

CORRIDORS AND GATEWAYS PLAN PASCO, WASHINGTON



NOVEMBER 2008



Corridors and Gateways Plan

City of Pasco, Washington

November 17, 2008

Prepared by:



J-U-B ENGINEERS, Inc.
2810 W. Clearwater Avenue, Suite 201
Kennewick, Washington 99336

ACKNOWLEDGMENTS

AD HOC COMMITTEE MEMBERS

Matt Watkins, Chair, City Council
Al Yenney, City Council
Dave Little, Planning Commission
Todd Samuel, Planning Commission
Fred Ackerman, Chamber member
Carrie Chambers, Chamber member
Spence Jilek, Chamber member
Jim O'Conner, Chamber Member
John Serle, Chamber Member

CITY OF PASCO STAFF

Gary Crutchfield, City Manager
Jeff Adams, Planner
Dan Dotta, Maintenance

CONSULTANT (J-U-B ENGINEERS, INC)

Spencer Montgomery
Justin Baerlocher, AICP

Table of Contents

Executive Summary	iii
Introduction.....	1
Purpose of Update	1
1995 Gateways and Corridors Plan	2
Purpose	2
Goals	2
Accomplishments	2
Lessons Learned	3
Planning Process.....	4
Existing Conditions	5
Corridors	5
Gateways	8
Opportunities and Priorities.....	11
Opportunities	11
Private	11
City Opportunity	13
Priorities	14
Corridor and Gateway Improvement Options.....	17
Option 1: Sidewalk with grass strip and trees and shrubs	18
Option 2: Sidewalk with grass strip and landscaping on both sides of walk	19
Option 3: Sidewalk with landscape planting strip.....	20
Option 4: Sidewalk with trees.....	21
Option 5: Sidewalk with shrubs	22
Option 6: Sidewalk only	23
Option 7: Pathway with landscaping	24
Option 8: Low Maintenance.....	25
Policy Guidance	26
Existing Policies	26
Corridor and Gateway Policies	26

List of Figures

Figure 1. South Side of Lewis Street near 28th Avenue Looking East 2

Figure 2. North Side of Lewis Street West of Elm Street Looking East 3

Figure 3. Corridors and Gateways 6

Figure 4. Existing Conditions Map 10

Figure 5. Improvement Opportunities 12

List of Tables

Table 1. Existing Conditions by Corridor Segment 9

Table 2. City Opportunity Prioritization Table 16

Corridors and Gateways Plan Executive Summary

In a 2007 National Citizens Survey, nearly 90% of Pasco survey respondents supported the idea of the City installing and maintaining landscape along select major street corridors to improve the appearance of the community. An ad-hoc committee was appointed by the City Council to update the 1995 Corridors Plan, define policy framework and to recommend specific corridors for improvement and their relative priority. A majority of the committee was composed of business representatives so as to assure that the perspective of those most likely to be affected financially would help to define the goals and policies of the program.

Beyond making a good first impression, corridor and gateway enhancement fosters economic revitalization in the older portions of the city. It also lets citizens and visitors alike know clearly that the city cares about and is committed to its quality of life and preservation of community property values.

An inviting, esthetic environment can also translate into an inviting economic climate; businesses will feel more comfortable and confident about investing in a community which visibly reflects those values. Business owners and employees will feel better about moving their business and families to such an environment. In short, an effective corridor enhancement program, including City investment, will pay dividends for the community in terms of both quality of life and economic vitality.

Key items covered in the plan update are as follows:

1. Purpose of the plan: To identify landscape policies that would enhance safety, aesthetics, consistency, and ease of maintenance in transportation corridor design.
2. The 1995 Plan—
 - a. Merits: The previous plan served as a focal point for efforts and resources. Two city-sponsored corridor projects were completed and designs were prepared for a third. As well, new private development largely followed design principles found in the plan for several other corridor areas.
 - b. Shortcomings: The previous plan only included the “Central Core” area. The City has since grown dramatically in both land area and population. As well, the previous effort’s highly specific design requirements may have been too limiting and inflexible for broader application.
3. The Updated plan:
 - a. The new plan expands the area under consideration beyond the central core area.
 - b. The new Plan uses design policies rather than specific “concepts.” These broad policies are extremely basic and adaptable, and are driven primarily by long-term maintenance costs, safety concerns, and adaptability to a wide range of city

conditions. This policy breadth becomes important in cases of limited right-of-way, unusual topography, preexisting landscaping, and so forth.

- c. The “preferred” design policy calls for distancing the sidewalk from the street, landscaping both sides of the sidewalk, and planting trees and grass with minimal shrub areas. This preferred design policy incorporates the observations of the Committee and City of Pasco maintenance administrators, by balancing and optimizing safety, aesthetics, and ease of maintenance.

4. Location and prioritization of Corridors

- a. Corridors defined: Corridors were chosen primarily for their connectivity—primary streets that linked people to goods and services and to major highways.
- b. Projects prioritized: Projects were prioritized based on economics (such as cost-sharing opportunities), concerns for continuity (fill-in-the-gaps, join the gateway and the corridor), and safety (transit route location, roadway functionality). Prioritized routes are as follows:

- i. 4th Ave from Court Street to the I-182/12 Interchange
- ii. 4th Ave from Lewis Street to Court street
- iii. Oregon Avenue from Lewis Street to the Highway 12 Interchange.
- iv. Court Street from Road 68 to Road 84.
- v. Oregon Avenue from “A” street to Lewis Street.
- vi. Oregon Avenue from Ainsworth Avenue to “A” Street.
- vii. Court Street from Road 84 to Road 100.
- viii. Road 36 from Argent road to Burden Boulevard.

- c. Because of preexisting development regulations, there is little need to address prioritization of corridors that will ultimately be enhanced by future private development or redevelopment.

- 5. Gateways: Policies for City entrance enhancements address site inaccessibility, lack of infrastructure and the special challenges of intergovernmental partnerships. These challenges tend the city toward very simple but attractive low-water, low-maintenance designs.
- 6. Maps and Tables: The plan contains maps and tables illustrating the types and locations of corridors and their importance, as ranked by the committee.

In sum, this document details the purpose of providing corridor streetscape policy guidance, past efforts, lessons learned, existing conditions, options for corridor improvements and policy statements to guide the development of improvements and focus of resources.

Introduction

In a 2007 National Citizens Survey, nearly 90% of Pasco survey respondents supported the idea of the City installing and maintaining landscape along select major street corridors to improve the appearance of the community. An ad-hoc committee was appointed by the City Council to update the 1995 Corridors Plan, define policy framework and to recommend specific corridors for improvement and their relative priority. A majority of the committee was composed of business representatives so as to assure that the perspective of those most likely to be affected financially would help to define the goals and policies of the program.

Beyond making a good first impression, corridor and gateway enhancement fosters economic revitalization in the older portions of the city. It also lets citizens and visitors alike know clearly that the city cares about and is committed to its quality of life and preservation of community property values.

An inviting, esthetic environment can also translate into an inviting economic climate; businesses will feel more comfortable and confident about investing in a community which visibly reflects those values. Business owners and employees will feel better about moving their business and families to such an environment. In short, an effective corridor enhancement program, including City investment, will pay dividends for the community in terms of both quality of life and economic vitality.

For several years the City of Pasco, Washington has worked towards improving the streetscape of major corridors throughout the City as a way to enhance the attractiveness of the City. Existing City ordinances identify design standards that influence the provision of sidewalks and landscaping on all City streets through development and redevelopment. The City feels that some corridors and gateways are of sufficient importance to justify the additional effort of coordinating the design and maintenance of streetscape features to provide an enhanced, consistent and clean appearance that will inspire pride in the City and improve mobility and safety for pedestrians. The City recognizes that an overall Plan to identify significant corridors and gateways as well as design options is needed to focus this endeavor.

An earlier effort was undertaken in 1995 which identified conceptual improvements for corridors in the central core of Pasco. However, since that time the City has grown significantly in population and area. This increase has brought redevelopment along existing corridors as well as development of new corridors outside of the original study area. City leaders have felt it appropriate to revisit the earlier plan.

This document details the purpose of providing corridor streetscape policy guidance, past efforts, lessons learned, existing conditions, options for corridor improvements and policy statements to guide the development of improvements and focus resources.

Purpose of Update

Rather than foster an assortment of frontage improvements in any given corridor resulting in uncoordinated development, the City feels it is appropriate to identify desired landscape features to be incorporated into roadway corridors that will provide consistency and ease of maintenance.

This effort has been undertaken to:

- update the earlier plan, accounting for lessons learned and new opportunities
- redefine the network of primary Gateways and Corridors
- prepare new policy guidance that recommends conceptual improvements and priorities.

