City of Pasco
Broadmoor Properties Land Use and Market Analysis

December, 2004
Final Draft Report

Arai Jackson Ellison Murakami LLP
Property Counselors

arai jackson ellison murakami LLP
ARCHITECTURE | URBAN DESIGN | INTERIORS

City of Pasco
Broadmoor Properties Land Use & Economic Analysis

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Richard J. Smith, Director
David I. McDonald, City Planner

Stakeholders
Thanks to various Pasco area stakeholders and property owners who provided input and guidance during the planning process.

CONSULTANT TEAM

Arai Jackson Ellison Murakami LLP
Architecture | Urban Design | Interiors
2300 Seventh Ave., Seattle, WA 9812
(206)-323-8800

Property Counselors
1904 Third Ave., Suite 316
Seattle, WA 98101
(206)-623-1731

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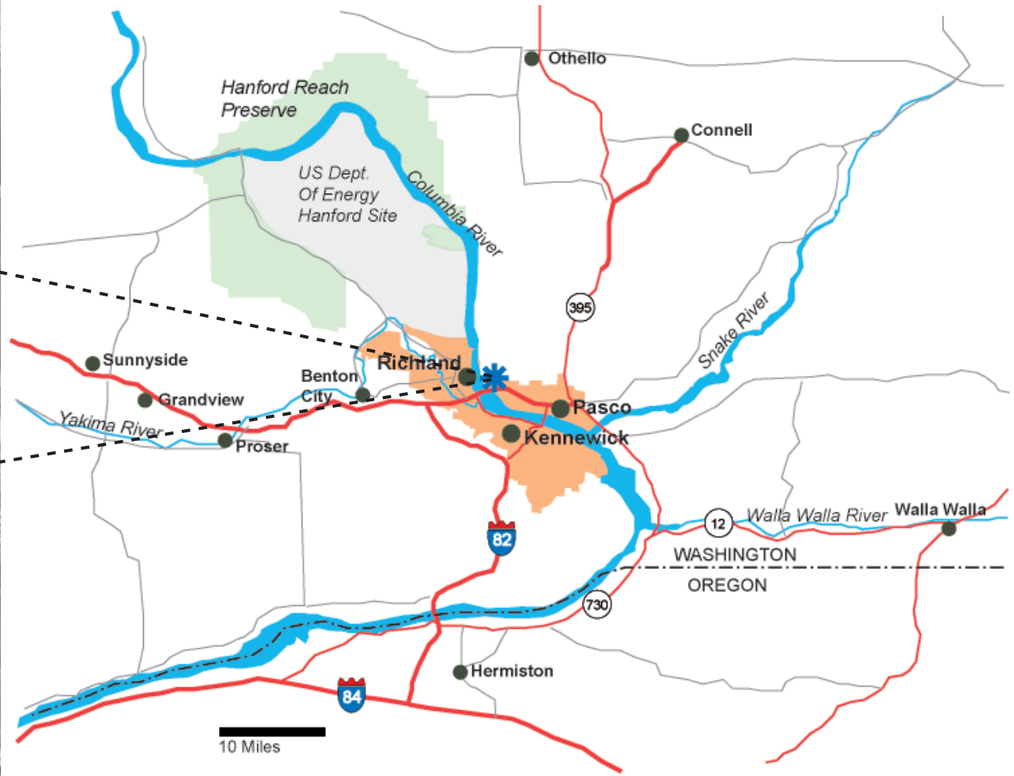
I. Background & Project Purpose

Background

This study focuses on a series of largely undeveloped properties at the west edge of the City of Pasco, WA, referred to here as the Broadmoor Properties. The study area is located in the approximate geographic center of the Tri-Cities region, on the north side of Interstate I-182 near the Broadmoor Boulevard Interchange. Study area boundaries are the City of Pasco City Limit and Dent Rd. to the north; the Columbia River to the West; Harris Rd. and Court St. to the South; and Broadmoor Blvd. to the east. (See figure below). Current uses of the site include a mineral extraction operation (gravel mine) on a designated Mineral Resource area, vacant lands, agricultural uses, and several large lot homes associated with farms. This study explores potential for future short and long term development and reuse of the properties. It is important to note that the study assumes a long-term time horizon, which recognizes the life expectancy of mineral extraction activities. The figures below depict the study area and its central position within the Tri-Cities region.

Project Purpose

The City of Pasco sponsored the Broadmoor Properties Land Use and Economic Analysis to help determine what the most appropriate future land uses in the study area should be. The study explores Alternatives for potential future land uses, and is intended to be informative for: City of Pasco decision makers, potential investors, development interests, and other area stakeholders. The study explores both physical site configuration and planning issues, as well as a general market and economic analysis. The goal of the study is to provide guidance for a coordinated and efficient overall pattern of development in the long term, which can maximize benefit for stakeholders, the City of Pasco, and the wider community. A range of potential uses and site configurations were developed base on inherant site characteristics, general planning principles, and findings from the general market and economic analysis. Review of this range of potential uses and site configurations led to selection of a preferred Alternative concept. This preferred Alternative concept was further refined from input by the City and project stakehoders. The Alternatives is a generalized guide for future development, that would require more detailed site planning and analysis as future development occurs. A series of implementation steps that can be taken to help realize the preferred Alternative are included in Section V.



II. Alternatives

Alternatives

The four Urban Design Alternatives illustrated on the following pages are concept level examples of potential long term buildouts of the study area sites. Consideration of urban design alternatives allows for comparison and evaluation of different strategies for future reuse and development of the land. Land uses and buildouts in each of the four Alternatives are responsive to general market conditions as summarized in Sectin VI. Alternatives allow for consideration of pros and cons to arrive at a preferred concept. Of these four Alternatives, a preferred direction is selected in Section V based on a set of general criteria, along with discussion and review by the City of Pasco, and area stakeholders.

Long-Term Outlook

It is important to note that the Alternatives represent the end-states after a very long term time period. In particular, the current resource extraction activities on the Designated Mineral Resource Area on the south and central portions of the study area will limit the ability of some portion of the area to develop in the near term. Agricultural uses of the land may also continue for a significant period of time depending on the preferences of current land owners. Further, utility and roadway infrastructure needs in the western half of the study area will limit near term development capacity. (See Section IV - Site Analysis for detail on both issues). Due to these and other factors, it is assumed that alternatives would be phased over a period that may extend from 2005 to a time horizon in the year 2050 range.

Phase I- In the Alternatives, a Phase I of development is assumed. The area of this Phase I is the area to the east and north of the mining operator's easternmost boundary for potential resource extraction based on current mineral extraction leasehold arrangements as reported during the planning process. (Denoted by black dashed line in Alternatives.) This Phase I area, which is nearest the I-182 freeway interchange, will likely be the initial area for development.

The timeframe for Phase I is assumed to be in the ten year range, extending from roughly 2005 - 2015. The scope of development in Phase I is generally consistent and compatible with market demand for uses over this approximate ten year period. (See Market Findings Section VI.) As plans for Phase I development become more advanced, detailed attention to buffering between mineral extraction activities and potential development will be required. (See Section V Implementation.)

Remainder Buildout - The remainder buildout addresses all the portions of the study area not included in Phase I. This area however would also be phased over time depending on future productivity of the mineral extraction activity and other factors. Different strategies for overall phasing of development of the remainder buildout are possible, and are documented in Section III. (See pages 13 and 19.)

General Patterns Of Development

The alternatives included on the following pages should be regarded as general patterns of future development. Alternatives are intended to articulate things such as overall site organization and circulation network, overall arrangement of classes of land use, and broad vision for community character. The Alternatives are not intended to locate with specificity any roadways subdivisions or other elements. Future site planning and predevelopment study would determine these more specific features within the framework of each overall Alternative.

Project Guiding Principles

A series of general principles to guide the study surfaced during the planning process. These were generated through conversations with the City of Pasco Planning staff, discussions with stakeholders, and the consultant's analysis and review of opportunities and constraints for the sites. Guiding principles are reflected in the Alternatives.

Create a Distinct Identifiable District

Respond to Market Conditions & Feasibility

Enhance Positive Image For West Pasco

Provide Amenity & Ensure Long Term Viability

Enhance Connections & Relationship To The Columbia River

Ensure Consistency With City Comprehensive Plan Goals & Policies as Well As Washington State Growth Management Act

Allow For Development At 'Higher End' of The Market

Provide Greatest Benefit to Immediate Stakehodlers (Including Property Owners) As Well As Greater Pasco Community

ALTERNATIVE A

Concept Overview

Alternative A creates a district with a civic center, community focus and neighborhood connectivity. On the upper portion of the site, activity and density radiate from a 'Lifestyle' shopping center, or regional box retail that is well-integrated with surrounding neighborhoods. Streets and housing in the alternative are oriented to the curve of the Columbia River. On the lower portion of the site, a boat basin is in place on the area of the current gravel mine. A wide greenbelt and curvilinear boulevards link the upper and lower portions of the site.

Key Features

Regional Commercial Center - The regional commercial center with civic feature provides identity and community focus. Commercial is well-integrated into the neighborhood, and may be configured as a 'Lifestyle Center' .

