoreline are designated Urban Shoreline. This designation focuses on water-dependent uses within this 200-foot Shoreline Zone and is divided into three categories: Commercial, Residential, and Ports and Industrial. In all three categories, the uses permitted outright are “water-dependent” uses such as barge terminals, marinas, boat launches, etc. The “water-related” uses permitted outright include parks, public access, and cargo or related warehousing facilities, including grain elevators. Conditional uses include parking, apartments, lodging, and food service. Residential with shoreline access is an allowed conditional use in the Shoreline Zone.



*Existing zoning map.*

## Adjacent Uses

To the west of the Marine Terminal, on the opposite side of 10th Avenue, is an existing motel and warehousing uses. To the north, across Ainsworth Street, is a residential neighborhood that borders the south end of downtown Pasco.

Across Ainsworth Street, to the north of the Boat Basin, is an old gravel pit and the yard of Ray Poland & Sons, Inc., a general contractor. To the east is the Port of Pasco's Osprey Pointe Business Park development.



*Adjacent uses map.*

## Osprey Pointe

Immediately adjacent to the east of the Boat Basin site is the Port of Pasco's future 110 acre Osprey Pointe Business Park. When completed, the Port envisions over one million square feet of new office and support buildings and significant open space and public access trails facing the Columbia River. Phase I of the project's implementation is now underway with the construction of a 21,000 square foot office and Port headquarters building expected to be completed in January 2011. The 20 acre Phase I development will include six office buildings and a five acre landscaped public access and gathering area and shoreline pathways.

The success of Osprey Pointe will provide a significant public benefit to the Pasco community by expanding the employment base and economic development opportunities. It can also be a significant force in promoting redevelopment of the Marine Terminal and Boat Basin marina. The potential creation of hundreds of new jobs within walking distance of the Marine Terminal site is a significant opportunity for economic development.



*Osprey Pointe design.*





*Osprey Pointe anchor building.*



*Osprey Pointe site plan.*

## Geographic Conditions

### Topography

With the exception of the northwest corner, the Marine Terminal site sits in a bowl. Although the site is primarily flat with a gentle slope toward the river, it is below Ainsworth Street, South 10th Avenue, the BNSF rail corridor, and the riverfront levee. This bowl setting is most likely due to prior site regrading that leveled the area behind the levee for industrial use. As a result, the site is between 8 and 15 feet below Ainsworth Street, the top of the riverfront levee, and the railroad. Being below the level of its surroundings means any building on the site where views are important will need to be constructed on a platform over parking or other ground floor use where view is not a critical concern. This condition will have the most impact for construction along the site's riverfront area.

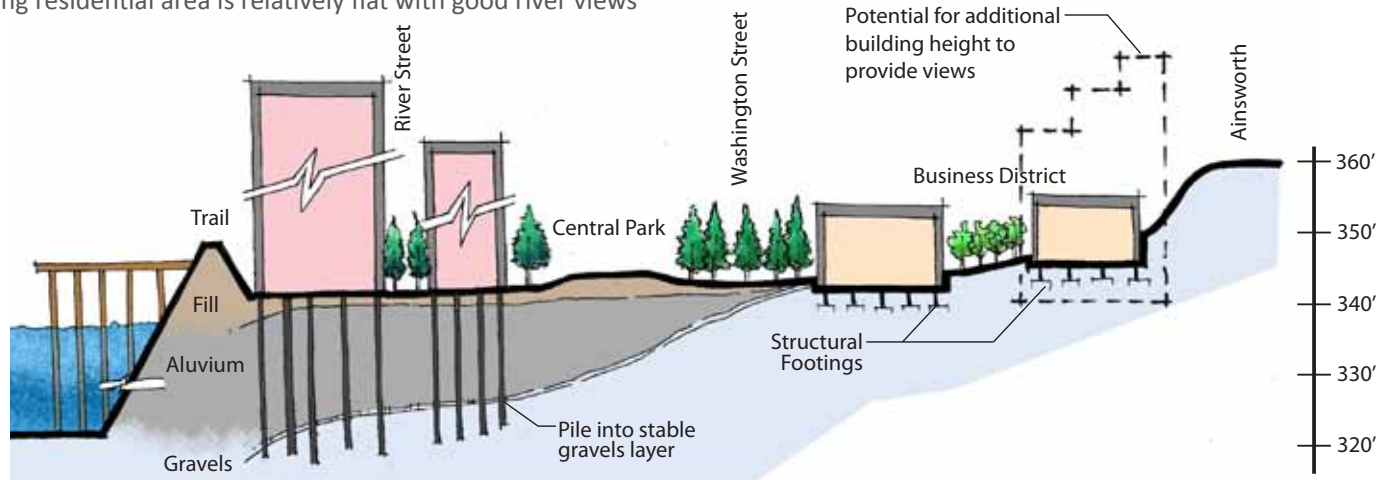
The Boat Basin marina was originally an excavation site for levee construction and is not a natural basin. It sits approximately 20 feet below its surroundings. The marina, therefore, is visible from the residential area but does not block views. The surrounding residential area is relatively flat with good river views to its south.

### Soil Conditions

The Marine Terminal site soils are a compilation of fill material and stable soils. The site area north of Washington Street presents relatively stable soils. The area between the riverfront and Washington Street is composed of less stable soils and fill material sloping toward the levee, where the distance to stable soils is approximately 20 feet below grade. Construction of multi-story buildings in this area will require a pile-supported foundation.

### Water Table

The water table in the Marine Terminal area averages between 4 and 6 feet below grade. This relatively high water table can be a constraint for underground utility installation and any below-grade construction.



Marine Terminal site section. Adapted from Meier Associates' Conceptual Development Plan for Port of Pasco Bulk Fuel Terminal.



## Utilities

In the Marine Terminal, there appear to be significant underground utilities under both the Washington Street and River Street rights-of-way. Maintaining these existing utilities will significantly reduce the initial implementation costs for Marine Terminal redevelopment. River Street may, however, require some adjustment in its right-of-way to provide adequate space for development between the roadway and levee. Investigation of the utilities in that area will be needed to see if adjusting the roadway location will require utility relocation.

Based on prior site analysis drawings, the following underground utilities are expected to be found on site.

### Washington Street

- 20" sewer
- 8" water
- Natural gas to South 9th street
- Storm in the vicinity of South 9th Street

### River Street

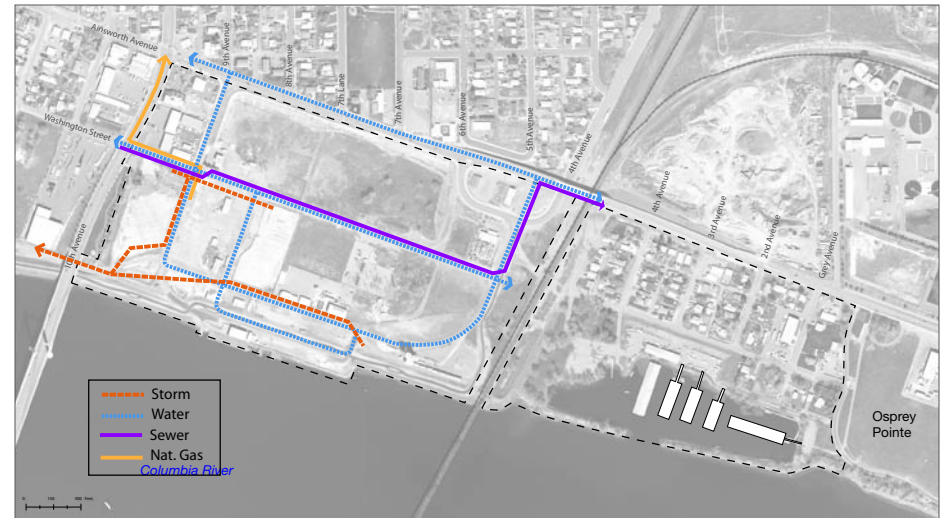
- 12" water
- Corps of Engineer storm

### South 9th Street

- 16" water
- Natural gas south of Washington
- Storm

### South 5th Street

- 12" water south of Washington
- 16" water north of Washington
- 20" sewer north of Washington