1995 Gateways and Corridors Plan

Purpose

In 1995 the City of Pasco undertook a planning effort that was recognized as a “grand first step toward achieving the vision of an attractive, welcoming network of primary streets and entryways for the visitors, citizens, and business owners of Pasco.”

The purpose of the Plan was to serve as a comprehensive guide for future gateway and corridor improvement projects. The Plan addressed the “central core” and East Lewis neighborhoods and included design concepts for 7 gateways and 8 corridors.

Goals

The 1995 Plan stated 5 specific goals:

1. Conduct a planning process which achieves consensus by involving critical community, civic, and government representatives throughout the process.
2. Develop a plan which will enhance the image and character of the City of Pasco.
3. Develop concepts for the gateways and corridors which will reflect Pasco’s history, people and geographic location.
4. Develop concepts which carry the greatest potential for implementation.
5. Develop a document which clearly presents information needed to support successful follow-up funding procurement, design refinement, and community volunteer efforts.

Accomplishments

In the last few years the City has implemented corridor improvements amounting to several hundred thousand dollars on both the east and west ends of Lewis Street. Improvements have included the addition of curb, gutter and sidewalk as well as landscaping and utility undergrounding. An example of these improvements are shown in Figures 1 and 2.

Figure 1. South Side of Lewis Street near 28th Avenue Looking East



Before



After

Figure 2. North Side of Lewis Street West of Elm Street Looking East



Before



After

In some cases a considerable amount of effort was put forth to work with adjacent property owners to acquire right of way, relocate utilities and coordinate improvements with multiple property owners. These improvements have been viewed as a major enhancement for these segments of Lewis Street.

Lessons Learned

As part of past projects and several other ongoing efforts, the City has learned much with respect to development of streetscape improvements in these important corridors. These lessons serve as a guide in the development of future design plans to implement streetscape improvements.

- In addition to providing a safe place for pedestrian travel, curb, gutter and sidewalks provide a clean finished look to urban roadway corridors.
- Grass is the preferred landscape option with respect to maintenance. While the perception is that shrubbery is easy to maintain whereas grass requires constant trimming, the reality is that shrubbery also requires routine maintenance and requires specific training and full-time staff (as opposed to seasonal workers). Shrubby also

catches litter, thus detracting from the desired beautification effect. Furthermore, methods have been devised to minimize the amount of edge trimming required, facilitating maintenance of grass strips.

- Flexibility is important in working with owners of developed property. As much as consistency is desired, some concepts may be very difficult to implement given topography and other constraints in any given corridor.
- Gateway areas are generally located within the Washington State Department of Transportation (WSDOT) right-of-way. Due to state funding constraints and safety mandates, WSDOT limits the amount of landscaping within the interchange areas. Interchange areas can be vast and would require a significant amount of maintenance. Other limitations which are present include difficult access and terrain and the limited ability to provide water to the gateway areas. As a result, specific gateway areas need to be rethought. A low-water-usage and low-maintenance design should be developed for these areas which integrates vegetation native to the Pasco area. Most of the gateway improvements should be focused around the entrance into the adjacent corridor in order to mitigate the access, water and maintenance issues.
- Overhead utilities are a significant detraction from otherwise improved corridors. Whenever possible, utilities should be placed underground so as to remove clutter from a corridor.
- Long established corridors have already been developed and in many cases have barely enough right-of-way for sidewalks. The City will probably have to wait for redevelopment to occur before being able to secure sufficient right-of-way to implement landscaping enhancements in the corridor.
- Where it is important enough to create a consistent corridor appearance it is equally essential to maintain that landscaped corridor. Any great project that the City could undertake to improve Corridors and Gateways could be compromised by a few shabby properties with weeds or dead landscaping. Any new efforts must be coupled with increased code enforcement efforts on private properties, particularly rental properties.

Planning Process

The Pasco City Council authorized the formation of an Ad Hoc Committee consisting of members of City Council, the Planning Commission and the Chamber of Commerce. The Committee was assigned to provide a fresh evaluation of the 1995 Plan and its objectives, evaluate corridors it deemed appropriate and make recommendations for modifications to the Plan for City Council consideration.

The Committee has been supported by staff and the consulting team and has met several times to discuss and consider appropriate corridors, desired improvements as well as priorities. The Ad Hoc Committee reviewed a draft document and changes were incorporated into a final document for City Council review and approval.

Existing Conditions

Given the significant growth to the west of the central core area included in the 1995 Plan, several new roadways have been constructed while others have been annexed from Franklin County. As part of this planning effort the Committee considered what Corridors and Gateways within the Urban Growth Area should be included in the Plan. The 1995 definitions of Corridors and Gateways were also examined and it was determined that new definitions would be appropriate, especially with respect to gateways.

Figure 3 identifies the Corridors and Gateways deemed appropriate by the committee to be included in the Plan and subject to the policies listed later in this document. This chapter presents the definition of Corridors and Gateways and identifies the existing features of each Corridor and the Gateways. Evaluations of the gateways and corridors were based on input from the committee members and staff, field observation and research performed by the consultant. Improvement opportunities, constraints and priorities are discussed in the following chapter.

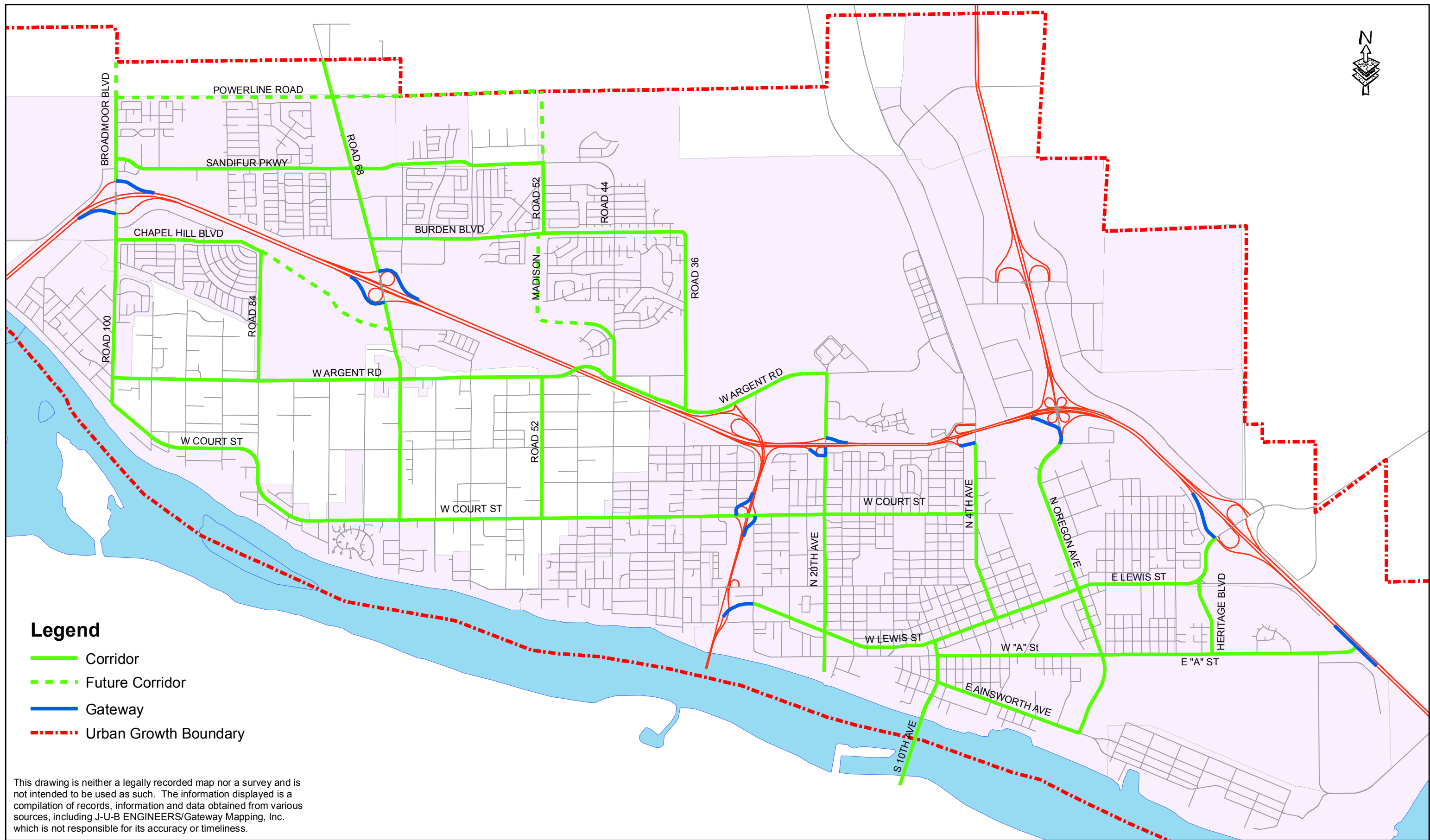
Corridors

The Corridors have been defined by the Committee, for the purposes of this Plan, as:

A primary street which provides a connection to and from various uses throughout the City including residential neighborhoods, commercial districts, public space, recreational areas, and business. Corridors also provide vital connections to Interstates I-182, US 395, and US 12 which bisect the City.