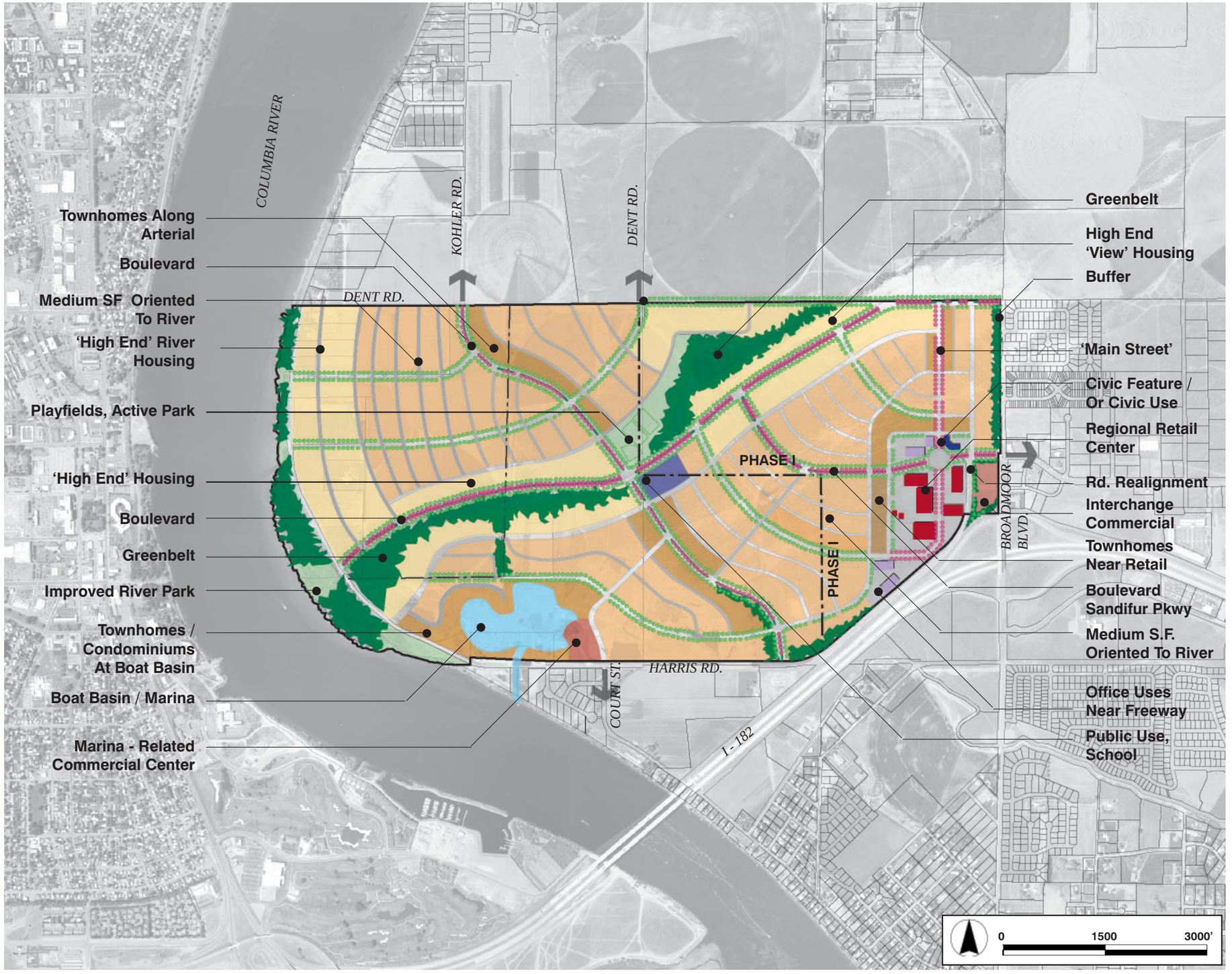
Boulevard Streets -Main arterials feature planted median strips that bring amenity to the neighborhood. Boulevards are curvilinear to create interest and control traffic speeds.

Boat Basin - Boat basin is created on the current gravel mine. Water related townhomes and a marina commercial center ring the boat basin.

Greenbelt - Site natural features are enhanced to create a greenbelt. The greenbelt parallels a boulevard, and flanks upper end housing in places.

View Housing - High end view housing is included on the elevated, northeast corner of the site. Larger Single Family housing lots add to amenity.

River Orientation - Where possible , streets are oriented to the curvature of the Columbia River, to allow more homes to face towards the River and views.



'Amenity' SF (+/- .5 acre lots)
'Medium' SF (+/- .25 acre lots)
Townhouse/Condo or Apts.
Natural Greenway / Open Space
Improved Open Space
Major Commercial
Secondary Commercial
Office Commercial
Civic/Public Use

Final Draft, December 2004

ALTERNATIVE A

Regional-serving retail that is well integrated into the neighborhood may allow for a 'Main Street' character.

Key Features

The following points are the key elements of Alternative A that should be strived for if A is adopted as the preferred direction.

- Sandifur Parkway Extension As a Boulevard
- Large Scale Or Regional Retail Near the Interchange That Is Integrated Into The Neighborhood
- Street Pattern That Responds to River Curvature and Distant Views
- Harris Rd. Correction - Tees into Sandifur Pkwy. Extension
- Greenway 'Stepping Down' To The River
- Boulevard Associated With Greenway
- High End Housing On Elevated Northeast Section of Site
- High End Housing Near the River
- Higher Density Housing Near Retail
- Office Uses Near Freeway
- Medium Scale Single Family Housing on Much of Interior Site
- Boat Basin With Related Townhomes and Commercial
- Future Civic Use in Central Site
- Dent Rd. Extension

BUILDOUT & MARKET COMPATIBILITY

Overall Buildout

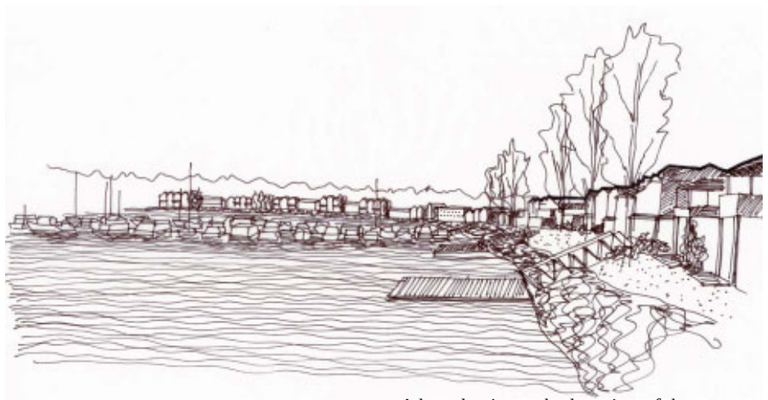
Alternative A provides substantial buildout, which is denser than Alternatives B and C. The regular street pattern provides for moderate efficiency in site design. The inclusion of denser forms of housing near the retail center, along the central arterial, and adjacent to the boat basin boosts the housing total to more than 2,800 units at full buildout.

Phase I

Phase I shows 751 total housing units of which roughly 15% are "amenity" homes, 56% are medium single family homes, and 29% are townhomes or condominiums. These would comprise roughly 37% of the single family housing demand that can be expected for West Pasco in the ten-year near term. (Assumes ten year housing demand of roughly 2,000 SF units in West Pasco.)

A regional commercial center of roughly 250,000 GSF is shown, which may be configured as a 'Lifestyle Center'. This center may also be a big box or power center that is attractively designed and integrated into the neighborhood, but serves a regional population base. Attracting lifestyle retail tenants may be a challenge for the site. 250,000 GSF of box retail is consistent with Tri-Cities area demand based on population growth estimates.

Space allocation for 100,000 GSF of office use is allowed. This is a generous allocation that would likely be more than expected in the near term (10 years), assuming an annual demand for roughly 5,000 GSF of local serving office uses.



A boat basin on the location of the current gravel mining operation may be lined with medium-density townhomes and neighborhood commercial uses.

ESTIMATED DEVELOPMENT PROGRAM

ALTERNATIVE A

Phase I	**Acres**	**Amount**	
Lifestyle Center Retail	28	250,000	GSF
Upper End / Amenity Housing	75	113	Units
Medium Single Family Housing	150	420	Units
Townhomes / Condos	25	219	Units
Office	8	100,000	GSF
Civic Facility	2		
Greenway / Park	30		
Remainder Buildout			
Commercial (Neighborhood & Marina)	20		
Upper End / Amenity Housing	135	203	Units
Medium Single Family Housing	330	924	Units
Townhomes / Condos	115	1,006	Units
Civic	10		
Greenway / Park	65		
Boat Basin	35		
Total Phase I Usable Area	318		
Total Phase I Housing Units		751	Units
Grand Total Usable Area	1,028		
Grand Total Housing Units		2,884	Units

QUANTIFICATION NOTES:

1. *All estimates are general approximations only based on preliminary concept planning.*
2. *Housing densities are estimated as gross densities which include neighborhood streets. Typical lot size for amenity homes are estimated at .5 acre, .25 acre for medium single family, and 3,500sf for townhomes / condos. A circulation factor is applied to account for neighborhood circulation streets, which varies across alternatives. Office density assumes 35% lot coverage for office structures.*
3. *Usable areas are all the areas listed in the table above including recreation and open space areas. Areas not accounted for in the usable area total are major street right of ways, miscellaneous buffer strips, and areas that are too steep or rugged for functional use.*

ALTERNATIVE B

Concept Overview

Alternative B creates a distinct, naturalistic environment, with winding neighborhood streets and linking greenways. A traditional big box power center is located at the interchange, but is connected with the greenway network and is attractively landscaped. Boulevard streets are featured. (See also Alt. A). A large public / private natural reserve area connects with river's edge. A river related neighborhood commercial district is located near the Columbia.