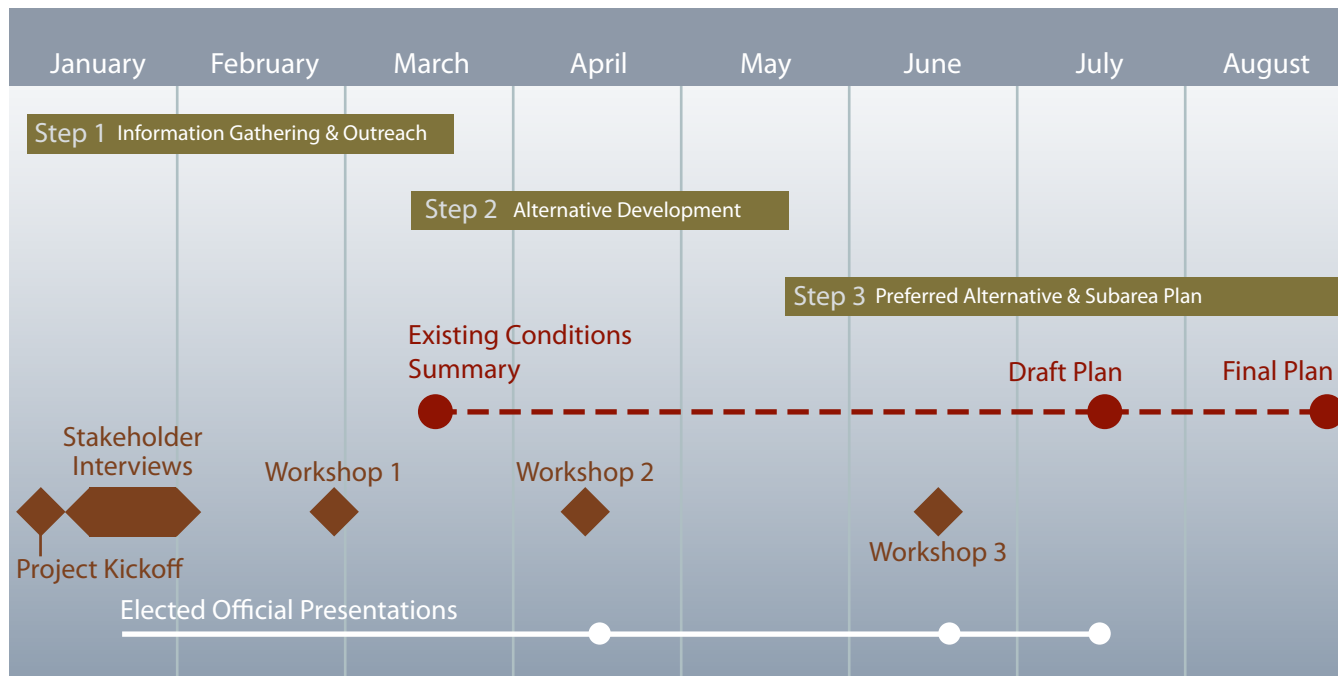
*Utilities map.*

## Process

The Master Plan and supporting options were developed considering input from local stakeholder interviews, public workshops, and City Planning Commission and Port Commission meetings.

The following goals shaped this subarea plan:

- Define a new land use vision for the area
- Capitalize on riverfront setting, views, and access
- Incorporate a mix of uses: housing, retail, office, and light industrial
- Coordinate with other City and Port plans and objectives
- Encourage public access to riverfront
- Provide usable public open space and amenities
- Attract investment to the area



*Project schedule.*



## Opportunities & Constraints



## Preliminary Alternatives



## Preferred Alternative



## Preliminary Alternatives

Preliminary Alternatives A through C – Existing Grid, Boulevard, and Central Green, respectively – were developed using data gathered for the Existing Conditions Summary. All three alternatives approach land use in the Marine Terminal site similarly. They place large floor plate uses along Ainsworth Street and taller, mixed-use buildings along the riverfront. This maximizes views and reduces impacts on neighbors to the north. All three alternatives improve a portion of the Boat Basin to create a designated public beach area, replace the boat launch, and connect the Sacagawea Waterfront Trail under the rail bridge.

Alternative A – Existing Grid builds upon existing streets in the Marine Terminal and aligns proposed streets with those adjoining the site. This alternative features the most efficient vehicular circulation and maximizes office and commercial uses. In the Boat Basin, this alternative leaves the neighborhood as is and supports the marina's expansion plans.

Alternative B – Boulevard envisions Washington Street as a large, curving gateway boulevard. It relocates the street to the north in order to reduce parcel sizes between Washington and Ainsworth Streets. The resulting parcels are well sized for smaller shopping centers, take advantage of good Ainsworth access, and provide services to south Pasco. The alternative also incorporates a mix of housing types. Similar to Alternative A, Boulevard leaves the Boat Basin neighborhood as is and supports the marina's expansion plans.

Alternative C – Central Green removes Washington Street in the Marine Terminal site in favor of a central, linear open space through the site's core. Mixed-use opportunities are concentrated around this central green and office space is primarily located at the site's west end. Circulation is more circuitous in this alternative and surrounds the mixed-use and office development. This alternative also upzones the Boat Basin neighborhood to unify its zoning to R-3. It replaces the marina with a community aquatic facility that includes large beach areas, kayak rental and lessons, and supporting retail.



*Alternative A - Existing Grid.*



*Alternative B - Boulevard.*



*Alternative C - Central Green.*



## Refined Alternatives

During the review of the Marine Terminal portion of the preliminary alternatives, it was determined that these alternatives were too reliant on residential uses, included sensitive uses in areas with long term contamination mitigation needs, and could disrupt existing utility lines. In addition, during the planning process, updated information on the location of contaminated areas was provided. The refined alternatives were developed in response to these concerns and new information. All three refined alternatives relocate residential use to the upper levels of new mixed use buildings or to areas without contamination. They are based on Preliminary Alternative A - Existing Grid and are described as follows.

The Lunchtime Meander concept removes residential uses from the Marine Terminal site completely, focusing on attracting employment centers. Large open spaces are minimized in favor of linear spaces. These will cater to employees by providing long stretches of uninterrupted landscaped paths for walking, jogging, and cycling. Taller office buildings are located on the riverfront to take advantage of the views, while single story business park uses occupy the remainder of the site.

The Retail Village concept maximizes small scale retail on a central plaza that is well connected to the riverfront. The concept envisions a hotel sited between the plaza and river to take advantage of the views and plaza. A small residential area is located in the southeast corner of the site. Office use is located above ground floor uses surrounding the retail plaza. Ainsworth Street and South 10th Avenue are lined with auto-oriented commercial and business park uses.

The Capped Central Green concept provides a large open space in the center of the site, with connections to the riverfront. Because the open space sits on top of the most contaminated area, an engineered cap will be needed to allow recreational use by residents and visitors. Similar to Retail Village, a mixed-use residential component is located in the southeast corner of the site, mixed-use along the central waterfront area, and office along the southwest side. A hotel is envisioned to take advantage of river views. Auto-oriented commercial and business park uses would front Ainsworth Street.



Alternative A.1 - Lunchtime Meander.



Alternative A.2 - Retail Village.



Alternative A.3 - Capped Central Green.