The following roadways have been identified as Corridors suitable for special streetscaping requirements which will provide a consistent presentation of each corridor.

- "A" Street - 10th Avenue to US-12
- 10th Avenue - Cable Bridge to Lewis Street
- 20th Avenue - Columbia River to Argent Road
- 4th Avenue - Lewis Street to the I-182 Interchange
- Ainsworth Avenue - 10th Avenue to Oregon Avenue
- Argent Road - Road 100 to 20th Avenue
- Burden Boulevard - Road 68 to Road 36
- Chapel Hill Boulevard - Road 100 to Road 68
- Court Street - Road 100 to 4th Avenue
- Heritage Boulevard - "A" Street to Lewis Street
- Lewis Street - US 395 to US-12
- Madison Avenue - Road 44 to Burden Boulevard
- Oregon Avenue - Ainsworth Street to the I-182 Interchange
- Powerline Road - Road 100 to Road 52
- Road 100/Broadmoor Boulevard - Court Street to Powerline Road
- Road 36 - Argent Road to Burden Boulevard
- Road 44 - Argent Road to Madison Avenue; Burden Blvd to Sandifur Pkwy
- Road 52 - Court Street to Argent Road; Burden Boulevard to Powerline Road
- Road 68 - Court Street to Power Line Road
- Road 84 - Chapel Hill Boulevard to Argent Road
- Sandifur Parkway - Broadmoor Boulevard to Road 44



- Legend**
- Corridor
 - - - Future Corridor
 - Gateway
 - . - . - Urban Growth Boundary

This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information and data obtained from various sources, including J-U-B ENGINEERS/Gateway Mapping, Inc. which is not responsible for its accuracy or timeliness.

The existing conditions of each Corridor segment are defined in Table 1 and shown in Figure 4 which indicates where sidewalks, landscaping, street trees, and overhead utilities are present as well as whether the corridor is on a transit route, is designated as a bicycle route, has any identified Transportation Improvement Program (TIP) projects, is within the City or in unincorporated Franklin County and what the current zoning is.

The status of the corridors can be grouped into three areas based on how the development pattern has occurred: Pasco Central Core, West Pasco north of I-182 and West Pasco south of I-182. The street cross sections within each of these areas represent a common theme regarding conditions, limitations and opportunities. Each of these three areas is unique due to the differences in development patterns and regulatory jurisdiction.

Pasco Central Core

This area is defined as the original central core of the City as identified in the 1995 plan. This area is bounded by Highway 395 to the west, Interstate I-182 to the north and US-12 to the east. The majority of the land within this area is currently developed with the exception of "A" Street east of Oregon Avenue and some portions of Oregon Avenue which remain vacant. Typical cross sections of the corridors within this area include sidewalks located adjacent to the curb with limited right-of-way available beyond the back of sidewalk. Where there is landscaping along the corridors it is typically located on private property.

Two corridor improvement projects consistent with the 1995 Plan were completed by the City along portions of west Lewis Street from 28th Avenue to 17th Avenue and on East Lewis Street from Oregon Avenue to Cedar Avenue. These projects consisted of adding curb, gutter, and sidewalk along with landscaping and trees where sufficient right-of-way was available or could be reasonably purchased. Other properties along the corridors which have been redeveloped have also been required to add landscaping features consistent with the City's landscape ordinance. While these projects have incorporated many of the recommended design features of the previous plan, a consistent design pattern and landscaping features is lacking throughout each corridor.

West Pasco north of I-182

This area is generally defined as being north of I-182, south of Powerline Road, east of Broadmoor Boulevard and west of Road 36. Since the adoption of the 1995 Plan this area has been incorporated into the City of Pasco and a majority of the area has been developed primarily with residential uses with commercial uses focused along Road 68 and the Broadmoor Boulevard/Sandifur Parkway intersection. Corridor improvements within this area have been primarily completed by the private sector as part of development approval. Special design standards for some of these corridors have been developed by the City and incorporated into the Pasco Municipal Code including sidewalk, landscaping, access management and screen requirements. Future improvements to these corridors will primarily depend on the private development.

West Pasco south of I-182

This area is generally defined as being south of I-182, east of Road 100, north of the Columbia River and west of Highway 395. The outer boundaries of this area have been incorporated within the City of Pasco with a large area in the middle which remains in the jurisdiction of Franklin County. However, the County portion is located within the City's Urban Growth Area as identified in the Comprehensive Plan.

Due to the nature of the “county island”, most of the roadways in this area are built to county standards and lack curb, gutter, sidewalk and landscaping. The primary land use within this area continues to be agricultural with an increasing demand for residential development. Similar to the area north of I-182, portions of this area are bounded by special design standards identified in the Pasco Municipal Code requiring specific sidewalk, landscaping, access management and screening requirements along specific corridors within the City including Road 100 and Chapel Hill Boulevard. These standards may need to be expanded to include roadways within the County which are in the Urban Growth Area as they are annexed. Future improvements to these corridors will also primarily depend on the private development as they implement existing standards and apply the policies described later in this document.

Gateways

Gateways have been defined by the Committee, for the purposes of this Plan, as:

An area located around various interchanges located throughout the City from Interstate I-182, US 395 and US 12. These gateway areas are located adjacent to a corridor and provide transition into the city environment.

The following areas have been identified as Gateways into the City suitable for landscaping and signage and are shown in Figure 3.

- Cable Bridge area
- I-182/20th Street - northeast entrance along the westbound off-ramp; southwest entrance along the eastbound off-ramp; along the east side of 20th Avenue south of I-182
- I-182/4th Street - southwest entrance along the eastbound off-ramp
- I-182/Oregon Avenue - southwest entrance along the eastbound off-ramp
- I-182/Road 100 - southwest entrance along the eastbound off-ramp and northeast entrance along the westbound off-ramp
- I-182/Road 68 - southwest entrance along the eastbound off-ramp and northeast entrance along the westbound off-ramp
- US 12/“A” Street Interchange- southwest and northwest entrances
- US 12/Lewis Street Interchange - northwest entrance along the eastbound off-ramp
- US 395 / Court Street Interchange
- US 395 / Lewis Street Interchange

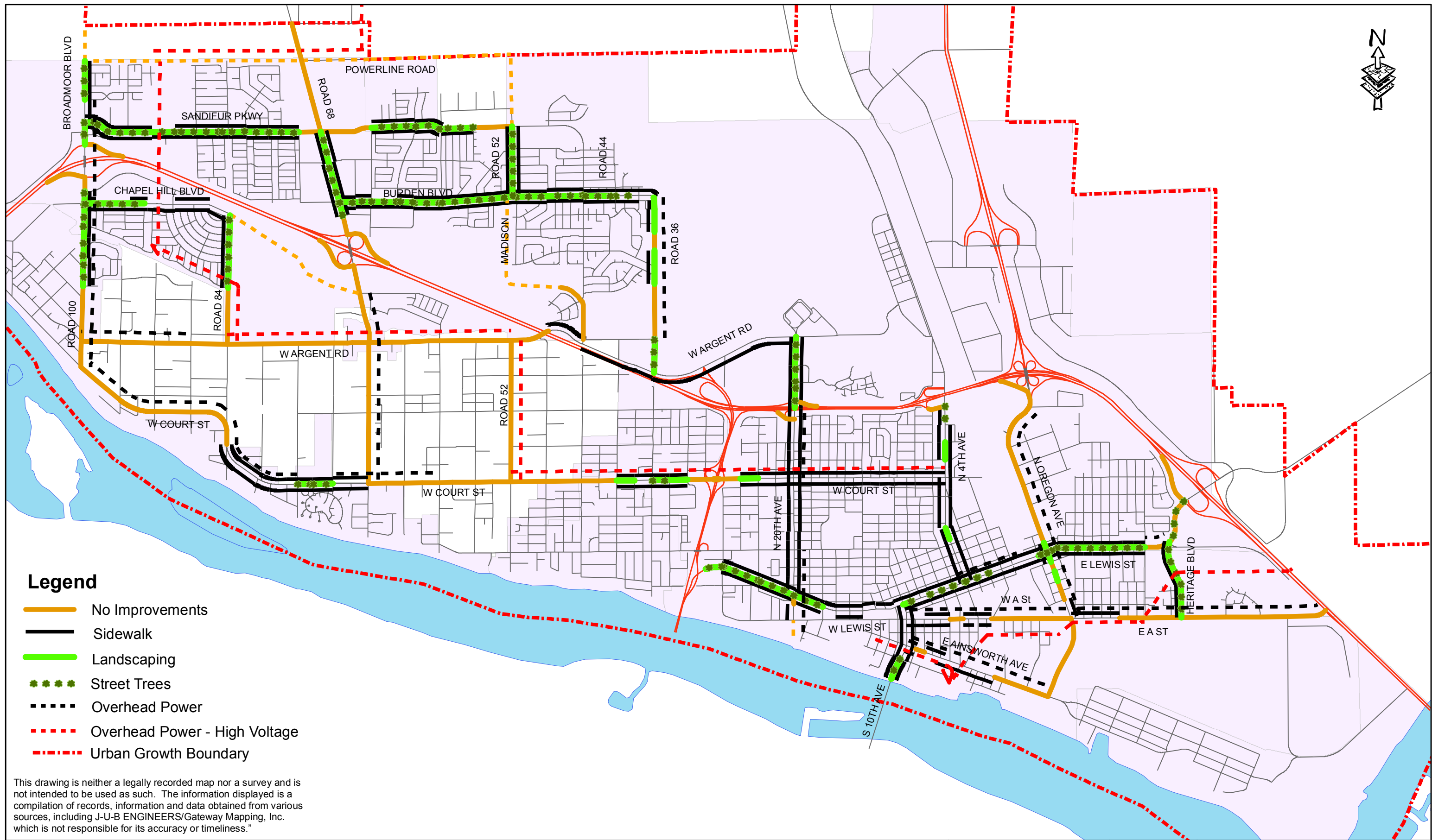
In general, the existing conditions of the gateway areas are unimproved with limited landscaping. Two exceptions are the US 395/Lewis Street Interchange and the Cable Bridge area of 10th Avenue. These two gateways are currently landscaped and are in excellent condition, the first with low water and low maintenance requirements and the second with nicely groomed trees and grass.