Key Features

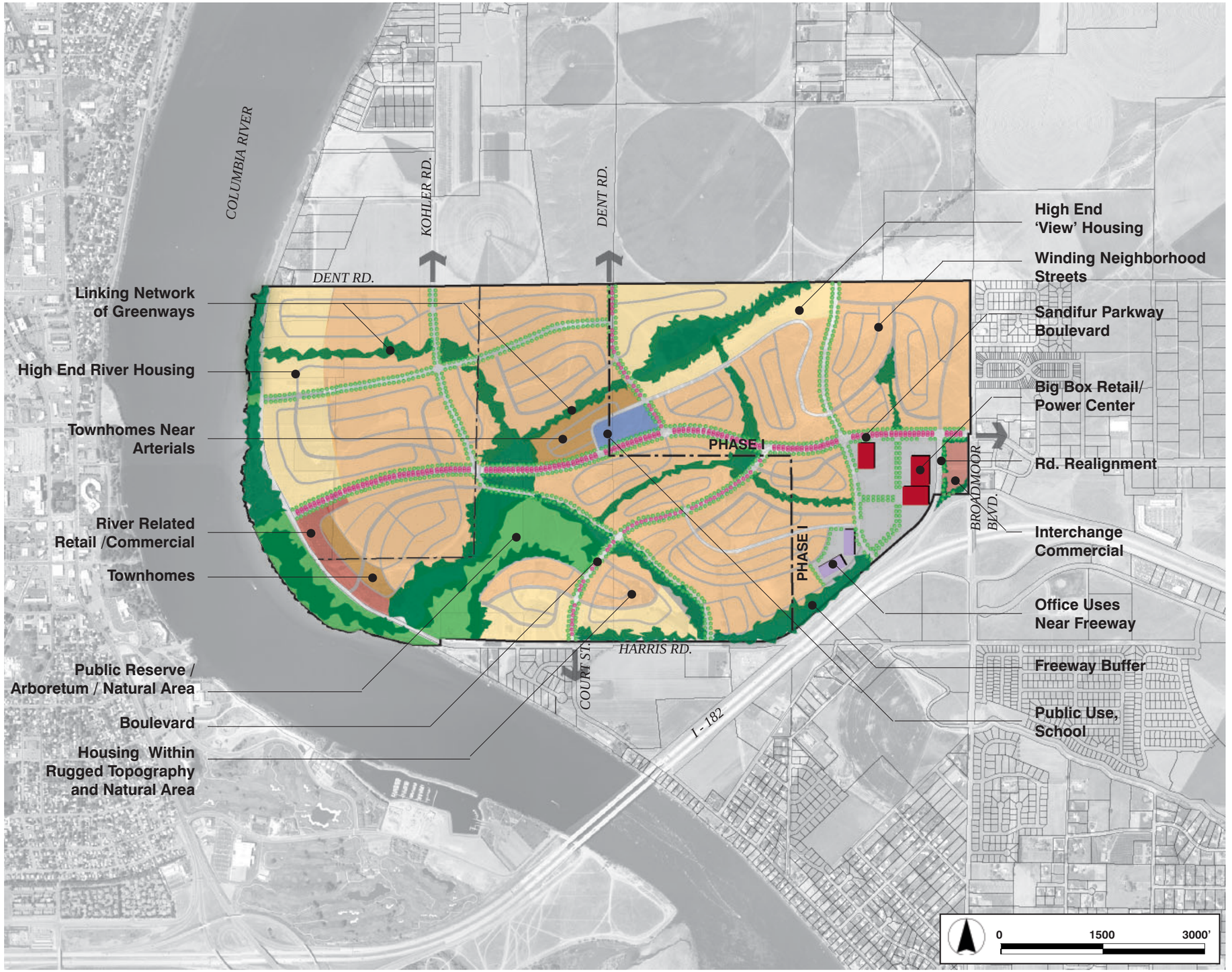
Winding Subdivisions - Neighborhoods have a sense of exclusiveness and privacy due to winding streets and limited entry points.

Greenway Network - A network of linked greenways brings open space to each section of the study area. Trails within the greenways provide a secondary network for non-motorized transportation.

Public / Private Reserve - The public private reserve area may include natural open spaces, wildlife habitat, public facilities, and recreational running / biking trails. It provides a central park for the Broadmoor area.

Reuse of Gravel Mine - Residential uses on the current gravel mine allow for the rugged topography and altered landscapes to be incorporated as amenity features. Greenbelts are maintained in areas that are steep or rugged.

River Related Commercial - In a later phase, a neighborhood commercial center is developed near the Columbia Waterfront, providing strong views and relationship with the water.



'Amenity' SF (+/- .5 acre lots)
'Medium' SF (+/- .25 acre lots)
Townhouse/Condo or Apts.
Natural Greenway / Open Space
Improved Open Space
Major Commercial
Secondary Commercial
Office Commercial
Civic/Public Use

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ALTERNATIVE B

Boulevard streets can create a memorable environment and provide amenity for adjacent housing.

Alternative B Key Features

The following points are the key elements of the Alternative B that should be strived for if B is adopted as the preferred direction.

- Sandifur Parkway Extension As a Boulevard
- Large Scale Or Regional Retail Near the Interchange - Big Box
- Curvilinear, Natural Street Pattern
- Harris Rd. Correction - Tees into Sandifur Pkwy. Extension
- Network of Connecting Greenways
- High End Housing On Elevated Northeast Section of Site
- High End Housing Near the River
- Office Uses Near Freeway
- Medium Scale Single Family Housing on Much of Interior Site
- Large Open Space Public / Private Reserve
- Future Civic Use in Central Site
- Dent Rd. Extension
- Future Neighborhood Commercial Area At River's Edge

BUILDOUT & MARKET COMPATIBILITY

Overall Buildout

Alternative B provides retail buildout at the higher end of the spectrum, but a less dense overall residential buildout. The winding nature of the streets decreases efficiency of site design. A smaller allocation of medium-density residential limits housing unit totals to under 2,000 at full buildout. Allocation of more than 150 acres of open space also limits overall density.

Phase I

Phase I shows 533 total housing units of which roughly 12% are "amenity" homes, and 88% are medium single family homes. This total would comprise about 26% of the single family housing demand that can be expected for West Pasco in the ten-year near term. (Assumes ten year housing demand of roughly 2,000 SF units in West Pasco.)

A big box power center is shown with room for expansion to 350,000GSF. This center may also be a big box or power center that is attractively designed, and serves a regional population base. 350,000 GSF of box retail is on the high end of Tri-Cities area demand based on population growth estimates.

Space allocation for 100,000 GSF of office use is allowed. This is a generous allocation that would likely be more than expected in the near term (10 years), assuming an annual demand for roughly 5,000 GSF of local serving office uses.

ESTIMATED DEVELOPMENT PROGRAM

ALTERNATIVE B

Phase I	**Acres**	**Amount**	
Big Box Power Center	45	350,000	GSF
Upper End / Amenity Housing	50	65	Units
Medium Single Family Housing	180	468	Units
Office	8	100,000	GSF
Civic	10		
Greenway / Park	35		
Remainder Buildout			
Neighborhood Commercial	12		
Upper End / Amenity Housing	110	143	Units
Medium Single Family Housing	405	1,053	Units
Townhomes / Condos	30	243	Units
Greenway / Park (With Reserve)	125		
Total Phase I Usable Area	328		
Total Phase I Housing Units		533	Units
Grand Total Usable Area	1,010		
Grand Total Housing Units		1,972	Units

QUANTIFICATION NOTES:

1. *All estimates are general approximations only based on preliminary concept planning.*
2. *Housing densities are estimated as gross densities which include neighborhood streets. Typical lot size for amenity homes are estimated at .5 acre, .25 acre for medium single family, and 3,500sf for townhomes / condos. A circulation factor is applied to account for neighborhood circulation streets, which varies across alternatives. Office density assumes 35% lot coverage for office structures.*
3. *Usable areas are all the areas listed in the table above including recreation and open space areas. Areas not accounted for in the usable area total are major street right of ways, miscellaneous buffer strips, and areas that are too steep or rugged for functional use.*

ALTERNATIVE C

Concept Overview

Alternative C creates a neo-traditional neighborhood with a gridded arrangement of streets, and alley access. The Alternative allows for active streetscapes, and a 'front-porch' residential environment. Because of a strict street grid, through-connections are not always possible where there is topographical change. A big box retail center is included (see also Alt. B), a boat basin on the current gravel mine is shown (see also Alt. A), and boulevard streets are featured (See also Alt. A & B).