# Preferred Alternative

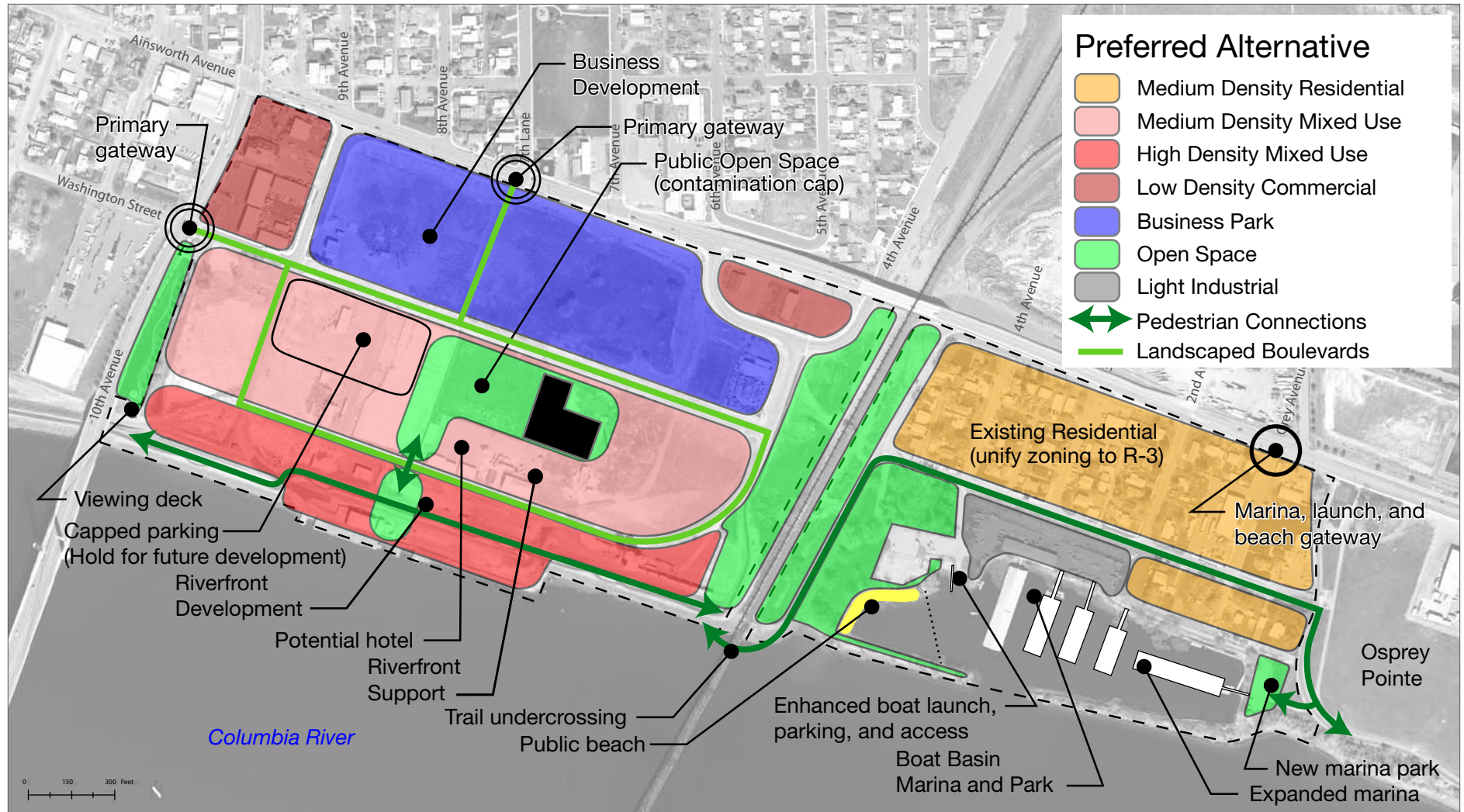
Both the Preliminary and Revised Alternatives were evaluated relative to each option’s flexibility, use of existing transportation infrastructure, avoidance of utilities, response to contaminated areas, and orientation to maximize riverfront views. Based on this analysis, the preferred alternative was created. It expands primarily upon the Capped Central Green concept, but replaces single purpose office and residential within the Marine Terminal site with mixed-use commercial and residential. This concept leaves the maximum flexibility for future development since commercial land use can include a variety of uses, such as retail, office, and residential. As for the Boat Basin neighborhood, zoning is recommended to be unified to R-3 to ensure consistency and a less complex mix of zones within the neighborhood.

The preferred alternative calls for two primary gateways to the Marine Terminal: 1) South 10th Avenue and Washington Street and 2) Ainsworth Street and South 7th Lane. A secondary gateway at Ainsworth and Grey Avenue will signify the appropriate entrance to the Boat Basin for the marina, boat launch, and Schlager Park. A public beach and expanded marina are also recommended in the Boat Basin.

Alternative analysis table.

	Flexibility	Uses Existing Transportation	Does Not Disrupt Existing Utilities	Minimizes Zoning Complexity	Land Use Reflects Contaminated Areas	Takes Best Advantage of Riverfront Opportunities
Alternative A	X	X	X			
Alternative B	X					
Alternative C	X		X	X		
Retail Village	X		X		X	X
Lunchtime Meander	X				X	X
Capped Central Green	X	X	X		X	X
Preferred Alternative	X	X	X	X	X	X

Preferred alternative land use designations.





## Plan

The preferred Boat Basin and Marine Terminal Master Plan envisions an efficient riverfront development that supports commercial, recreational, residential, and business park activities in the Marine Terminal site. For the Boat Basin, the plan respects the existing neighborhood and builds on existing assets such as Schlagel Park and the marina.

The plan:

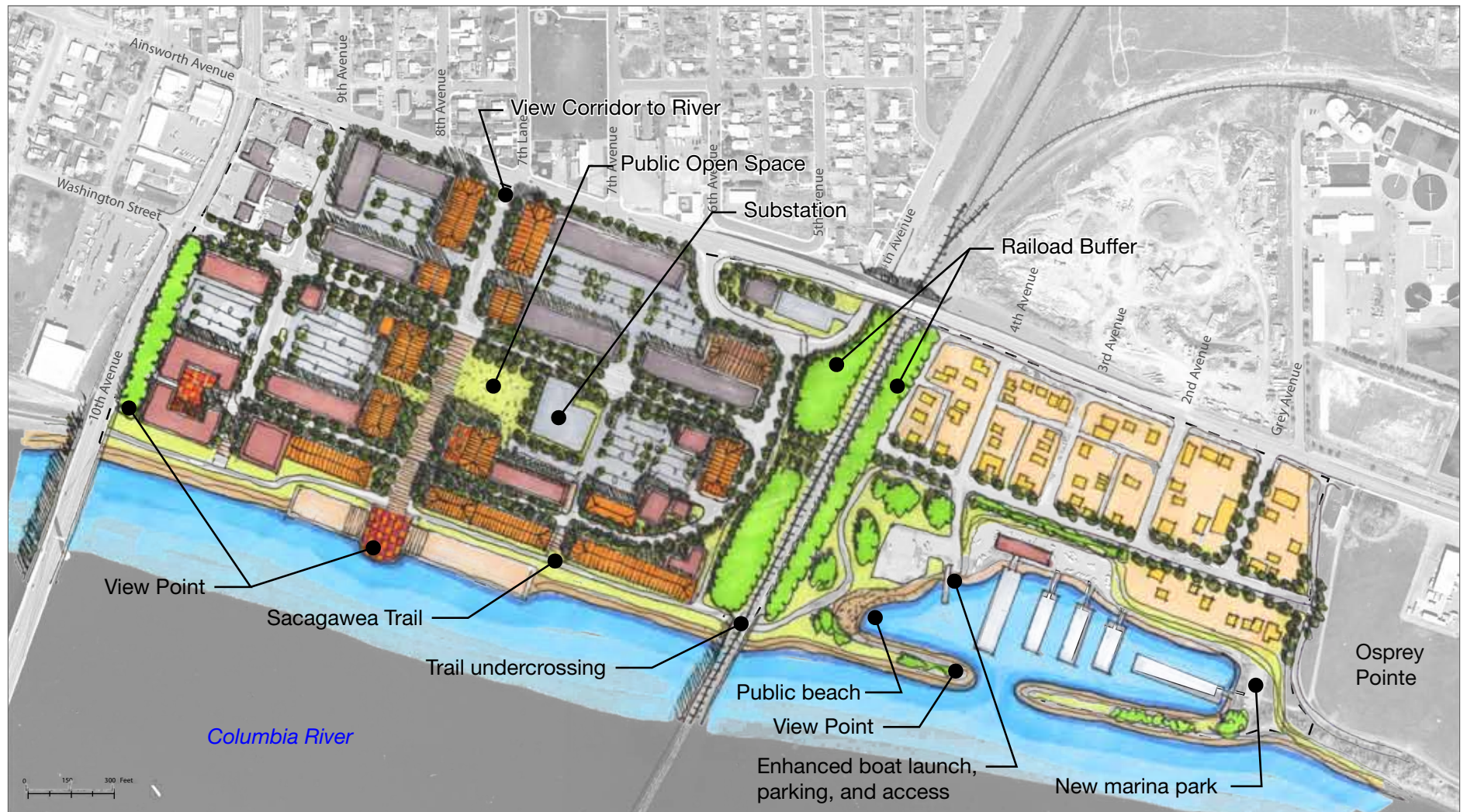
- Maximizes the benefits of the riverfront setting
- Is flexible for future uses dependent upon demand
- Supports a mix of uses in the Marine Terminal core riverfront area
- Integrates the existing Boat Basin neighborhood
- Retains neighborhood identity established by Boat Basin residents
- Supports plans to expand marina operations
- Can be implemented in phases to reduce up front costs
- Retains existing roadways and utilities infrastructure
- Works with ongoing site mitigation/cleanup activities