Table 1. Existing Conditions by Corridor Segment

Corridors			Corridor Attributes												
			Adjacent to Gateways	Sidewalk	Landscape	Trees	Overhead Power	Fence (Along Residential)	Bicycle Route	Major Street Plan Classification	Functional Classification (WSDOT)	TIP Project	Transit Route	City	Zoning
Powerline Rd	Broadmoor - Road 52		A	A	A	U	A	No	P	L		No	No	Industrial	
Sandifur Pkwy	Broadmoor - Road 68		C	C	C	U	C	Yes	P	C	1	P	Yes	Commercial	
Sandifur Pkwy	Road 68 - Road 44		P	P	P	U	P	No	M	L	2	No	Yes	Commercial	
Burden Blvd	Road 68 - Road 36		C	C	C	U	C	Yes	M/C	C	2	P	Yes	Commercial	
Chapel Hill Blvd	Road 100 - Road 84		P	P	P	U	P	No	M	L	1	No	Yes	Commercial	
Chapel Hill Blvd	Road 84 - Road 68		A	A	A	U	-	No	M	L	1	No	Yes	Residential	
Argent Rd	Road 100 - Road 84		A	A	A	O*	P	Yes	P	C	2	Yes	No	Residential	
Argent Rd	Road 84 - Road 68		A	A	A	O*	A	Yes	P	C	5	Yes	P	Residential	
Argent Rd	Road 68 - Road 52		A	A	A	O*	P	Yes	M	M		Yes	No	Residential	
Argent Rd	Road 52 - Road 36		P	A	A	U	A	Yes	M	M		Yes	P	Residential	
Argent Rd	Road 36 - 20th Ave		P	A	A	U	P	Yes	M	M		Yes	Yes	Residential	
Court St	Road 100 - Road 84		C	A	A	O*	P	Yes	M	M	Done	P	P	Residential	
Court St	Road 84 - Road 68		C	P	C	PU*	P	Yes	M	M		P	P	Residential	
Court St	Road 68 - 40th Ave		A	A	A	O	P	Yes	P	P	2	Yes	P	Commercial	
Court St	40th Ave - 26th Ave		C	P	A	O	-	No	P	P		P	Yes	Commercial	
Court St	26th Ave - 4th Ave		C	P	P	O	A	No	P	M		P	Yes	Commercial	
Lewis St	28th Ave - 20th Ave	X	C	C	C	U	-	Yes	P	P		P	Yes	Commercial	
Lewis St	20th Ave - 17th Ave		C	C	C	U	-	Yes	P	P		P	Yes	Commercial	
Lewis St	17th Ave - 10th Ave		P	A	A	U	-	Yes	P	P		Yes	Yes	Commercial	
Lewis St	10th Ave - RR Tracks		C	A	P	O	-	Yes	P	P	2	P	Yes	Commercial	
Lewis St	RR Tracks - Cedar Ave		C	C	C	U	P	Yes	P	P		P	Yes	Commercial	
Lewis St	Cedar Ave - Interchange	X	A	A	P	U	P	Yes	P	P	1	No	Yes	Commercial	
"A" St	10th Ave - Oregon Ave		C	A	A	O	A	Yes	M	M	0	P	Yes	Residential	
"A" St	Oregon Ave - Heritage Blvd		P	A	A	O*	A	Yes	P	M	1	P	Yes	Commercial	
"A" St	Heritage Blvd - US 12	X	A	A	A	O*	A	Yes	M	M	1	No	Yes	Commercial	
Ainsworth Ave	10th Ave - Oregon Ave		P	A	A	O	P	Yes	P	P		No	Yes	Industrial	
Road 100	Court St - Argent Rd		A	A	A	O*	A	Yes	P	M	5	No	P	Residential	
Road 100	Argent Rd - Chapel Hill Blvd		P	P	P	O	P	Yes	P	M	5	Yes	Yes	Residential	
Road 100	Chapel Hill Blvd - Interchange	X	A	P	P	O	P	Yes	P	M	2	Yes	Yes	Commercial	
Broadmoor Blvd	Interchange - Sandifur Pkwy	X	A	P	P	U	-	Yes	P	C	1	Yes	Yes	Commercial	
Broadmoor Blvd	Sandifur Pkwy - City Limits		P	P	P	U	P	No	P	C	1	No	Yes	Commercial	
Road 84	Argent Rd - Chapel Hill		P	P	P	O	P	No	M	L	1	No	P	Residential	
Road 68	Court St - Argent Rd		A	A	A	O	P	Yes	P	P	1	No	No	Industrial	
Road 68	Argent Rd - Chapel Hill Blvd		A	A	A	O	A	Yes	P	P	5	No	Yes	Commercial	
Road 68	Chapel Hill Blvd - Interchange	X	A	A	A	O	A	Yes	P	P	5	No	Yes	Commercial	
Road 68	Interchange - Burden Blvd	X	P	C	C	U	-	Yes	P	M	5	No	Yes	Commercial	
Road 68	Burden Blvd - Sandifur Pkwy		C	C	C	U	-	Yes	P	M		P	Yes	Commercial	
Road 68	Sandifur Pkwy - Powerline Rd		A	A	A	U	A	Yes	P	M		No	Yes	Commercial	
Road 52	Court St - Argent Rd		A	A	A	O	A	Yes	C	C		No	No	Residential	
Road 52	Burden Blvd - Sandifur Pkwy		C	C	C	U	C	No	C	L		No	Yes	Residential	
Road 52	Sandifur Pkwy - Powerline Rd		A	A	A	U	-	No	C	L		No	P	Residential	
Madison	Argent Rd - Burden Blvd		A	A	A	U	-	No	M	L		No	Yes	Residential	
Road 44	Burden Blvd - Sandifur Pkwy		C	C	A	U	P	No	C	L		No	Yes	Residential	
Road 36	Argent Rd - Burden Blvd		P	P	P	O	P	No	C	C		No	Yes	Industrial	
20th Ave	River - Lewis St		P	A	A	U	A	Yes	M	C	0	No	Yes	Commercial	
20th Ave	Lewis St - Court St		C	P	P	PU*	A	Yes	P	P		P	Yes	Residential	
20th Ave	Court St - Interchange	X	C	A	A	O*	P	Yes	P	P		P	Yes	Residential	
20th Ave	Interchange - Argent	X	C	C	C	U	A	Yes	P	P		P	Yes	Commercial	
10th Ave	Cable Bridge to Lewis St	X	C	A	A	O	A	No	P	P		P	Yes	Commercial	
4th Ave	Lewis St - Court St		P	P	P	U	P	No	P	P		P	Yes	Commercial	
4th Ave	Court St - Interchange	X	P	P	P	U	P	Yes	P	P		No	Yes	Commercial	
Oregon Ave	Ainsworth Ave - A St		A	A	A	U	A	Yes	P	P	0	No	Yes	Industrial	
Oregon Ave	A Street - Lewis Street		P	P	P	U	P	No	P	P		No	Yes	Industrial	
Oregon Ave	Lewis St - Interchange	X	A	P	P	U	P	No	P	P		No	Yes	Commercial	

Sidewalk	C - Complete	P - Partial	A- Absent
Landscape	C - Complete	P - Partial	A- Absent
Trees	C - Complete	P - Partial	A- Absent
Overhead Power	U - Underground	PU - Partial Undergrc	O - Overhead
Fence	C - Complete	P - Partial	A- Absent
Bicycle Route	Yes/No		
Street Classification	P - Principal, M - Minor, C - Collector, L - Local		
TIP Project	Project Number		
Transit Route	Yes/No		
City	Yes/No		
Zoning	Name		
Land Use	Name		

* - Franklin PUD proposed location for converting overhead power lines to underground



Opportunities and Priorities

Opportunities

Opportunities to improve the Corridors and Gateways identified in this Plan can be limited by a number of factors including existing and future development, right-of-way availability, maintenance needs, neighborhood coordination, funding and other constraints.