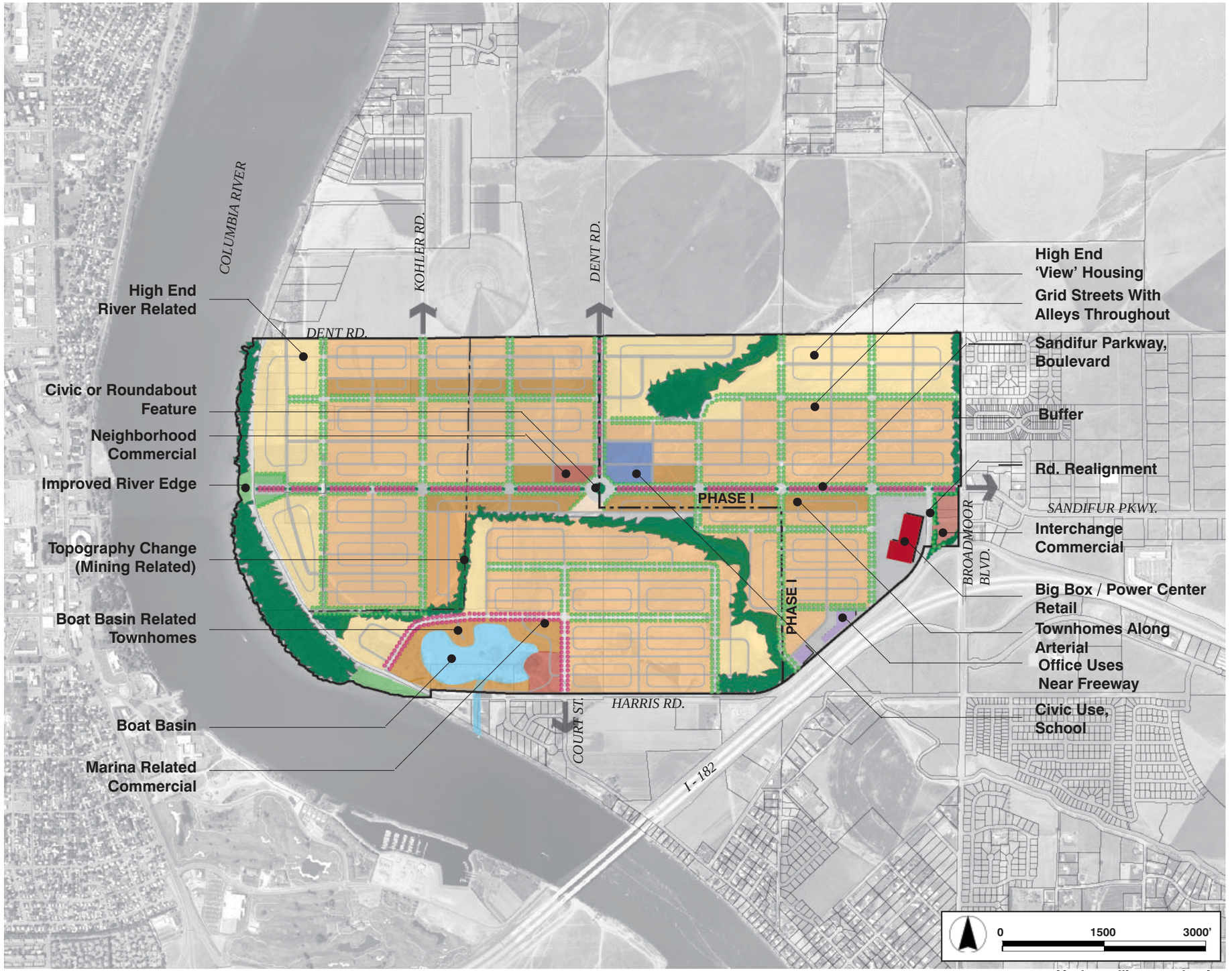
Key Features

Grid of Streets With Alleys - The grid of streets adheres to neo-traditional neighborhood design principles. Wherever possible, residential units have vehicular access in the back from an alley. This allows for quiet streets with porches.

Limited Upper / Lower Connection - Because of a strict street grid, some areas are too steep to continue street right of ways. This results in limited through connections from the upper site tot the boat basin area.

Sandifur Parkway Extension - Sandifur Parkway extends due west to the Columbia River as a grand median boulevard. An improved river's edge is located at the boulevard terminus.

Boat Basin - See Alternative A.



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'Medium' SF (+/- .25 acre lots)
Townhouse/Condo or Apts.
Natural Greenway / Open Space
Improved Open Space
Major Commercial
Secondary Commercial
Office Commercial
Civic/Public Use

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ALTERNATIVE C

Alley access for vehicles can create a pedestrian-friendly environment on neighborhood streets.

Alternative C Key Features

The following points are the key elements of the Alternative C, that should be strived for if this C is adopted as the preferred direction.

- Sandifur Parkway Extension As A Boulevard Out to River
- Large Scale Or Regional Retail Near the Interchange
- Regular and Gridded Pattern of Streets
- System of Alley Access and Rear-Loaded Garages
- High End Housing On Elevated Northeast Section of Site
- High End Housing Near the River
- Office Uses Near Freeway
- Medium Scale Single Family Housing on Much of Interior Site
- Higher Density Housing Along Arterials
- Future Civic Use in Central Site
- Dent Rd. Extension
- Harris Rd. Correction - Tees into Sandifur Pkwy. Extension
- Boat Basin With Related Townhomes and Commercial

BUILDOUT & MARKET COMPATIBILITY

Full Buildout

Alternative C provides for overall buildout for both residential and commercial uses in the middle of the range. Efficiency of street design is moderate since alley access increases the proportion of roadway. Inclusion of medium-density residential is several locations boosts the overall housing total to over 2,500 units at full buildout. The allocation for open space and parks is less when compared with Alternatives A and B.

Phase I

Phase I shows roughly 800 total housing units of which roughly 13% are "amenity" homes, 46% are medium single family homes, and 30% are townhomes/condominiums. This total would comprise about 40% of the single family housing demand that can be expected for West Pasco in the ten-year near term. (Assumes ten year housing demand of roughly 2,000 SF units in West Pasco.)

A big box power center is shown with a total of 250,000GSF of retail. This center may be a big box or power center that is attractively designed, and serves a regional population base. 250,000 GSF of box retail is consistent with Tri-Cities area demand based on population growth estimates.

Space allocation for 100,000 GSF of office use is allowed. This is a generous allocation that would likely be more than expected in the near term (10 years), assuming annual demand for roughly 5,000 GSF of local serving office uses.

Townhouse style residential can allow for higher density while maintaining a quality residential environment.

ESTIMATED DEVELOPMENT PROGRAM

ALTERNATIVE C

Phase I	**Acres**	**Amount**	
Power Center / Big Box	25	250,000	GSF
Upper End / Amenity Housing	85	111	Units
Medium Single Family Housing	171	445	Units
Townhomes / Condos	30	243	Units
Office	8	100,000	GSF
Civic	10		
Greenway / Park	20		
Remainder Buildout			
Commercial (Neighborhood & Marina)	17		
Upper End / Amenity Housing	150	195	Units
Medium Single Family Housing	395	1,027	Units
Townhomes / Condos	60	486	Units
Greenway / Park	50		
Boat Basin	35		
Total Phase I Usable Area	349		
Total Phase I Housing Units		799	Units
Grand Total Usable Area	1,056		
Grand Total Housing Units		2,507	Units

QUANTIFICATION NOTES:

1. *All estimates are general approximations only based on preliminary concept planning.*
2. *Housing densities are estimated as gross densities which include neighborhood streets. Typical lot size for amenity homes are estimated at .5 acre, .25 acre for medium single family, and 3,500sf for townhomes / condos. A circulation factor is applied to account for neighborhood circulation streets, which varies across alternatives. Office density assumes 35% lot coverage for office structures.*
3. *Usable areas are all the areas listed in the table above including recreation and open space areas. Areas not accounted for in the usable area total are major street right of ways, miscellaneous buffer strips, and areas that are too steep or rugged for functional use.*

ALTERNATIVE D

Concept Overview

Alternative D represents the type of buildout that might be likely given existing regulations, market conditions and current approaches to development in the area.

Key Features

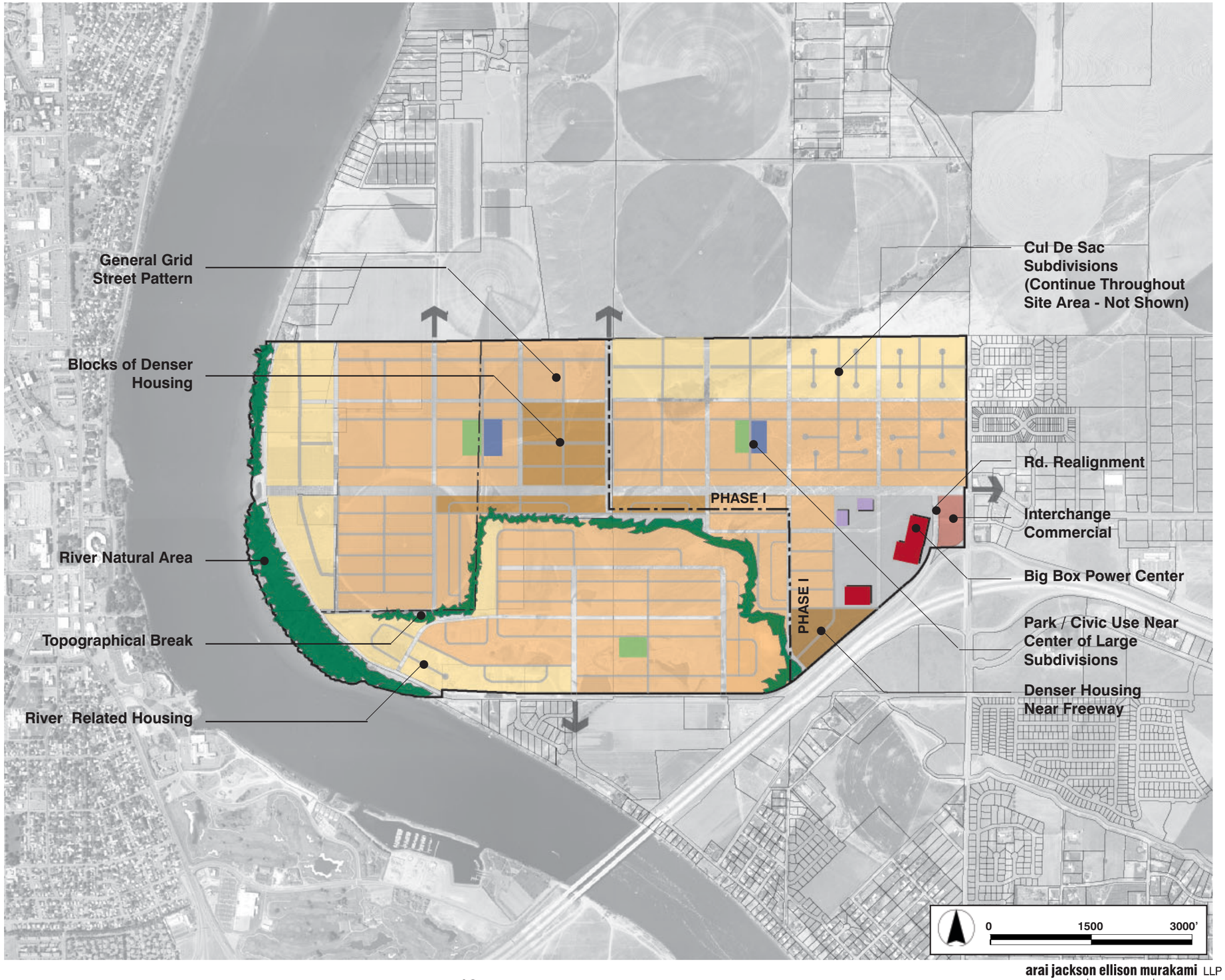
General Grid Pattern - The general grid of streets follow land parcel patterns, and section lines. With a strict grid pattern connections over steep topography may be difficult. (See also Alt. C)

Cul De Sac Subdivisions- Cul De Sacs subdivisions with garages at the street are a common form of development.