*Axonometric view of plan concept.*



*Preferred concept plan.*



## Land Use

The following land use recommendations take advantage of the unique character and development potential of the Marine Terminal and Boat Basin properties. They are based on a layering concept that locates uses with the highest development and land value potential nearest to the riverfront. Supporting uses, such as parking, support services, and open space, are clustered behind the riverfront area. Uses requiring larger ground floor areas and direct arterial access are located adjacent to Ainsworth Street. The recommended land uses are summarized as follows:

**Low Density Commercial.** This use is recommended to respect the existing commercial uses along Ainsworth Street. It allows single-story drive-up commercial uses.

**Medium Density Residential.** This use is recommended to unify the zoning in the existing Boat Basin residential area. It allows one residential unit per 3,000 square feet of lot area with two to three story buildings.

**Medium Density Mixed Use.** This use recommends upper floor residential or commercial office use with ground floor retail commercial uses comprised of approximately three story buildings. A Planned Unit Development is recommended.

**High Density Mixed Use.** This use recommends upper floor residential or commercial office use with ground floor retail commercial and parking uses with a potential building height of three to five stories. A Planned Unit Development is recommended.



*Recommended land use.*



## Marine Terminal Site Areas

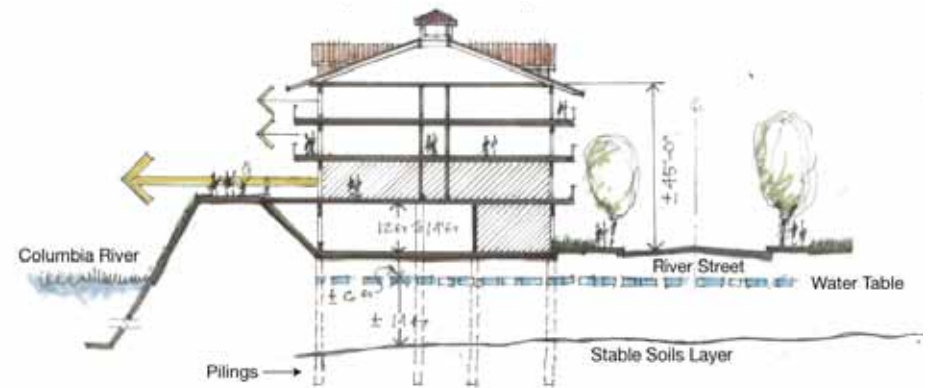
### Riverfront Development Area

The area between River Street and the levee has the highest land and amenity value and the most development potential. With proper design, this area is expected to grow as a highly desirable mixed use area with ground floor commercial/retail uses and upper level residential. The recommendations for this area create incentives to encourage development of a cohesive, viable mixed-use project adjacent to the riverfront.

The ground floors in this area will be below the top of the levee and will lack river views. For this reason, this floor should be devoted to commercial and parking uses where view is not as important an amenity. The second building level would be at or near the levee height and would be appropriate for either commercial office, restaurant with river views, residential uses, or a combination of the three. Floors above the second level would be most valuable as a residential use.

It is anticipated that buildings in this area need to be between 45 feet and 55 feet tall depending on use of gabled roofs and how their height is measured. Allowing at least three floors of construction above the top of the levee will be needed to provide the density required to make development economically feasible.

**Key Development Consideration:** River Street is located close to the levee. When the street is reconstructed, it must be appropriately located to provide adequate space between the levee and street right-of-way to allow the construction of proposed buildings.



*Conceptual riverfront development area section.*



*Illustration of development scale.*

### Riverfront Support Area

This area is located between Washington Street and River Street. It is primarily an open space, parking, and support area for the Riverfront Development Area; however, other uses may include convenience retail, commercial office, professional office, and upper level residential. The recommendations for this area promote mixed-use development in support of the Riverfront Development Area.

The support area has slightly less land value than the riverfront zone with less view amenity and less direct connection to the riverfront. Therefore, it is a primary location for non view associated parking, retail, and public open space in support of the riverfront development area.

Since the site is relatively flat, it is also a primary location for a large public open space. A large central open space is suggested between Washington and River Street, adjacent and surrounding the electrical substation. The open space both buffers the substation and is an engineered capped and shallow fill over some of the site's existing hydrocarbon remediation areas. A wide corridor also links the open space to the waterfront. It is recommended that most of the buildings fronting the central green include street front retail use to help enliven and activate the space.

Most buildings in this area should be two to three stories in height with a mix of uses including retail, office, and some upper floor residential. A taller four to five story hotel is also a possibility if sited adjacent to River Street and the pedestrian corridor with one side opening onto the central green.

### Business Development Area

This area is located between Ainsworth and Washington Streets. Its large open areas with good arterial access make it valuable for uses with larger ground-level floor plates. The recommendations for this area promote the development of high-quality, job-producing businesses that support residential and retail uses envisioned on the site.

The vision includes development of clustered commercial, research, and high-technology manufacturing uses in a campus planning concept. The large-lot parcels that are possible in this area are compatible with campus style development.



*A wide corridor links the central green to the riverfront.*



*Example retail fronting the central green.*



*Example of a central green.*

### ***Boat Basin Site Areas***

#### **Existing Residential Area**

This area includes the existing residential community on the bluff above the Boat Basin marina and park area. The recommendations for this area allow more flexibility and uniformity in future residential development.

The existing Boat Basin residential site contains a modest collection of owner-occupied and rental homes. The area is currently zoned a mixture of R-2 and R-3, with a small area of Light Industrial (I-1) zoning. To improve the value of the neighborhood and promote more opportunities for future redevelopment, unifying zoning throughout is recommended.

#### **Boat Basin Marina and Park Area**

This area includes the existing small boat marina, upland marina support areas, and Schlagel Park. The existing conditions and zoning are adequate for the current and anticipated future use. Should the marina operation cease, then a new zoning classification may need to be considered.

Though outside the scope of this plan, coordinating with the Port to alter the west end of Osprey Pointe to more residential and residential supporting commercial uses is recommended. This would build off the strengths of the existing neighborhood, align itself nicely with those desiring marina adjacent homes, and improve the transition between the Boat Basin and the Osprey Pointe development. It may also provide a location for marina supporting retail services, a critical need identified by the marina operator and in the Tri-Cities Waterfront Plan.