During the course of this planning effort legal advice was sought. The City's constitutionally granted police powers provide for the regulation of landscaping incident to the development of its rights-of-way. The City has the capacity to identify a specific district and establish landscaping standards that are compatible with the city's vision for that area. The city has absolute control over that area within its right of-way. In addition to sidewalk, curb, and gutter, the city can require swales, parking strips, street trees, irrigation improvement, water features, grass and other types of specifically designated vegetation. The City's authority to control landscaping requirements beyond the City's property lines, however, is significantly more limited, especially in developed neighborhoods. Voluntary agreements with property owners could be pursued, but cannot be required.

Given the various constraints that will be encountered in the Corridors, there are two general types of opportunities available for improving Corridors:

- 1) Some improvements will occur primarily by private development with coordination and review/approval by the City, and
- 2) Other improvements will necessarily require the City to take the lead and coordinate with private property owners along the corridor during the design phase.

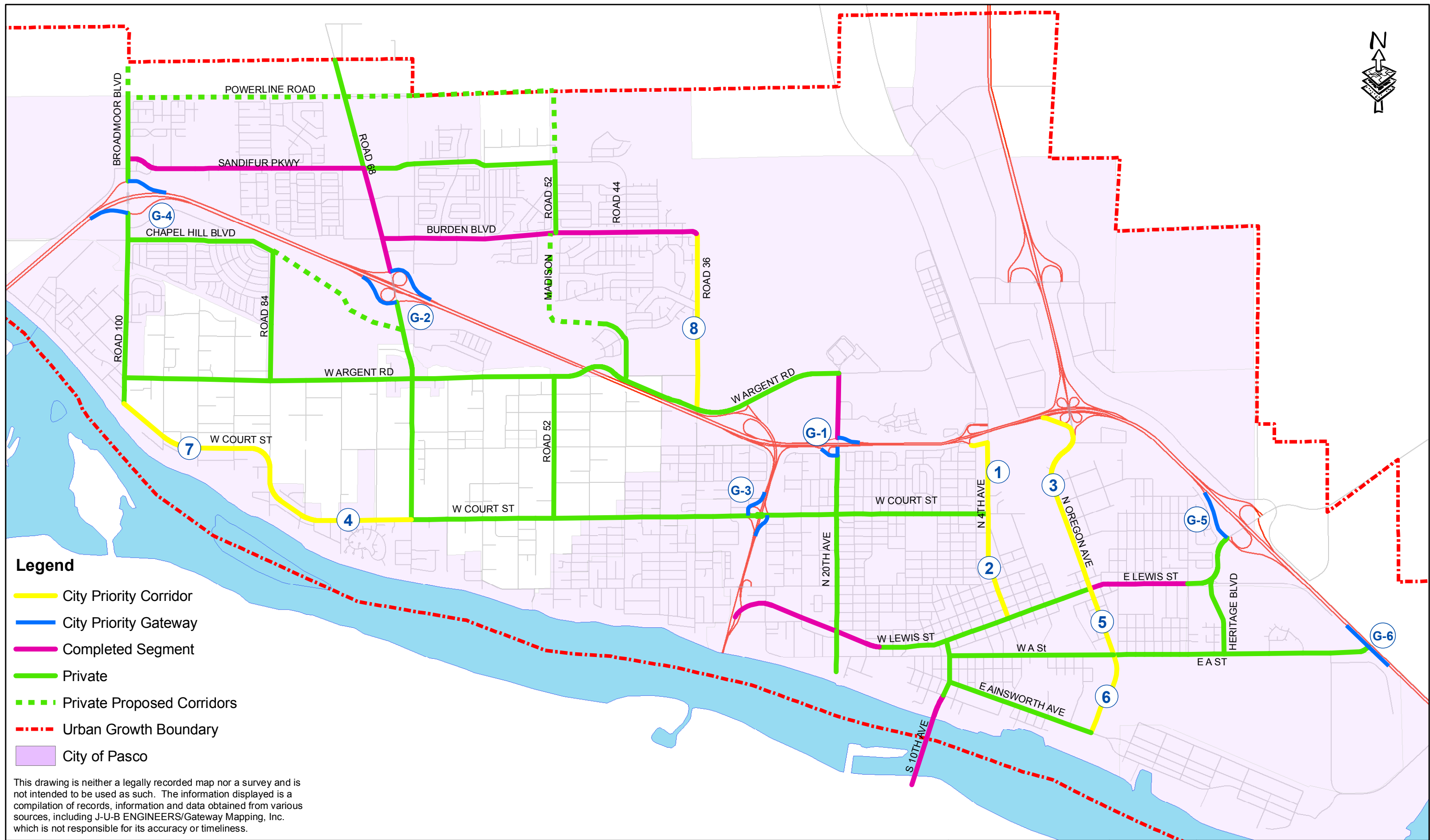
Within each of these categories there are more specific improvement types that are explained below. Figure 5 shows the corridors and gateways based on the general opportunity types as well as indicating which corridors are complete and which are yet to be created.

Private

New Development

Several corridors in the west Pasco area, north and south of I-82, are generally undeveloped or the current land use is agricultural in nature. They are likely to be improved or developed privately in association with future growth. By and large these corridors have little or no streetscape improvements with respect to sidewalks and landscaping.

Most of the streetscape improvements are likely to be made by private development in these corridors, at least on one side of the street in association with the new development. However, there are numerous locations along the corridor frontage where existing development (primarily individual homes) is present adjacent to the undeveloped land. Private landowners cannot be required to install streetscape improvements in these locations unless in conjunction with redevelopment. Thus, when owners of private development will be completing significant portions of the streetscape on one of the corridors, it may be in the best interest of the City to work with adjacent property owners to expand on the private project to complete a corridor segment with full streetscape improvements.



Redevelopment

Current City Code Chapter 25.75 outlines the current minimum standards for landscaping and screening. It also requires, for existing non-conforming commercial and industrial property, that upon remodel or expansion exceeding 33% of the assessed value landscaping and screening requirements of the code shall apply. Many of these types of corridors exist in the central core of the City.

As these redevelopment opportunities present themselves, City staff must be diligent in working with property owners to design and implement a consistent landscaping within that corridor.

City Opportunity

Roadway Improvement Projects

The City regularly undertakes roadway improvement projects. Some projects will involve roadway widening, others may be more maintenance related. Whenever the City anticipates improvements on any of the corridors included in this Plan, it is recommended that appropriate streetscape improvements including curb, gutter, sidewalk and landscaping be incorporated into the design of the project and implemented during construction. It may also be important to consider undergrounding utilities that may be in the corridor, or at least placing conduit and vaults for future use. Adjacent property owners should be contacted as necessary in order to secure adequate right-of-way to implement a reasonable scale of improvements. Existing features of the corridor should be taken into account to create a consistent appearance throughout the corridor.

Utilities

Electrical utilities are currently provided by the Franklin Public Utilities District (Franklin PUD). The utility lines are located along nearly all of the corridors and consist of a mixture of overhead and underground distribution lines with the majority of the lines being overhead. The poles within some of these corridors are beginning to show age and are in need of repair. The Franklin PUD has continually been replacing these poles with new ones. In addition to the distribution lines a 115+ KV electric transmission line runs along a portion of Powerline Road, Road 84, Court Avenue, and "A" Street. This is a high voltage line which cannot be placed underground.

The Franklin PUD has expressed willingness to underground all utility lines which are in need of repair rather than replacing the poles if the City were to pay the extra cost of undergrounding. The City has partnered in a few instances and this effort has cleaned up the visual appearance of the corridors and has provided an opportunity for future landscaping improvements. The City should establish a formal agreement with the Franklin PUD that will create a partnership to underground the local distribution power lines in the corridors included in this Plan. The schedule can be determined by the Franklin PUD based on their normal pole replacement program and safety needs.