Neighborhood Parks / Civic Features - Neighborhood parks and civic features are incorporated by condition of development, often in the center of development subdivisions.

Big Box Retail at Interchange - A big box retail Power Center near the interchange is consistent with development patterns in nearby areas.

Denser Housing Concentrated & Near Freeway - Denser forms of housing such as townhomes and apartments are located near the freeway, and are . Large blocks of denser housing are included.



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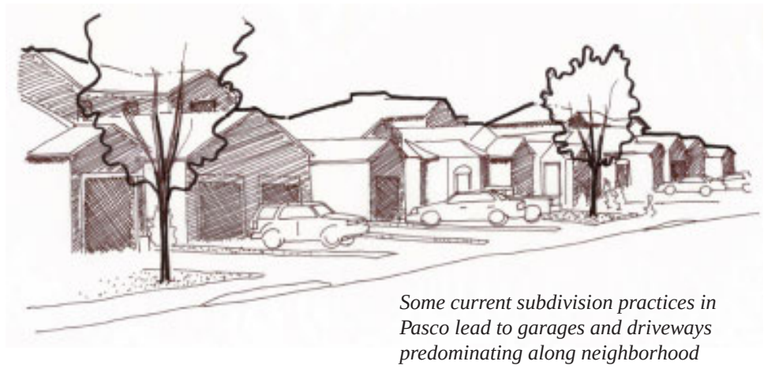
ALTERNATIVE D



Some current subdivision practices in Pasco lead to garages and driveways predominating along neighborhood streets.

BUILDOUT & MARKET COMPATIBILITY

Full Buildout

Alternative D provides the densest overall buildout of the four alternatives. This is due to the efficiency of a standard gridded street pattern, and inclusion of relatively small amount of park and open space. Housing unit totals for full buildout exceed 3,000 units, and space allocated for regional retail may accommodate up to 350,000 GSF.

Phase I

Phase I shows 942 total housing units of which roughly 17% are amenity homes, 57% are medium single family homes, and 25% are townhomes/condominiums. This total would comprise about 47% of the single family housing demand that can be expected for West Pasco in the ten-year near term. (Assumes ten year housing demand of roughly 2,000 SF units in West Pasco.)

A big box power center is shown with expansion room for 350,000GSF of retail. This center may be a big box or power center that is attractively designed, and serves a regional population base. 350,000 GSF of box retail is on the high end of Tri-Cities area demand based on population growth estimates.

Space allocation for 100,000 GSF of office use is allowed. This is a generous allocation that would likely be more than expected in the near term (10 years), assuming annual demand for roughly 5,000 GSF of local serving office uses.

ESTIMATED DEVELOPMENT PROGRAM

ALTERNATIVE D

Phase I	**Acres**	**Amount**	
Power Center / Big Box	40	350,000	GSF
Upper End / Amenity Housing	100	160	Units
Medium Single Family Housing	180	540	Units
Townhouse / Condos	26	242	Units
Office	8	100,000	GSF
Civic	10		
Park / Greenway	6		
Remainder Buildout			
Uppper End / Amenity Housing	160	256	Units
Medium Single Family Housing	450	1,350	Units
Townhouse / Condos	70	651	Units
Park / Greenway	45		
Total Phase I Usable Area	370		
Total Phase I Housing Units		942	Units
Grand Total Usable Area	1,095		
Grand Total Housing Units		3,199	Units

QUANTIFICATION NOTES:

1. *All estimates are general approximations only based on preliminary concept planning.*
2. *Housing densities are estimated as gross densities which include neighborhood streets. Typical lot size for amenity homes are estimated at .5 acre, .25 acre for medium single family, and 3,500sf for townhomes / condos. A circulation factor is applied to account for neighborhood circulation streets, which varies across alternatives. Office density assumes 35% lot coverage for office structures.*
3. *Usable areas are all the areas listed in the table above including recreation and open space areas. Areas not accounted for in the usable area total are major street right of ways, miscellaneous buffer strips, and areas that are too steep or rugged for functional use.*

Alternative D Key Features

The following points are the key elements of the Alternative D, that should be strived for if D is adopted as the preferred direction.

- Sandifur Parkway Extension Out to River
- Large Scale Or Regional Retail Near the Interchange
- Regular and Gridded Pattern of Streets
- High End Housing On Elevated Northeast Section of Site
- High End Housing Near the River
- Denser Housing Near the Freeway
- Medium Scale Single Family Housing on Much of Interior Site
- Higher Density Housing Along Arterials
- Civic Use and Parks Within Neighborhood Subdivisions
- Dent Rd. Extension
- Harris Rd. Correction - Tees into Sandifur Pkwy. Extension

III. Organizing Concepts

This section summarizes the range of different factors and influences that were considered in arriving at Alternatives A-D for the study area. Factors range from market forces, to phasing, to typical development types and sizes. The following summarizes some of the factors to help better understand the elements or building blocks of the Alternatives.

Types of Land Uses (Pages 14 - 15)

A wide range of different types of land uses and configurations were considered for the study area. The tables on pages 14-15 summarize some of the basic land use 'building blocks' that are considered as key elements for schematic Alternatives. Through analysis and discussion during the planning process a number of determinations were made as to the types of land uses to include in Alternatives A - D. These determinations are described briefly below, and are incorporated in most or all of the Alternatives.

- **Regional Serving Retail (Power Center or Lifestyle Center)**
  With a strategic position within the Tri-Cities region and demand for retail in the vicinity, the site area is able to serve regional retail needs. Retail of regional scale also has strong revenue consequences for the City of Pasco.

- **'Amenity' Single Family Homes in 1/2 Acre Range**
  Homes at the higher price points in the market occupy lots in the 1/2 acre range in Pasco and may feature amenities such as views or nearby open space.

- **'Medium' Single Family Housing in 1/4 Acre Range**
  Strong, demonstrated demand for homes in this market sector in Broadmoor area.

- **Townhomes, Condominiums and/or Apartments**
  Can diversify housing stock to provide greater range of options. Greater per/acre revenue through density. Can allow more households to be located near an amenity.

- **Local Serving & Small Scale Offices**
  Demand in place for small scale and local offices in the Broadmoor area. Large scale office park needs likely to be served in other areas of the Tri-Cities.

- **No Golf Course Development**
  There is no strong unmet demand for golf courses in the Tri-Cities in the near term. Further, the large outlay of land for golf course uses is not a strong generator of revenue for the City or owner. A golf course should not be shown in final alternatives.

- **Boulevard Streets**
  The boulevard, a street with an attractive median or generous sidewalk landscaping, street trees and plantings is an effective tool to make a place unique and memorable. Since street extensions will be required, consider boulevards for main arterials.

- **Parks / Open Space / Greenway**
  A coordinated system of parks open spaces or greenways is essential to add amenity to the area, and serve the needs of residents.

- **Community Center / School**
  With buildout estimations for over 2,500 housing units for the area, buildout would more than support a school or other community service. Average number of students per elementary school in Pasco is currently in the 600 student range.

Site Organization (Pages 16 - 18)

To consider the overall arrangement of the site, a palette of urban design organizing concepts were considered. These consider the essential structure of arterial roadways, street pattern, and the general citing of dominant land uses. A wide range of organizing concepts were considered and are displayed on pages 16 - 18. Through analysis and discussion during the planning process a number of determinations were made as to the most appropriate locations of certain land uses. These determinations are described briefly below, and are incorporated in most or all of the Alternatives.

- **Regional Retail Near the I-182 Interchange**
  The best location for regional serving retail is near the interchange to provide regional access and optimal visibility.

- **'Amenity' Housing On Elevated View Section of Site and Near River**
  To enhance amenity and desirability of homes place larger lot subdivisions near the River, and on the elevated section of the study area which may provide some views of the river and distant hills.

- **Medium Single Family Housing on Bulk of Site Interior**
  Medium density single family housing is an appropriate use for the large acreages of land in the center of the site.

- **Major Extension of Sandifur Parkway**
  Sandifur provides important East / West connections and should be capitalized as an organizing boulevard for the study area.

- **Greenway Preservation For Majority of Riverfront**
  Keep the majority of the riverfront corridor as a public 'natural' landscape to provide habitat and open space, and to provide publicly accessible amenity to a greater number of citizens.

- **Extension of Court Street, Dent Rd., and Kohler Rd.**
  Connect to existing street grid at key locations.