## Transportation Infrastructure

The plan's street and vehicular transportation concept is built efficiently on existing street rights-of-way and attempts to maintain existing utilities for future use. It enhances right-of-way function for pedestrian, bicyclist, and vehicles and provides good access to redevelopment sites.

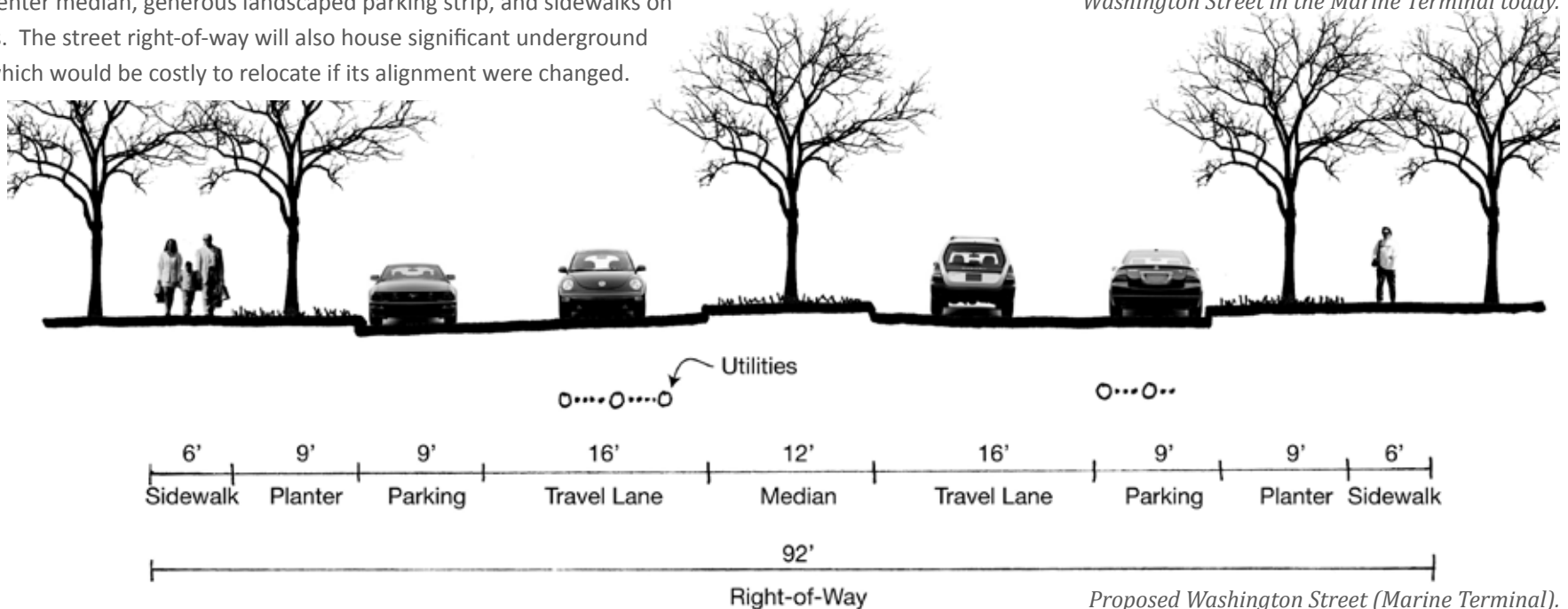
Undergrounding electrical and phone lines during roadway reconstruction should be considered, especially in the residential areas of both sites.

### *Marine Terminal Site*

**Washington Street.** Washington Street is envisioned as the site's defining boulevard and circulation spine. It will be a two-lane roadway with curbside parking, center median, generous landscaped parking strip, and sidewalks on both sides. The street right-of-way will also house significant underground utilities, which would be costly to relocate if its alignment were changed.



*Washington Street in the Marine Terminal today.*



*Streets and access routes concept.*

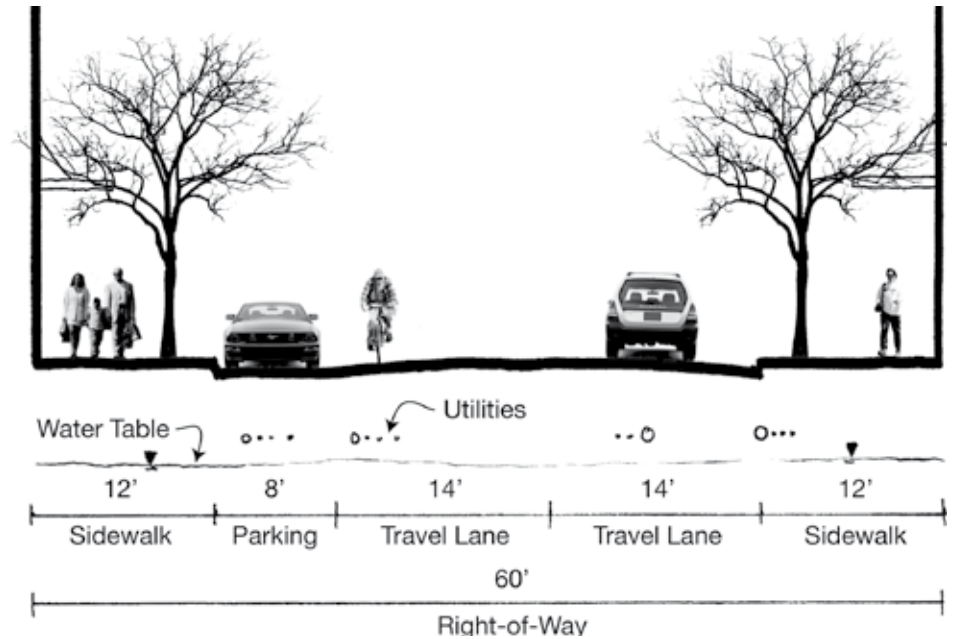


**River Street, South 5th Avenue, and South 9th Avenue.** These streets provide riverfront area access. The plan recommends upgrading these to two-lane roadways with parking on either side. Siting buildings close to the street right-of-way should be encouraged to provide a neighborhood retail atmosphere.

There are several utilities under the existing street alignment. These utilities should be considered in order to limit costly utility relocations as the area redevelops.



*River Street today.*



*Proposed River Street.*



### Boat Basin Site

**Washington Street.** Washington Street is the primary circulation, marina and park access, and pedestrian corridor for the Boat Basin. The plan recommends defining this street with curbs, gutters, landscaping, and a consistent walking path, which will eventually become part of the Sacagawea Trail.

Carefully design landscaping on the portion of Washington Street above the Boat Basin site so it does not impact views for local residents. When connecting Sacagawea Trail along this street, install a bioswale on the south side between the roadway and path to respect the existing neighborhood character and reduce stormwater runoff. Relocate the marina's security fencing to the bottom of the hill and replace with a decorative fence adjacent to the new pathway.