Regarding landscaping in corridors where overhead power exists, it makes the most sense to not install new landscaping in a corridor until after the powerlines have been placed underground. Otherwise landscaping could be damaged or removed by the installation of

underground utilities. Landscaping efforts would be best spent on those corridors where power is already underground.

Areas of Existing Development

Some opportunities exist in areas where development is present but has little streetscape improvement (sidewalk & landscaping) or consistency and the right-of-way is adequate for improvements to be added. These corridors are typically found in the Central Core area where development is present with limited building setbacks or right-of-way and would be similar to the areas of Lewis Street which were recently updated.

In order to achieve a consistent corridor appearance and/or add landscaping on these corridors, it will likely take a significant effort on the part of City staff to coordinate with property owners along the corridor to achieve consensus on appropriate improvements. It may be possible to enter agreements with property owners such that the City pays for the landscaping and maintenance while the property owner pays for the installation of the sidewalk where necessary.

Ideally, in order to bring this Plan to fruition, the City should consistently be working on developing and implementing improvements in developed corridors that have adequate right-of-way. One goal could be to design one corridor each year and implement it the following year. It may take a year of working with property owners through neighborhood meetings to come to an agreement that meets the approval of all.

Gateways

For those Gateways yet to be developed it will be necessary for the City to take the lead. Right-of-way is for the most part already owned by the Washington State Department of Transportation, thus the City will need to work with WSDOT to develop an agreement with acceptable landscaping plans. The design plans should include low-water-usage and low-maintenance design and integrate the native landscape vegetation of the Pasco area. As described earlier in the Existing Conditions chapter, access for maintenance purposes should be mitigated based on how Gateways are now defined such that only the outside of the WSDOT interchange area along the off-ramps are anticipated to be landscaped.

Regarding implementation of the Gateway improvements, it is suggested that they be completed at the same time as the corridor improvements of an adjacent corridor. In this way any necessary irrigation could be extended with the adjacent corridor project. Consideration for a "Welcome to Pasco" sign should be given in the overall context of the Corridor and Gateway together (many of the existing welcome signs are actually placed at the beginning of the next roadway segment). This implementation strategy should be able to be achieved whether the adjacent corridor will be done by the private sector or by the City. In the case of the private sector, the City may choose to assist using City funds. There are only 2 Gateways that can not be attached to a corridor project, and that would need to be carried out independently because the adjacent corridors are already complete, namely 20th Avenue and Road 68.

Priorities

In order to provide a focus for the expenditure of City staff time and funding, Corridor segments that fall in the category of City Opportunities were prioritized using a process that

considered the factors outlined below. A point system was developed and is presented in Table 2. Priority segments are also shown in Figure 5.

- Segments with utilities already underground received higher priority because landscaping could be implemented without later disturbing it to place utilities underground.
- Segments with upcoming Transportation Improvement Program projects were given higher priority in order to foster corridor improvements with other projects.
- Segments with partial corridor improvements (sidewalks, landscaping or trees) were ranked higher in order to promote the completion of segments at lower costs.
- Transit routes were given priority, with those that have no sidewalks being emphasized.
- Segments with significant adjacent developed property were given priority due to the fact that there are fewer opportunities for private development to implement improvements. Segments with available right-of-way were given additional priority over those without.
- Corridor segments adjacent to Gateways were given priority to emphasize the importance of entrances to the City. The 20th Avenue and Road 68 Gateways were ranked independently because the adjacent corridors are complete.
- Roadway functional classification, bicycle routes and existing land use were also considered giving priority to arterials, segments with bicycle routes and commercial corridors.

It is recognized that some of the corridors may fall within the County island and as such City funds could not be expended there. If a Corridor segment falling within the County is the next highest priority, consideration of the improvements to undertake must account for this. It may be prudent to skip that Corridor until it is annexed into the City.

Table 2: City Opportunity Prioritization Table

Corridors			Adjacent to Gateways	Sidewalk	Landscape	Trees	Overhead Power	Fence (Along Residential)	Bicycle Route	Major Street Plan Classification	Functional Classification (WSDOT)	TIP Project	Transit Route	City	Zoning	Traffic Volumes	Improvement Potential	Priority	Ranking
4th Ave	Court St - Interchange	3	1	1	1	5	P	2	Principal	4			2	2	2	City Projects	5	28	1
4th Ave	Lewis St - Court St		1	1	1	5	P	0	Principal	4		3	2	2	1	City Projects	5	25	2
Oregon Ave	Lewis St - Interchange	3	0	1	1	5	P	0	Principal	4			2	2	1	City Projects	5	24	3
Court Street	Road 84 - Road 68		2	1	1	2	P	2	Minor	3		3	1	1	0	City Projects	5	21	4
Oregon Ave	A Street - Lewis Street		1	1	1	5	P	0	Principal	4			2	0	1	City Projects	5	20	5
Oregon Ave	Ainsworth Ave - A St		0	0	0	5	A	2	Principal	4	0	0	2	0	0	City Project	5	18	6
Court Street	Road 100 - Road 84		0	0	0	2	P	2	Minor	3	Done	3	1	1	0	City Projects	5	17	7
Road 36	Argent Rd - Burden Blvd		1	1	1	0	P	0	Collector	2			2	0	0	City Projects	5	12	8

Note: Colors identified in the above table represent the existing conditions identified in Table 1.

Priority Point Scoring System

	Complete	Partial	Absent/no		
Sidewalk	2	1	0	Overhead Power	2 points for PUD potential Project, 5 points for Complete Underground or High Voltage.
Landscape	2	1	0	TIP Project	5 points for full length TIP project, 2 points for partial, 1 point for intersection
Trees	2	1	0	Zoning	2 points for Commercial, 1 point for Residential, 0 points for Industrial
Bicycle Route	2	1	0	WSDOT Street Classification	4 points principal, 3 points minor, 2 point collector, 0 points local
Transit Route	5	3	0	Traffic Volumes	3 points for 15-20,000, 2 point for 10-15,000, 1 point for 5-10,000, 0 points for <5,000
City	2	1	0		

Corridor and Gateway Improvement Options

This chapter identifies improvement options for the Corridors and Gateways. These options were developed by the Committee using the design options from the 1995 Plan and the existing developed corridors as reference. Each option represents different variations of the corridor improvements based on the right-of-way available.

The current Pasco Municipal Code has specific minimum requirements for landscaping and sidewalks. The intent of the corridor design standards is to strengthen the current code requirement and provide a more enhanced design than currently required. As a result these options will provide a catalyst for what is desired when a corridor specific plan is prepared. Some corridor specific plans include Road 100, Chapel Hill Boulevard, Burden Boulevard, Sandifur Parkway and Broadmoor Boulevard.

Sidewalk- A 5-foot sidewalk (4.5 foot sidewalk with 6" curb) in residential areas and 7-foot sidewalk (6.5 foot sidewalk with 6" curb) in Commercial areas is required along all city streets as per chapter 12.04 of the Pasco Municipal Code. However many variations of sidewalks including locations and design are not identified. The typical sidewalk location is directly adjacent to the street and curb. It has been identified by the Committee that a separated sidewalk with a landscape strip in-between the curb and sidewalk is preferred, although it is not always achievable. Due to right-of-way constraints this may be the only option available. However, if possible, a wider sidewalk should be considered to mitigate for pedestrian safety along the higher traffic volume corridors.

Landscape planting strip - If adequate right-of-way is available, a landscape planting strip is desired. Several variations exist combining grass, trees, and shrubs. While specific design plans have not been prepared, it is desired to have a landscape strip located both between the curb and sidewalk and behind the back of the sidewalk. This will give the best appearance, safety and functionality for pedestrians and provide an aesthetically pleasing environment to the driver.

Many of the newly developed corridors within the City have already begun implementing this idea by preparing specific design standards for each corridor. These corridors include Road 100, Broadmoor Boulevard, Sandifur Parkway, and Burden Boulevard. Another example is Lewis Street from 28th to 17th and from Oregon Avenue to Cedar Street, where the City has implemented a corridor improvement project which integrates this design concept while retrofitting it to the existing right-of-way.

Special consideration must be made for ease of maintenance. Some design options may be more difficult to mow and maintain, depending on the width of the landscape strip and location of trees and shrubs,. Mower width, access to grass edges, and other such items should be considered in the design.

The improvement options below have been developed and are presented in order of preference. The intent is to landscape the right-of-way beyond the sidewalk and to provide a clean, consistent and maintained landscape pattern and theme along each corridor. Therefore it is intended that each development identify and integrate landscaping materials and patterns which currently exist. Within the central core the 1995 Plan may provide some specific items for consideration when going to project level design.