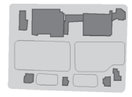
- **Correction of Harris Rd. / Broadmoor Blvd. Interface**
  With extension of Sandifur Parkway, allow for Harris Rd. to 'T' into the extended Sandifur Parkway to improve traffic flow and circulation.

Phasing (Page 19)

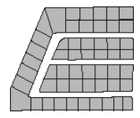
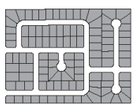
Phasing of development over the long term is an important consideration. Various strategies for overall longterm phasing are possible. These are considered on the following pages. Although it is assumed in this report that the eastern and upper 'Phase I' section of the study area will develop first, there are additional phasing considerations. Page 19 shows three general phasing strategies. Phasing Strategy B is suggested here as the most appropriate and logical:

- **Phasing Strategy B:**
  Incremental Growth From I-182 Interchange With Early Establishment of River District
  The eastern and northern sections of the study area should be allowed to develop first since infrastructure and ability to develop is readily in place. (5 - 10 year timeframe). Also in an early phase, a limited amount of strategic development along the River's edge should be allowed (5 - 20 year timeframe). This will serve to help strengthen the area's identity and association with the Columbia River. Phasing of the central portions of the site should happen incrementally from the interchange towards the River, except for where Mineral Resource extraction activities continue. Phasing strategy B assumes several decades of resource extraction productivity in the south central portion of the site, leading to this area being the last to develop.

RETAIL

		Site Plan Example	Description & Physical Configuration	Demand At Broadmoor Site	City of Pasco Revenue Consequences	Urban Design Pros & Cons
Power Center Big Box			*Description:* ho ing ente ontaining at least one s e -an ho sto e s all a is o nt sto e lti le o - i e ategos e ii sto es, an a ini al n e o si e s a e tenants *Site Area:* 20 es - 100 es *Gross SF Retail:* 250,000 - 1,000,000 *Parking:* /- 5 s a es / 1,000 F	*Demand:* otential e an o egionall o se ig ox tenants o e te 2025 o lation a s o t a ente in the 250,000 - 00,000 s ange F an lin o nt lea age in etail se to s in l ing gene al e han ise, a a el/ a esso ies, eating/ in ing	*Estimated Revenues:* *Annual Ongoing:* $802,681 *One Time Revenue:* $218, 00 *Annual Ongoing / Acre:* $22,93 *One-Time / Acre:* $6,2 0	*Pros:* - egional e ono i aw - a allow so e nea neigh o hoo o e ial *Cons:* - x ansive a ing - o st ong sense o la e - oes not ix well with othe ses
Lifestyle Center / Town Center			*Description:* ho ing estination lanne to eel o e li e a town s a e ontains highe -en ini-an ho s, ix o health l ast oo an sit- own esta ants en to a nea a l ent esi ential neigh o hoo s ite ea: 15 - 0 es *Gross SF Retail:* 200,000 - 500,000 *Parking:* 3-5 s a es / 1,000 F	*Demand:* he e is entl no t e li est le ente in the i- ities a ea with ost si ila eing li est le tenants at ol ia ente otential etail tenants a see to asso iate with ol ia oint ini li est le ente si e wo l e a o n 200,000 s	*Estimated Revenues:* *Annual Ongoing:* $5 ,863 *One Time Revenue:* $109,200 *Annual Ongoing / Acre:* $28,893 *One-Time / Acre:* $5, 60	*Pros:* - e i on esign an wal a ilit - o ts a l ent esi ential - ixes with othe ses - ovi es sense o la e *Cons:* - o li ate o site lanning an lan se eg lato e s e tive
Neighborhood Commercial			*Description:* all o e ial sinesses se ving i a il lo al esi ential neigh o - hoo s, on a te ial oa wa s o no e inte - se tions ite ea: 2 - 5 es *Gross SF Retail:* 10,000 - 60,000 s *Parking:* ostl on-st eet o sha e	*Demand:* eigh o hoo etail will e nee e to s o t esi ential g owth in the a ea total o 60,000 s o neigh o - hoo o e ial a es o te e en ing on othe t es o etail evel- o ent nea	*Estimated Revenues:* *Annual Ongoing:* $122,115 *One Time Revenue:* $30,2 0 *Annual Ongoing / Acre:* $20,352 *One-Time / Acre:* $5,0 0	*Pros:* - o ts esi ential neigh o hoo s - ovi es a tive st eets a e - ixes with othe ses *Cons:* - a ing on-st eet an in neigh o hoo s

RESIDENTIAL

		Site Plan Example	Description & Physical Configuration	Demand At Broadmoor Site	City of Pasco Revenue Consequences	Urban Design Pros & Cons
High End Large Lot Single Family			*Description:* igh en esi ential a io s ho es on la ge lots *Subdivision Area:* 0 es *Average Lot Size:* 5 e *Housing Units:* /- 5 *Average Home Size:* 1,800 - 2, 50 s *Density:* 1 3 nits / e	*Demand:* o sing at this s ale o - ises a elativel s all seg ent o the ove all a et 10 ea e an in the 200 nit ange	*Estimated Revenues:* *Annual Ongoing:* $35,558 *One Time Revenue:* $8 , 80 *Annual Ongoing / Acre:* $ 90 *One-Time / Acre:* $1,9	*Pros:* - asto al al alit - ten well aintaine a ea an e *Cons:* - ne i ient se o lan - a ge lo s - ten ex l sive walle ha a te
Medium Single Family			*Description:* alit e i si e single a il ho es *Subdivision Area:* 35 es *Average Lot Size:* 25 e *Housing Units:* /- 100 *Average Home Size:* 1,300 - 2,000 s *Density:* 2 8 nits / e	*Demand:* ingle a il in this ategor ises to 65 o new ho sing ve a ten ea e io to 2,000 single a il nits ex e te	*Estimated Revenues:* *Annual Ongoing:* $ 6,961 *One Time Revenue:* $159,200 *Annual Ongoing / Acre:* $2,199 *One-Time / Acre:* $,5 9	*Pros:* - an a il - ien l ha a te *Cons:* - e etitive, eg la a ea an e - ten e es st eet onne tivit - ten oes not integ ate se vi es
Townhouse / Condominium / Apartment			*Description:* tta he townho es o ow ho ses ental o on o ini owne shi ossi le *Subdivision Area:* 20 es *Average Lot Size:* 3,000 s *Housing Units:* /- 1 5 *Average Home Size:* 900 - 1,500 s *Density:* 8 5 nits / e	*Demand:* o sing o this t e si ila to e an o single a il a ove e ent single a il evelo ent has een at lowe i e oints than in othe o ni- ties	*Estimated Revenues:* *Annual Ongoing:* $ 8,192 *One Time Revenue:* $139,300 *Annual Ongoing / Acre:* $3,910 *One-Time / Acre:* $6,965	*Pros:* - ovi es o a t alte native o el e l an those not see ing la ge a s - ontin o s st eet-e ge - o e e i ient se o lan *Cons:* - o eti es e etitive a ea an e - hallenge to integ ate a ing
Apartments / Multifamily			*Description:* ta e lats o ga en a a t- ents een s a es inte s e se a o n 2 - 3 level wal - il ings *Subdivision Area:* 5 es *Total Housing Units:* 100 *Parking:* n s a e in sha e lots *Density:* 20 nits / e	*Demand:* otential e an o lti a - il in next 10 ea s in the 0 nit ange e ent as o o e ts have o an e highe ents, altho gh ents have een histo i all lowe in as o then ennewi an i hlan		*Pros:* - ovi es o a t alte native o el e l an those not see ing la ge a s - ive sit o ho sing t e a o a ilit *Cons:* - a ing an t a i integ ation hallenge - o eti es not a esi a le a a ent lan se o so e

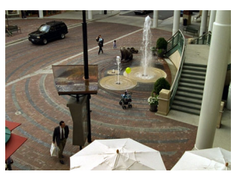
GOLF COURSE DEVELOPMENT

		Description & Physical Configuration	Demand & City of Pasco Revenue Consequences	Urban Design Pros & Cons
Golf Oriented Development		*Description:* ol o ses an e va io s lasses an si es ol o iente evelo ent o e s on the ai wa o the gol o se n a ition to stan- a 18 hole o ses, gol o ses a e on ig- e with 2 holes o ix an at h o n s, o in s alle exe tive 9 o ses *Site Area:* llow 200 a es o 18 hole gol o se in l ing asso iate esi ential evelo ent st wa to 250 a es o ix an at h o se with asso iate evelo ent, an own- wa to 100 a es o exe tive 9 o ses with asso iate evelo ent	*Demand:* a o gol o ses exist in the i ities a ea otal e an o gol in i ities ase on ent o la- tion esti ate at 320,000 o n s e ea xisting o ses a e well- tili e t no signi i ant ent nee otential e an wo l e as an a enit o esi ential evelo ent a not e easi le in nea te 5 - 10 ea s *Golf Course Estimated Revenues:* *18 Hole:* *Annual Ongoing:* $21,651 *One Time:* $ 5,360 *9 Hole:* *Annual Ongoing:* $5,2 6 *One Time:* $15,120 *Annual Ongoing:* $1 *One-Time / Acre:* $302 *Annual Ongoing:* $210 *One-Time / Acre:* $605	*Pros:* - an ovi e e e tive e o eewa noise - ealing o en s a e an g een a ea an e - an eate an att a tion to aise s o n ing o e t an esi ential val es Fai wa ho sing a s a e i o to 20 to ho sing val e *Cons:* - a ge o tla o lan - e eases onne tivit in so e ases - e i es signi i ant i igation