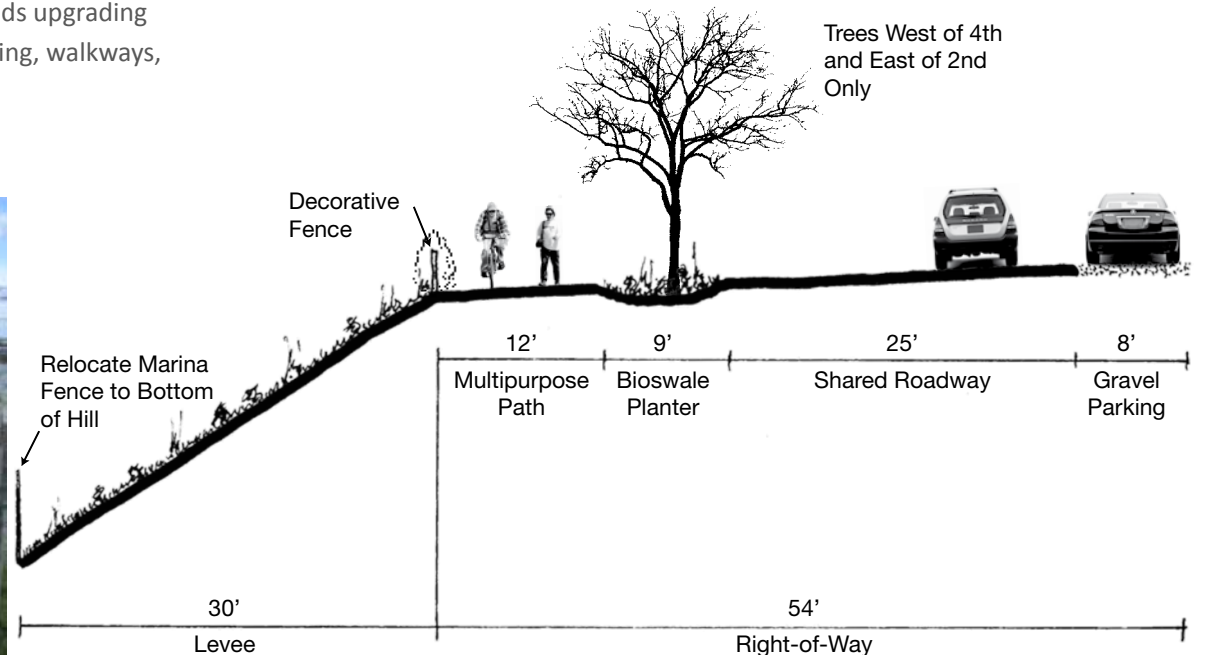
**Grey Avenue and South 2nd Avenue.** These access streets provide the only vehicular access to the Boat Basin area. The plan recommends upgrading Grey Avenue as the main gateway and access route with paving, walkways, landscaping, and signage.



*Washington Street in the Boat Basin today.*



*Relocate the marina's fence to the bottom of the hill.*



*Proposed Washington Street (Boat Basin).*

### ***Trail and Pedestrian Improvements***

**Sacagawea Trail.** Promote the Sacagawea Trail as a regional public amenity. Align with active uses to support the trail and to improve its accessibility, continuous riverfront setting, and security.

Coordinate the design of Sacagawea trail improvements and additions with the rest of the trail as a regional facility with some tailoring to indicate arrival at the Marine Terminal and Boat Basin area.

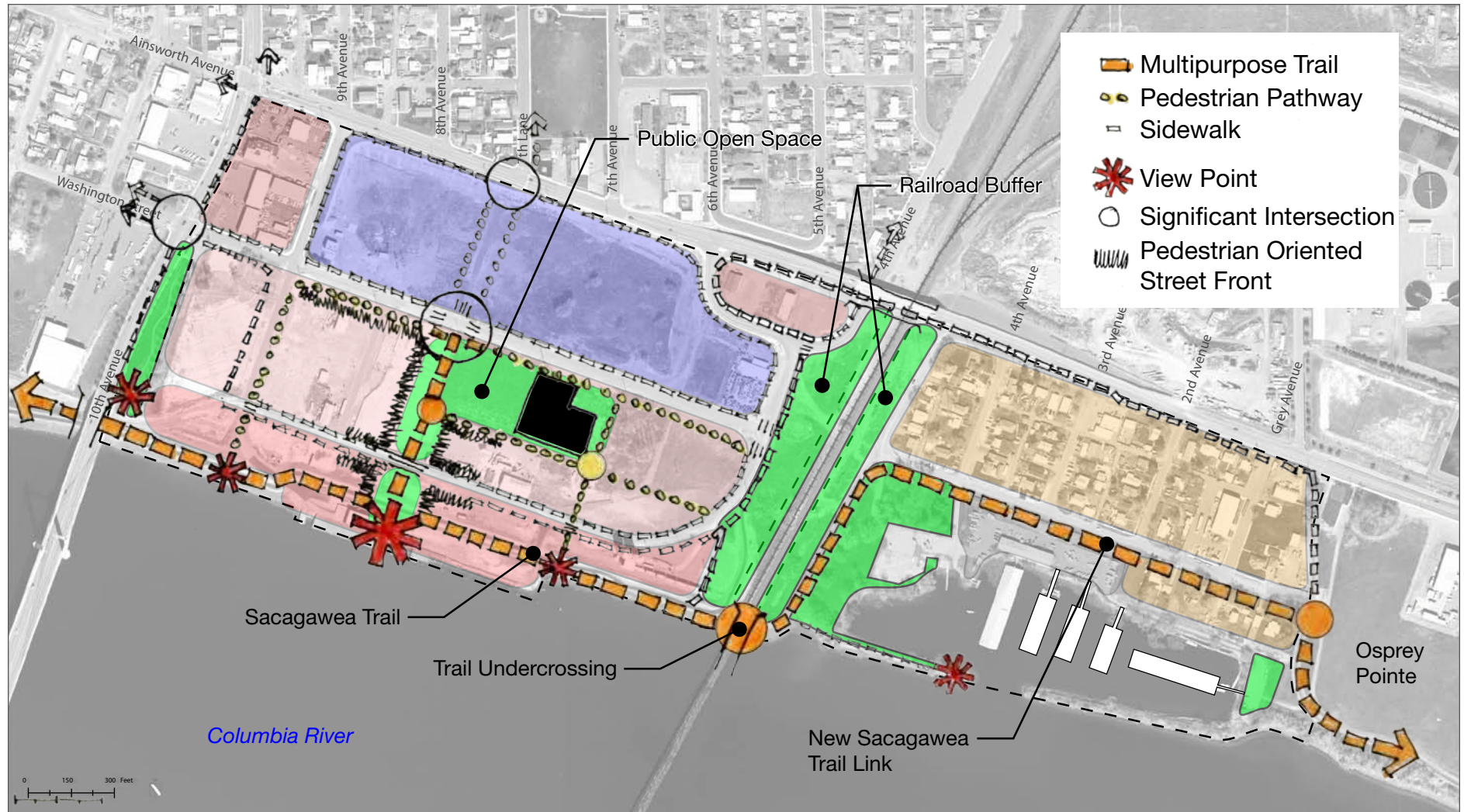
Improve Sacagawea Trail safety by continuing to work toward an undercrossing at the BNSF Railroad Bridge. The existing path, which detours around the Boat Basin site on Ainsworth Street, tempts trail users to shortcut this detour by crossing the railroad at informal—and potentially unsafe—locations.

Once the undrecrossing is achieved, link the trail to Washington Street in the Boat Basin and then to Osprey Pointe. This will significantly improve the trail's usability, user base, and the connection between Marine Terminal, Boat Basin, and Osprey Pointe sites.



*The rail bridge is frequently visited, despite the lack of a formal undercrossing.*

*Pedestrian routes and improvements concept.*





## Other Improvements

The following, in addition to land use and transportation improvements, are other recommended improvements to support the Boat Basin and Marine Terminal plan. These projects will occur in the publicly owned areas and may be provided as part of:

- Public improvement costs to support the project
- Private developers' investment in the project
- Public/private partnership where the Port, City, and developers to share capital improvement costs

**Old Barge Wharf.** Improve the old barge wharf as an open space and seating for outdoor and adjacent restaurants and cafes. Consider incorporating a direct river access feature, such as stairs leading to the water.

**Substation.** Isolate and screen the existing power substation by surrounding it with green open space, parking, and significant landscaping to reduce its visual impact. Consider buffering with a rail car exhibit (in coordination with the Washington State Railroads Historical Society Museum), building on the unique setting of the area.



*The barge wharf is a great location for outdoor seating and direct water access.*



*Screening with significant landscaping will help reduce the visual impact.*

**Railroad Buffer.** Provide a significant, heavily landscaped open space buffer a minimum of 100 to 150 feet between each side of the BNSF rail line and any adjacent occupied building. Incorporating a rail car exhibit into the buffer (in coordination with the Washington State Railroads Historical Society Museum), would build on the unique history of the area.