Option 1: Sidewalk with grass strip and trees and shrubs



As shown above this design option is presently used for the Sandifur Parkway corridor between Broadmoor Blvd and Road 68 and is the desired design option if right-of-way is available. Specific details include a meandering sidewalk, multiple varieties of trees on both sides of the sidewalk, fencing, and pockets of various shrubberies. This concept was developed by city staff and has been incorporated into the Pasco Municipal Code as the required landscaping for all development fronting Sandifur Parkway. This design provides the best visual appearance with appropriate integration of grass, trees, and shrubs for minimal maintenance required. Having a landscape strip between the sidewalk and the fencing is also a benefit because full use of the sidewalk is available.

Option 2: Sidewalk with grass strip and landscaping on both sides of walk



It is the intent of this Plan to landscape the entire corridor right-of-way. As shown in the images above this option is similar to Option 1, but does not have shrubbery. Two important features of this option are the increased security for the pedestrian and the buffer area provided between the residential uses and the roadway. When using this option the landscape width and tree location should be carefully considered. These two issues could have significant impact on the amount of maintenance required for the corridor.

Option 3: Sidewalk with landscape planting strip



This option is desired as a minimum if right-of-way is available for landscaping. This provides for pedestrian safety as well as a consistent landscape pattern along the corridor segment. Depending on the width of the available right-of-way for the landscape strip, it is recommended that instead of having an extra wide landscape strip between the sidewalk and curb the landscape strip should be split up to provide a grass buffer between the sidewalk and fence. This will improve the functionality of a sidewalk with multiple uses.

Another issue to consider is the location of the sidewalk. As shown in the second photo above some physical features of the corridor may limit the ability to cost effectively separate the sidewalk from the street. For instance on Lewis Street, the topography limited the ability to have a separated sidewalk so a modified design option was used.

Option 4: Sidewalk with trees



Some corridors within the City currently have trees integrated into the sidewalk. This option provides for some landscaping where right-of-way is limited. It has been identified by the Committee that this option should be avoided due to maintenance issues.

Due to the compaction of the soil surrounding roadbed and sidewalk and the limited water source available it is very hard for a tree to survive in these conditions and spread out its roots. Also, as the trees mature the roots can cause continued destruction to the sidewalk including cracking and buckling. If this option is used a tree box should be considered to improve the health of the tree and reduce the destruction of the sidewalk.

Option 5: Sidewalk with shrubs



This option has not been recommended by the Committee as a design option to promote within the right-of-way. Due to the off-season maintenance required from weeding, pruning, spraying and litter cleanup this option could have a significant impact to the staffing of the parks and recreation maintenance crew. This option is better than sidewalk alone or undeveloped right-of-way.

Option 6: Sidewalk only (*Not Desired*)



Not Desired



Better

This option is undesired by the Committee and is recommended to only be used if adequate right-of-way is unavailable. As a possible mitigation a wider sidewalk should be considered in order to improve pedestrian safety along the corridor. The City should also coordinate with adjacent landowners to improve the landscaping fronting the right-of-way.

For example, as shown in the second photo above, 20th Avenue north of I-182, this section has a sidewalk located adjacent to the curb, but beyond the sidewalk outside of the right-of-way the landscaping is consistent throughout the corridor segment with similar design of grass and trees.

Option 7: Pathway with landscaping



In some areas with high recreation opportunities and future connections to other multipurpose pathways this option may be more appropriate. Some benefits to a multipurpose path include cheaper construction cost and provision of a wider pathway accommodating multiple user types (bike, pedestrian, stroller, etc...). The city-proposed bikeway and pathway map should be consulted when considering which corridor segments should be developed as pathways. Landscaping along the pathway should be consistent with the Parks and Recreation Department standards for pathways.

Option 8: Low Maintenance



As noted earlier within the plan the Gateway areas have unique constraints limiting the amount and type of landscaping options available. These constraints consist of limited water, steep slopes, limited access, weather and coordination with the Washington State Department of Transportation. Due to these issues, it was noted by the Committee that the desired treatment along the more remote Gateway entrances where water may not be available should be drought resistant plants native to the Pasco area which require limited maintenance.

The plant type should be carefully selected in order to limit the amount of maintenance needed for litter patrol, pruning, weeding, and spraying.

Policy Guidance

Existing Policies

City of Pasco Comprehensive Plan (2007) - Volume I Goals & Policies

TR-3. GOAL: BEAUTIFY THE MAJOR STREETS OF THE CITY.

TR-3-A Policy: incorporate extensive tree and landscape planting into all major arterial and collector streets as they are constructed.

TR-3-B Policy: institute retrofit projects that include significant landscaping on major arterial streets.

Pasco Municipal Code

The Pasco Municipal Code currently addresses street improvements and sidewalks, landscaping and screening including: design standards; the I-182 Corridor Overlay District; special design standards for Sandifur Parkway, Broadmoor Boulevard, Chapel Hill Boulevard, and Oregon Avenue; maintenance; and fencing, under sections 25.58.010, 25.75, and 26.12.030.

Corridor and Gateway Policies

The policies below are categorized to provide both general and descriptive guidance. A statement on the purpose or rationale follows each policy.

1. City Responsibility

1.1. City shall monitor development/redevelopment along each corridor to take advantage of potential improvement opportunities and ensure that development proposals fulfill appropriate landscaping and sidewalk requirements.

- *In order to provide a consistent design throughout each corridor, the City needs to review each new development proposal (building permit, site plan, binding site plan, etc.) that abuts a corridor included in this Plan. The suggested improvements should include landscaping and accomplish the intents of this Plan to the extent possible.*

1.2. City shall work with property owners to determine appropriate improvements.

- *During the implementation process of this plan the City will encounter many properties already developed but which do not reflect the corridor improvements described by this plan. As part of this policy, it should be the City's responsibility to work with adjacent landowner to identify reasonable and appropriate improvements consistent with the desired corridor character.*

1.3. Private improvements shall be done anticipating full ROW width requirements.

- *Improvements such as buildings, fences, paved areas, etc. become impediments to beautification efforts when located within future right-of-way acquisition and landscape improvement areas. The City should ensure that such developments are located outside future right-of-way and landscape improvement areas.*

1.4. Corridor improvements should be incorporated into roadway projects within the ROW of each corridor.

- *Various projects will be done within the ROW of each corridor by the City, private developers, or utility companies. The City needs to develop a process, including interdepartmental review, which reviews each project and determine what could be done as part of the project to apply the standards and policies of the Corridor Plan. Accomplishment of this plan will depend greatly on the City's commitment and level of annual funding. Much can be accomplished at little cost to the City when done in conjunction with new development.*
- *Redeveloping corridors within the older part of the City (or where development already exists) will require more financial participation and associated commitment from the City. Undergrounding of overhead utilities will likely depend greatly on the City's willingness to commit to a financial partnership with the PUD.*

1.5. Adequate ROW within each corridor should be acquired during roadway and development projects to provide for appropriate future corridor improvements.

- *Some of the corridors do not have adequate ROW for suggested improvements. Adequate ROW should be acquired when development/ redevelopment occurs throughout the corridors. This effort could be facilitated through the Transportation Planning process coordinating future roadway capacity needs with landscaping objectives.*

1.6. Landscaping and sidewalk improvements within the ROW should strive to be consistent with the corridor plan options, to the extent practicable.

- *It is the intent of this plan to identify suggestions for preferred corridor improvements for each corridor segment. In order to realize an aesthetically pleasing environment throughout each corridor in the City, it is important to provide a consistent landscape for each segment with a smooth transition from segment to segment. Variations from the defined options should be used only to the extent required by unusual circumstances (topography, right-of-way width, etc.).*

1.7. All other landscaping and sidewalk improvements outside of the ROW shall be consistent with the City of Pasco Landscaping Ordinance.

- *The City of Pasco currently has a Landscaping Ordinance which identifies improvement requirements outside of the ROW for residential, commercial and industrial land uses. All landscaping within this area shall be consistent and integrated into the Corridor plan.*

2. Sidewalks

2.1. A sidewalk separated from the curb with a landscaped strip in-between is preferred.

- *As mentioned in the City of Pasco Municipal Code, all new sidewalk improvements are required to be separated from the curb. The purpose of this is to provide both an aesthetically pleasing environment to the driver and a sense of safety for the pedestrian. In some locations where ROW constraints exist, it may be very costly or nearly impossible to separate the sidewalk.*

2.2. If a sidewalk must be located adjacent to the curb, additional width should be required to provide pedestrian safety.

- *Since the corridors included in this plan have higher traffic volumes, extra sidewalk width along the corridor will allow pedestrians improved safety and comfort from the edge of curb when walking along the sidewalk and allow for adequate space while passing other pedestrians.*

2.3. A sidewalk should be placed on both sides of corridors. Exceptions may be considered in areas of low pedestrian traffic where long stretches are not likely to develop or in industrial areas.