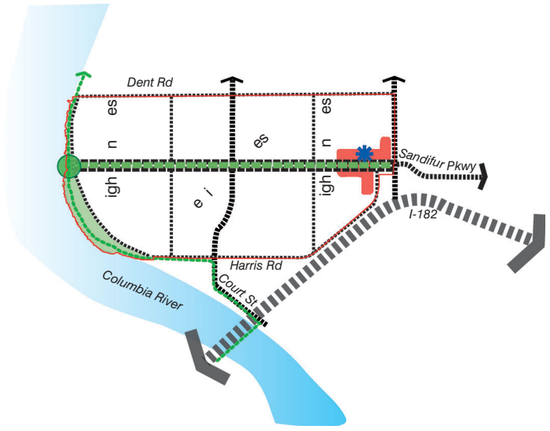
OFFICE

		Description & Physical Configuration	Demand & City of Pasco Revenue Consequences	Urban Design Pros & Cons
Local Offices		*Description:* o al se ving an s all s ale o i e ses, s h a o essional o i es *Site Area:* 3 es *Gross SF Office:* /- 5,000 F *Demand:* e an in the ange o 5,000 F o s all o i e e ea a e ex e te	*Office Estimated Revenues:* *Annual Ongoing / Acres:* $19,92 *One Time/ Acre:* $5,0 0	*Pros:* - o ts lo al nee s - ixes well with othe ses

PUBLIC / CIVIC USES

		Description & Physical Configuration	Demand & City of Pasco Revenue Consequences	Urban Design Pros & Cons
Park / Open Space /Other		*Description:* wi e ange o a / o en s a e on ig ations an si es a e ossi le ost a li- a le to the oa oo o e ties ight in l e - etwo o li t ails - ove wate ont a / o en s a e - , F t e li tilit ie ele t i al s station, t eat ent a ilit et	*Open Space:* o on o en s a e stan a in an a eas is 1 a e e 100 esi ents 1/2 e o o en s a e within a hal ile o eve esi ent is esi a le	*Pros:* - eates an a enit o nea esi ents - an in ease a a ent o e t an ental val es - ovi e an att a tion / estination o non- esi ents *Cons:* - aintenan e an i ove ent osts
Civic Plaza		*Description:* all, e ine li gathe ing s a e, s all in an an setting with high levels o a tiv- it *Site Area:* e tive li la as ange o 1,000 to 16,000 s	*Civic Space:* ost is i tions eat e so e o o ivi s a es in it ente s ivi s a es in as o in l e the li a e s a et an li a owntown - oth a e ove o the st a ea	*Pros:* - ovi es st ong sense o la e - a e in o o ate o o ine with ange o othe ses - nhan es i entit an sense o o nit - athe ing la e o esi ents an visito s - an in ease a a ent o e t an ental val es *Cons:* - aintenan e an i ove ent osts
Boulevard		*Description:* o leva s a e s e ial li st eets with a enit s a es eithe etween t avel lanes, o in the o o wi e li si ewal s *Boulevard Sizes:* e tive o leva e ians ange o 35 - 60 in wi th e tive o leva si e- wal s ange o 15 - 0 in wi th	*Existing Boulevards:* hile seve al i ities st eets in l ing nea an i w in l e att a tive lan s a ing an st eet t ees, the e a e no g an o leva st eets in the i- ities a ea	*Pros:* - el s to e ine an o gani e ist i ts - eates sense o la e - ovi es an a enit o esi ents an siness owne s *Cons:* - aintenan e an i ove ent osts
Community Center or School		*Description:* o nit ente s an s hools ovi e gathe ing la es an nee e se vi es to esi ents o nea neigh o hoo s	*School & Community Centers:* otal it o as o s hool en oll ent is o ghl 10, 00 st ents, with one high s hool, 3 i le s hools, an 10 ent ele enta s hools ve age n e o ils e ele enta s hool is o ghl 550 in as o	*Pros:* - ovi es i o tant li se vi es to iti ens *Cons:* - aintenan e an i ove ent osts

Concepts Including Lifestyle Center / Town Center Retail



C-1

F

- an i w as g an ent al o leva
- ivi eat e within i est le / own ente
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- een s a e at o leva s ive te in s
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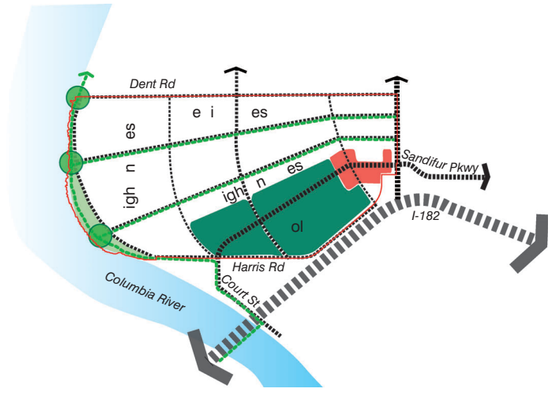
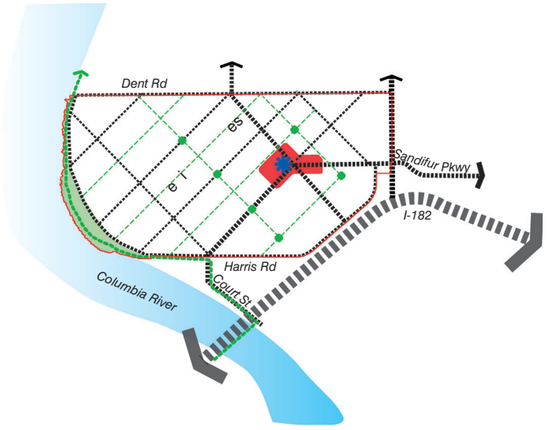


C-2

F

- o th / o th st eets ollow ive en to enhan e views
- ol o se e s o eewa n l es two hases
- lti le wate ont a s s a e at st eet a o st eet en s
- i est le / own ente at an i w / oa oo lv



C-3

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- i s ste with eg la l s a e g een s a es
- e on a non- oto i e i - lation s ste
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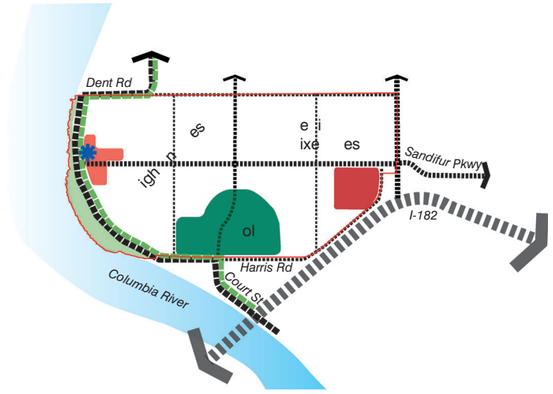
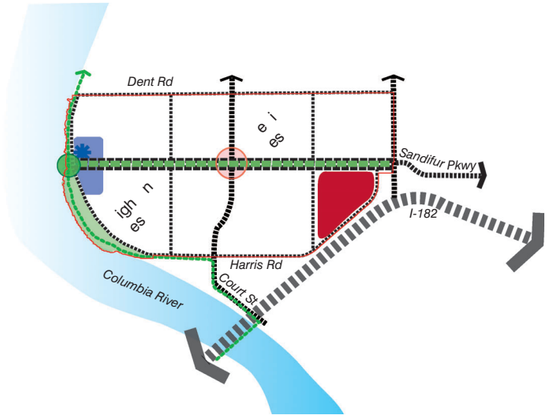


C-4

- F /

- o t t to ohle as ive o leva
- ol o se e se o o e g avel ine
- ol an g een s a e eate istin t, ex l sive ive ist i t
- i est le / own ente with ivi eat e at ive s e ge
- llows owe ente etail at inte hange

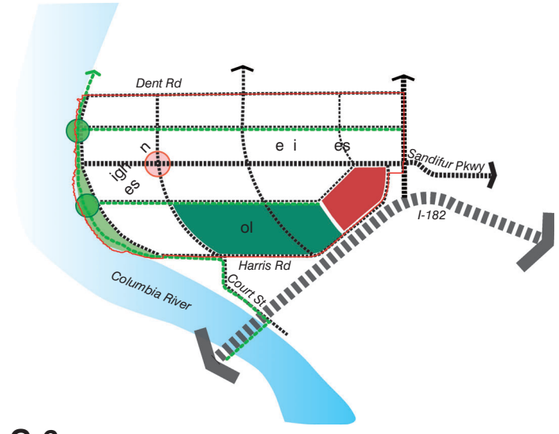
Concepts Including Power Center / Big Box Retail



C-5

F

- an i w as g an ent al o leva
- ivi eat e at o leva s ive te in s
- a is / ent onne tion
- eigh o hoo o e ial at ent al inte se tion
- ig ox / owe ente at nte hange