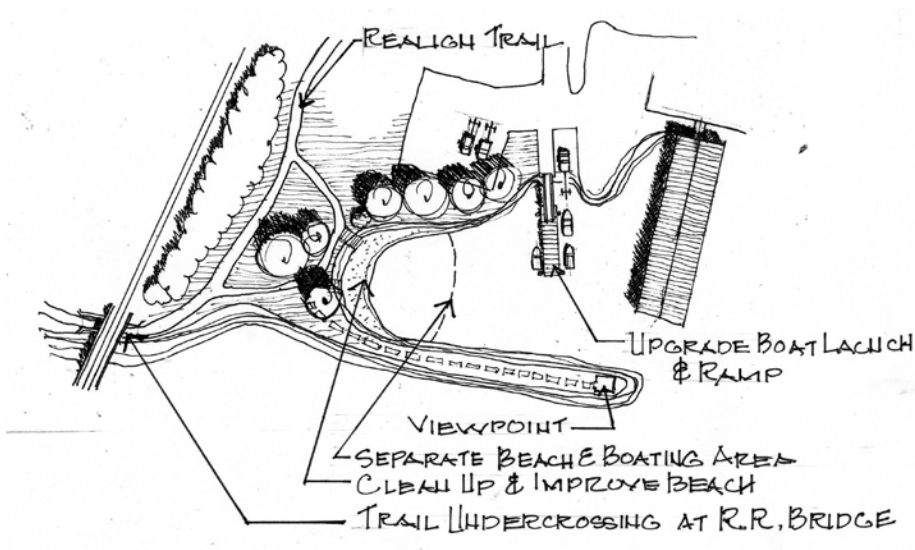
**Beach Area and Safety.** Create an expanded beach area at Schlager Park that will separate boat launch and swimming activities in this area.



Screening both sides of the tracks will help decrease the noise impact of the rail line.



Create a beach area that separates conflicting activities.



Envisioned beach area.

**Boat Launch.** Replace the existing boat launch with a new launch ramp and pier to improve boater access and safety.

**Cable Bridge Park.** Construct viewing platform atop the old bridge footing to match the City of Kennewick's on the opposite side of the river.



*Replace deteriorating boat launch.*



*The old bridge footing will make for an excellent viewing platform for visitors.*



## Summary

Recommendations and suggested phasing.

	Implementation Phase		
	Initial	Mid-term	Long-term
<b>Land Use</b>			
<i>Marine Terminal</i>			
Construct central green		X	
<b>Transportation Infrastructure</b>			
<i>Marine Terminal</i>			
Construct Washington St boulevard treatment and landscaping; underground electrical lines		X	
Construct River St, 9th Ave, and 5th Ave improvements and landscaping; underground electrical lines	X		
Construct gateway entry at Washington Blvd		X	
Construct gateway entry at Ainsworth and 7th Ave		X	
Make pedestrian connection between central green and riverfront		X	
<i>Boat Basin</i>			
Construct Washington St improvements, bioswale, and landscaping; relocate marina fence; construct decorative fence; underground electrical lines	X		
Construct Grey Ave improvements and landscaping; underground electrical lines			
Gateway entry at Grey Ave	X		
Connect Sacagawea Trail along Washington St to Osprey Pointe	X		

	Implementation Phase		
	Initial	Mid-term	Long-term
<b>Overall</b>			
Coordinate with BNSF to construct a Sacagawea Trail undercrossing			X
Construct miscellaneous view and rest points, facility, and landscape enhancement on trail			X
<b>Other Improvements</b>			
<i>Marine Terminal</i>			
Enhance the old barge wharf for open space, outdoor seating, and vantage spots		X	
Construct direct river access feature on the old barge wharf		X	
Construct viewing platform on old bridge footing in Cable Bridge Park			X
Install landscape buffer around substation	X		
<i>Boat Basin</i>			
Construct beach at Schlagel Park	X		
Upgrade boat launch at Schlagel Park	X		
<b>Overall</b>			
Install landscape buffer on both sides of railroad		X	
Install landscape buffer around substation	X		

## Development and Design Guidelines

This chapter establishes design standards to ensure coordinated, attractive, and quality development of the study area. These are interim design standards intended to provide a preliminary framework that should be expanded when the City adjusts zoning in the future.

### Architectural Elements

The intent of these guidelines is to:

- Create an intimately scaled, pedestrian friendly, and informal architectural character
- Encourage use of quality building materials with a low life cycle cost
- Create design unity, a sense of place, and community identity
- Reduce the visibility of unsightly service and utility elements from view while providing efficient service and equipment areas

### Marine Terminal

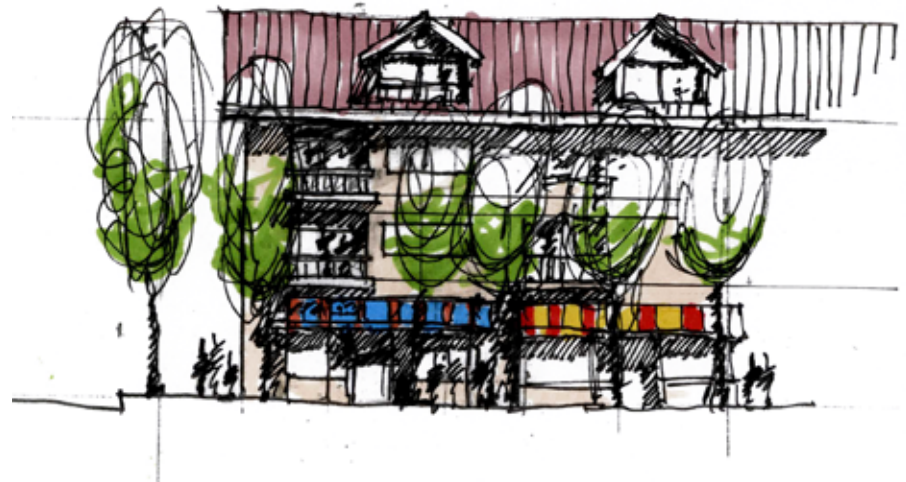
#### Building Siting and Layout

**Building Siting.** Site buildings to reinforce view and circulation corridors and to allow public access corridors to the waterfront.

**Retail Frontages.** Promote concentrated retail uses along central green perimeter, primary pedestrian access routes, and River Street.

**Large Buildings.** Keep large floor plan buildings, such as assembly, service, and sales, in the portion of the Marine Terminal site north of Washington Street.

**Landscaping.** Design landscaping to create visual buffers and provide shade and windbreaks. Locate plantings to reinforce and enhance the character and organization of the master plan area.



*Conceptual retail use fronting the open space.*

## Roofs

**Roof designs.** Provide scale-reducing elements within the Marine Terminal using roof design. Buildings should have a variety of roof slopes, details, materials, and configurations.

**Parapets.** Articulate all flat roofs with a parapet wall. Parapets and articulated cornice lines should not appear as applied elements.

**Mechanical equipment.** Screen roof-mounted mechanical equipment from view.

**Dormers.** Buildings with gabled roofs are encouraged to use dormers to expand potential attic living areas and to provide more interest to the roof profile.