- *Sidewalk placement along both sides of the street will decrease the number of pedestrians crossing the corridor to get to a pedestrian path and will provide visual balance in the corridor and increase the connectivity for pedestrian activity. In relatively few cases because of the industrial nature of a corridor where development may not occur, a path/sidewalk on one side of the street may be acceptable to reduce costs. However landscaping on such property would still be appropriate.*

2.4. The City shall coordinate with existing developed property owners adjacent to developing properties to incorporate additional corridor improvements with new developments. (Landscaping at City expense, sidewalk at property owner expense.)

- *As new development and redevelopment occurs some corridors will see significant portions of the corridor improvement completed by individual development projects. Other portions of the corridor without existing sidewalks may be developed already with limited redevelopment potential. In order to create continuity throughout the corridor, the City may, if it deems appropriate, extend sidewalk improvements to a logical conclusion through existing developed frontage.*

3. Landscaping

3.1. Landscaping along each corridor segment should be as consistent as possible (i.e. if neighboring development is complete, similar characteristics should be included in design of new developments).

- *Because the intent of the corridor plan is to provide a clean and consistent feel throughout each corridor, it is important that each corridor be constructed to the same standard. Since some corridors segments are already partially created, new development will need to match or coordinate/transition with existing. If a development is the first one to develop along a corridor segment they may pick a landscaping option that is consistent with the design criteria identified in this plan. It should be noted that the City and developer should work together to choose a design which can be appropriately implemented and maintained for the entire segment with minimal variation.*

3.2. If ROW is available, landscaping should be provided on both sides of the sidewalk.

- *This policy statement epitomizes the intent of this plan. Where possible within the ROW constraints and existing development limitations, the ideal situation for any given corridor would be to provide curb, gutter, landscape strip, sidewalk and*

additional landscape strip, then fence/wall where appropriate. This gives the best appearance, safety, and functionality for pedestrians. This would be similar to Sandifur Parkway between Road 68 and Road 100 as well as the east side of Road 100 near Chapel Hill.

3.3. As adjacent private property is developed, the landscaping shall be designed to seamlessly integrate with the Corridor landscaping for that block.

- *The City recognizes that corridor landscape designs do not always match the existing landscaping on adjacent private properties. As building permits are obtained, required landscaping should smoothly transition into the adjacent corridor landscape design.*

3.4. The city should encourage private property owners to match their landscape designs to the City standard for their block. The City may assist commercial property owners who match their landscape plan to the City plan by offering a joint landscape maintenance program.

- *The intent of this policy is to encourage private participation through incentives that promotes the landscape option chosen for a corridor without patchwork effects.*

4. Utilities

4.1. All overhead utilities (excluding 115+ kV electric transmission lines) should be converted to underground.

- *The visual effect of the landscape effort envisioned by the Corridors Plan can be undermined by the existence of overhead electrical/telephone lines and poles. Placing these utilities underground can dramatically improve the finished appearance of the landscape improvements and should be accomplished to the greatest extent possible. The City and the PUD have coordinated on some corridor improvements in the recent past and should develop a definitive plan to place distribution (but not transmission) lines underground in all corridors identified in this plan.*

4.2. Conduit for power and associated vaults should be installed during street improvements if overhead power is not to be relocated underground as part of the immediate project.

- *Due to budget constraints and timing, some overhead utility relocation may not be completed at the time of a street improvement. However, any conduit or vaults which will ease the underground conversion of the utility at a later date should be considered and included with the project as appropriate. This will assist in future corridor improvements and require coordination with various staff to integrate corridor design options into future projects.*

5. Gateway

5.1. City shall coordinate with Washington State Department of Transportation on implementation of appropriate gateway treatments.

- *Due principally to state funding constraints, WSDOT's policy generally avoids landscape improvements in the state highway interchange areas (which also represent gateways to the city). To the extent the City desires to improve the designated gateways, the City will need to actively pursue an agreement with*

WSDOT to define the treatment options acceptable to both parties. The City should expect to bear the majority of costs of any treatment options, including maintenance.

5.2. Gateway improvements should consist of low maintenance and low water usages.

- *Due to the difficult access and terrain and the limited ability to provide water to the gateway areas, it is recommended that a low-water-usage and low-maintenance design plan be developed for these gateways. It should integrate the native landscape vegetation of the Pasco area. Most of the gateway improvements should be focused around the entrance into the adjacent corridor. The US 395/Lewis Street Interchange area is a good example of this concept. Grass may be an option for landscape treatment where safe access for maintenance personnel and irrigation are available.*

5.3. A large scale "Welcome to Pasco" sign should be considered as part of each gateway near the entrance to the City in conjunction with landscape improvements.

- *As identified in the 1995 Gateway and Corridor Plan a welcoming sign as you enter the City should be considered. These signs should be placed at a location visible along the adjacent corridor segment as you enter the City.*

5.4. Where possible, gateway improvements shall be incorporated as an extension of applicable corridor improvements.

- *Due to the limited amount of gateway improvements it is recommended that the improvements to each gateway be completed in conjunction with adjacent corridor improvement projects. As described in Policy 5.2 gateway improvements are recommended to be focused around the entrance to the corridor so it is easily visible as an extension of this improvement.*

5.5. Improvements for the 20th Avenue and Road 68 gateways should be pursued by the City independently of a corridor improvement extension.

- *Corridors adjacent to these two gateways are currently enhanced or completed, thus the improvements to these gateways will need to be pursued separately by the City for implementation. All other gateways can be improved in conjunction with the adjacent corridor project.*

6. Maintenance

6.1. Maintenance of the landscaping area within each corridor ROW should be carried out by the City.

- *The proper maintenance of a landscaped corridor is equally important as its installation. Well-maintained corridors convey a sense of competence and caring in a community, while poorly-maintained landscaped corridors send the opposite message, thereby defeating the purpose of the landscape initiative.*

6.2. Design of landscape areas shall consider ongoing City maintenance requirements including width of grass strips, variation of tree species, placement of shrubbery, irrigation systems, and any other landscape maintenance related issue.

- *Since the intent is for the City to maintain the landscaped area within the ROW, appropriate design standards should be considered. For instance, the width of the lawn mower should be considered to avoid a narrow strip requiring an extra pass with a mower. Curbing along a fence line would provide a clean edge and simplify mowing. Placement and variety of trees should be appropriately planned.*
- *Use of shrubs should be minimized in order to limit the amount of maintenance required from weeding, pruning, spraying, and litter cleanup. Grass and trees have been found to be easier to maintain than shrubs.*

7. Funding

7.1. City shall provide adequate and predictable funding to implement and maintain corridor and gateway improvements.

- *Accomplishment of this plan will depend greatly on the City's commitment and level of annual funding. Much can be accomplished at little cost to the City when done in conjunction with new development. Redeveloping corridors within the older part of the City (or where development already exists) will require more financial participation and associated commitment from the City. Undergrounding of overhead utilities will likely depend greatly on the City's willingness to commit to a financial partnership with the PUD.*

8. Priority

8.1. City staff shall work to implement corridor improvements, beginning at the highest priority corridor as defined below as funds allow annually.

- *Funding available for corridor improvements should be prioritized in order to leverage resources and provide direction to this effort.*

8.2. Highest priority should be for corridor and gateway improvements included with roadway projects in the annual Transportation Improvement Program (TIP).

- *All projects which will be redesigning or widening a roadway as part of the City's TIP should incorporate the corridor landscape improvements. It is recognized that the budgets of these TIP projects may not allow for the installation of the corridor improvements. The City should nevertheless include the landscape design into the overall roadway design so that the corridor improvements can be installed at a later date with minimal conflict. Preferably, funding from this program could augment road projects to complete the corridor.*

8.3. High priority should be given to projects where electrical distribution lines have been undergrounded.

- *The undergrounding of overhead utilities is a major portion of improving a corridor aesthetically. As stated above, the City and the PUD should develop a definitive plan to place distribution (but not transmission) lines underground in all corridors identified in this plan.*

8.4. High priority should be given to extend corridor improvements in conjunction with private development (or redevelopment) to complete or maximize half street improvements on corridor segments.

- *As private development occurs along corridor segments the City should work to assist existing developed properties in finalizing the corridor design for the segment. For instance if a developer is improving three-fourths of a corridor*

segment as part of their project and the remaining one-fourth is existing development with no corridor improvements the City should work with the new development and existing landowners to complete the improvement for the entire segment.

8.5. The next level of priority should focus on determining and implementing appropriate improvements for the Corridor segments identified in the Table "City High Opportunity Potential Priority Ranking".

- *Several corridors will not have private development impetus for the provision of improvements. The City will need to be proactive in pursuing sidewalk and landscaping improvements in these corridors. A priority ranking was developed to give direction to those corridors needing significant City effort. Corridor segments were ranked based on leveraging other types of funding such as roadway projects, private development or utilities. Other consideration was given to completing corridors that have existing components that will be easier to provide a complete segment and also highest improvement potential for pedestrians and transit users.*