**Not Preferred**

*Conceptual architectural features.*



**Preferred**

## Exterior Building Materials

**Materials.** Use durable and high-quality materials. Shiny or highly reflective materials are not allowed. Materials should be those of typical use in Pasco, including:

- Stucco
- Rock, stone, and brick
- Architectural shake-style roofing
- Metal roofs with standing seams
- Metal, clay, or concrete tile roofs

**Sheet materials.** If sheet materials, such as composite fiber products or metal siding, are used as a siding material over more than 25 percent of a building's facade, use material with a matted finish in a muted color. Include the following elements:

- Visible window and door trim painted or finished in a complementary color
- Corner and edge trim that covers exposed edges of the siding material

**Concrete blocks.** If concrete blocks (concrete masonry units or cinder blocks) are used for walls that are visible from a public street or park, use one or more of the following architectural treatments:

- Textured blocks with surfaces such as split-face or grooved
- Colored mortar
- Other masonry types, such as brick, glass block, or tile, in conjunction with concrete blocks
- Other treatment methods approved by the City

**Application requirement.** Provide samples of the material if deviating from the list guidelines above.



## Colors

**Muted colors.** Use muted colors as the background color in most buildings. A darker background color will allow the effective use of lighter colors for trim where highlights will show up better.

**Application requirement.** Submit a color palette.

## Building Equipment and Service Areas

**Visibility.** Locate building service elements and utility equipment in areas not visible to public, such as within the building envelope or behind a sturdy, well designed screen.



*Conceptual illustration of screening equipment and service areas.*

## Parking areas

The intent of these guidelines is to:

- Provide convenient parking areas that encourage people to leave their cars and walk throughout the Marine Terminal
- Provide more flexibility in the design of the development by relaxing existing City parking standards for the riverfront area
- Provide parking areas that do not diminish pedestrian and visual qualities of the site
- Maintain the built street edge through effective screening of all parking lots
- Minimize the impacts of driveways

### **Marine Terminal**

**Parking Locations.** Locate at-grade parking areas outside of the Riverfront Development Area. Locate parking under buildings in the Riverfront Development Area, not facing public open space. Parking under the building which is screened by retail frontage is acceptable.



*Recommended parking layout map.*

## Public Open Space

The intent of these guidelines is to provide:

- A variety of open spaces that attract people to the area
- A focal open space that functions as a community gathering space
- Outdoor spaces for relaxing, eating, socializing, and recreating

### *Marine Terminal*

**Size.** Retain a minimum of between one and one and a half acres for the central green in the Marine Terminal.

**Materials.** Construct the central green with lawn and other soft landscaped surfaces with concrete or brick walkways along its western edge. Other paving should be pavers or concrete with special texture, pattern, or decorative features.

**Adjacent buildings.** Construct ground floor spaces at the edge of the central green to feature retail, civic/community, and/or office uses. Pedestrian-oriented facades are required for abutting buildings unless the building and/or park are planned so that the wall without a pedestrian-oriented facade is used for park activity (e.g., brick wall for a performance area backdrop or basketball/active sports area). Parking areas must not abut the central park unless the City determines that there is a public benefit to such an orientation and the parking is screened using landscaping. The intent is to surround the green with active storefronts or supporting uses.

**Upper stories.** Buildings with upper floors containing windows and/or balconies overlooking the central park are strongly encouraged. Upper story uses may be residential, commercial, and/or office.

**Transition.** Provide a pedestrian transition zone of approximately 10 feet along the building edge adjacent the central green for outdoor seating, display area, and/or landscaping.

**Amenities.** Provide pedestrian amenities such as seating, planters, drinking fountains, artwork, and focal elements such as sculptures or water features.

**Lighting.** Install fixtures approximately 10-15 feet above the surface. Pathways should average between one and two foot-candles of light. Lawn areas should average at least one-half foot-candle.



*Example illustration of the central green.*



### ***Boat Basin***

**Trail Landscaping.** When connecting Sacagawea Trail along this street, install a bioswale on the south side between the roadway and path to respect the existing neighborhood character and reduce stormwater runoff. Carefully design landscaping on the portion of Washington Street above the Boat Basin site so it does not impact views for local residents. Relocate the marina's security fencing to the bottom of the hill and replace with a decorative four foot fence adjacent to the new pathway.

### ***Overall***

**Trail landscaping.** Plantings should frame vistas and emphasize views.

**Trail Amenities.** Provide pedestrian amenities such as seating, planters, and drinking fountains.

**Adjacent Buildings.** Construct floors at levee height in adjacent buildings to interact with the trail such as connecting with a pathway or deck or allowing restaurant or cafe seating to look out over the trail.

**Upper stories.** Buildings with upper floors containing windows and/or balconies overlooking the trail are strongly encouraged. Upper story uses may be residential, commercial, and/or office.

**Lighting.** Install fixtures approximately 10 to 15 feet above the surface. Pathways should average between one and two foot-candles of light.

**Street Furniture.** Select a cohesive collection of pedestrian features and furniture that are similar in style throughout the trail and pathway areas. Choose items that are made of high-quality materials that are easy to maintain or replace. Develop standards for lighting (roadway/parking, pedestrian, and trail), bicycle racks, handrails, benches and picnic tables, trash receptacles, shelters, fencing, and safety bollards.

**Signage.** Develop a consistent signage system to orient visitors throughout the master plan area. Pay special attention to directing users to the central green, marina, and Schlagel Park.

## Pedestrian-Oriented Spaces

The intent of these guidelines is to:

- Provide an attractive pedestrian environment

### **Marine Terminal**

**Location.** Pedestrian-oriented spaces are encouraged along the pedestrian connections and near key building entries. They can be small to large walking space, landscaped areas, or areas for outdoor dining.

**Amenities.** Pedestrian amenities shall be provided such as seating, plants, distinctive paving, or artwork.

**Lighting.** As in other public open spaces, fixtures should be approximately 10-15 feet above the surface and may be building mounted. The overall lighting should be at least two foot-candles, without “dark spots” that could cause security problems.

**Access.** The spaces must have visual and pedestrian access (including barrier-free access) to abutting structures and public streets or pathways.

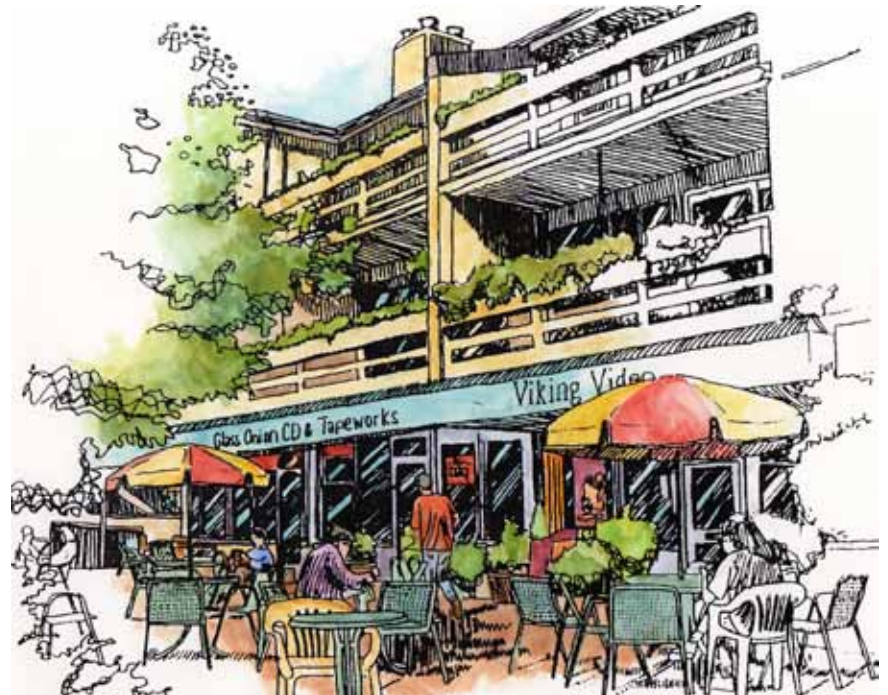
## Signage

### **Marine Terminal**

**Signage plan.** Develop a Marine Terminal signage plan to establish standards for new signs and coordinate wayfinding elements throughout the site.

### **Overall**

**Wayfinding plan.** Develop a wayfinding plan for both the Marine Terminal and Boat Basin sites to help visitors and trail users locate destinations.



*Conceptual illustration of pedestrian oriented spaces.*