C-6 -

F

- o th / o th st eets ollow ive en to enhan e views
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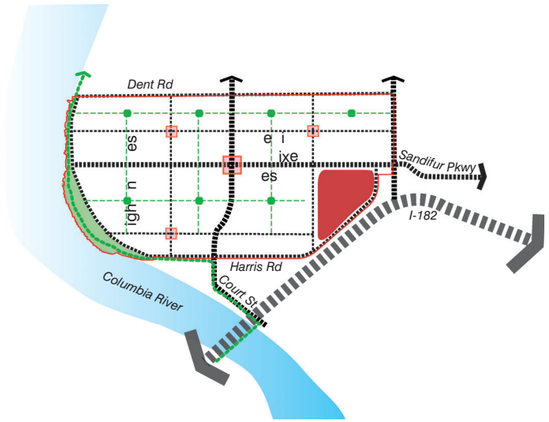
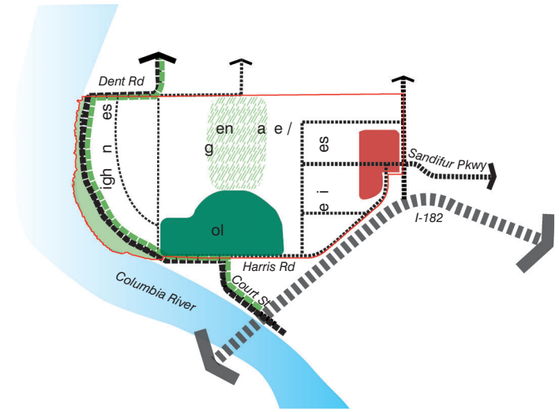
- F t e neigh o hoo o e ial
- ig ox / owe ente at nte hange



C-7

-

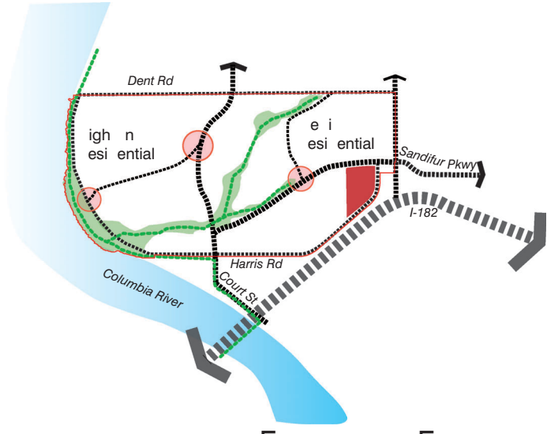
- i s ste with eg la l s a e g een s a es an inte - s e se neigh o hoo o e ial
- e on a non- oto i e i - lation s ste
- an i w an ent / a is a o a te ials
- ig ox / owe ente at nte hange



C-8

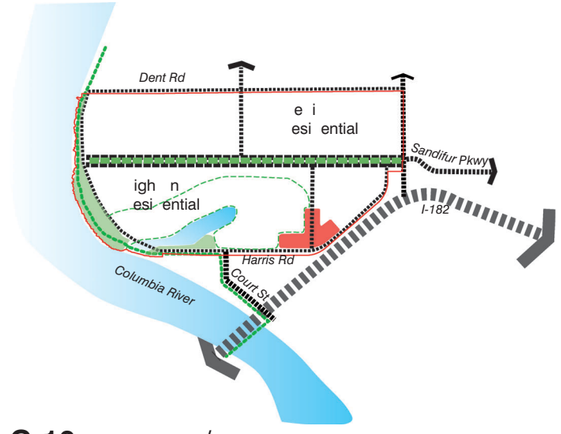
- o t t to ohle as ive o leva
- ol o se e se o o e g avel ine
- ol an g een s a e eate istin t, ex l sive ive ist i t
- ig ox / owe ente at nte hange

Other Organizing Concepts



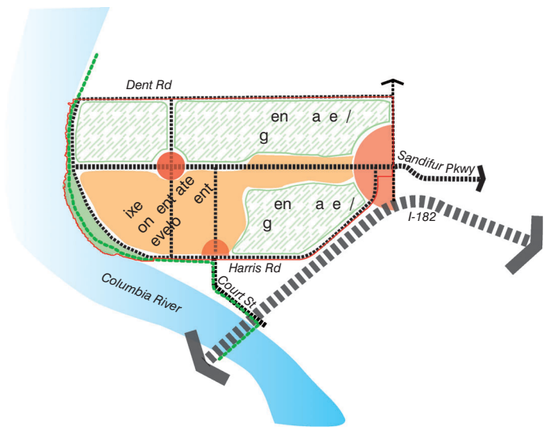
C-9 F F

- nhan e nat al eat es with lin e g eenwa s
- vilinea o leva s
- a is / ent onne tion
- eigh o hoo o e ial at ent al inte se tion
- ig ox / owe ente at nte hange



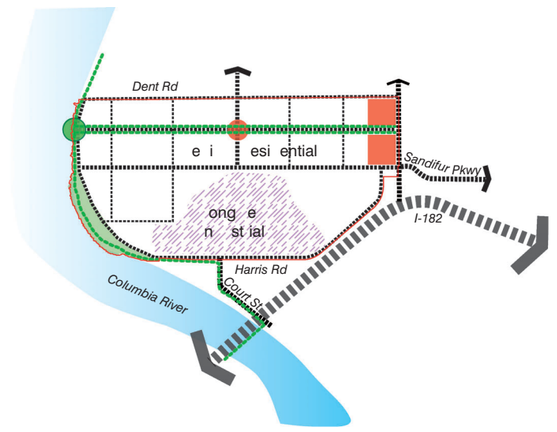
C-10 /

- ea a ve t ining o - e ations the enhan e as oat asin
- ate elate etail an ho sing
- e on a non- oto i e i la- tion s ste lin s wate - elate ho sing to the wate - elate etail
- an i a wa onne tion



C-11 F

- on ent ate evelo ent at inte hange an on g avel ine a ea
- ese ve ag i lt al ses an o en s a es o the long te
- eigh o hoo o e ial no es
- ig ox / owe ente at nte hange



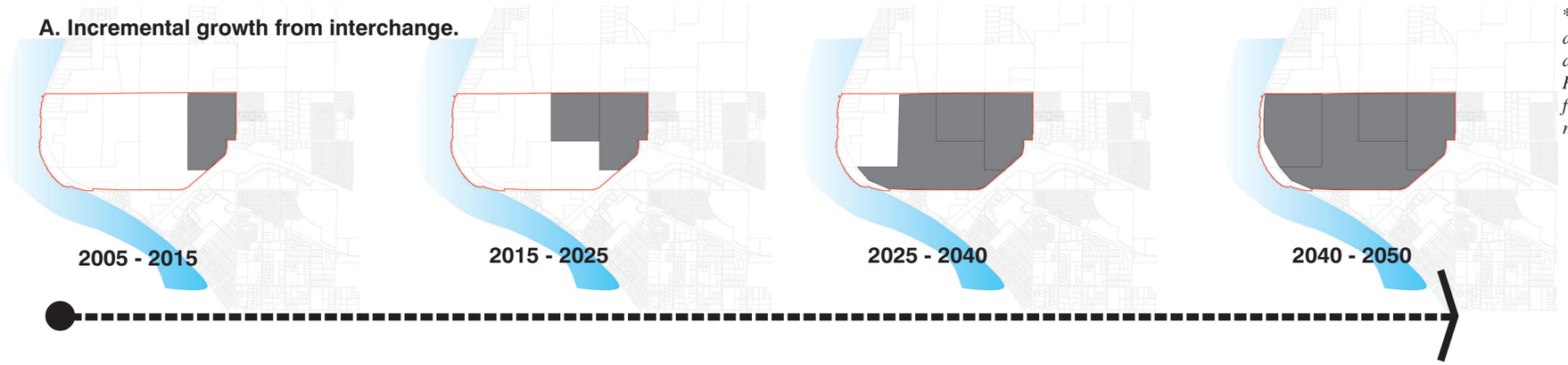
C-12 F

- ese ve ining a ea o long-te ining an in st ial se
- o leva onne ts th o gh no th o tion o the site
- ig ox / owe ente o i est le / own ente no th o an i w

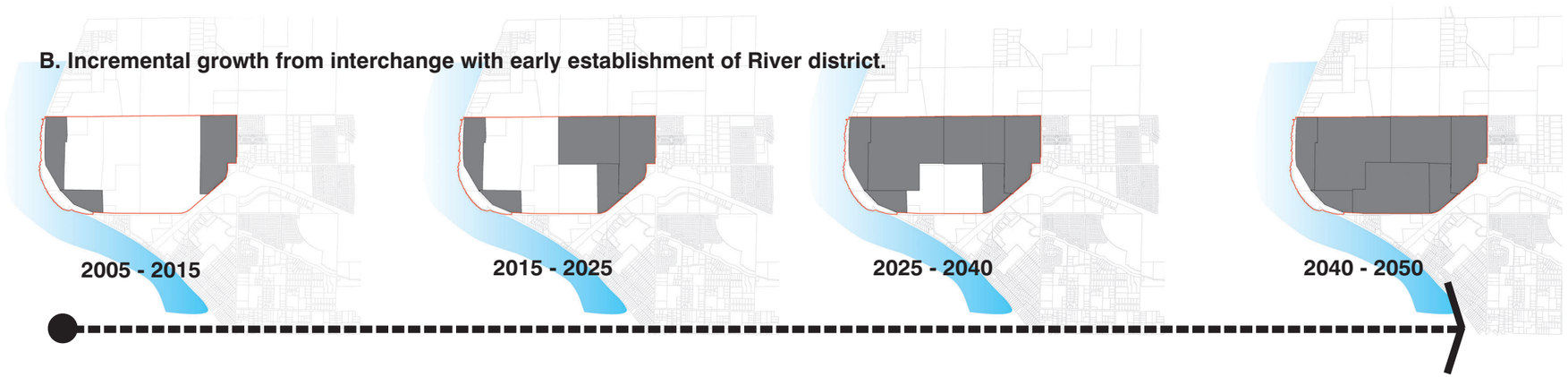
Potential Phasing Strategies*

Phasing Strategy B is the preferred strategy. This general strategy allows for the area to develop incrementally, while allowing Mineral Resource Area extraction activities to continue for it's productive life. Note in strategy B that the Mineral Resource Extraction area is the final portion of the study area to develop. (See also discussion pg. 13.)

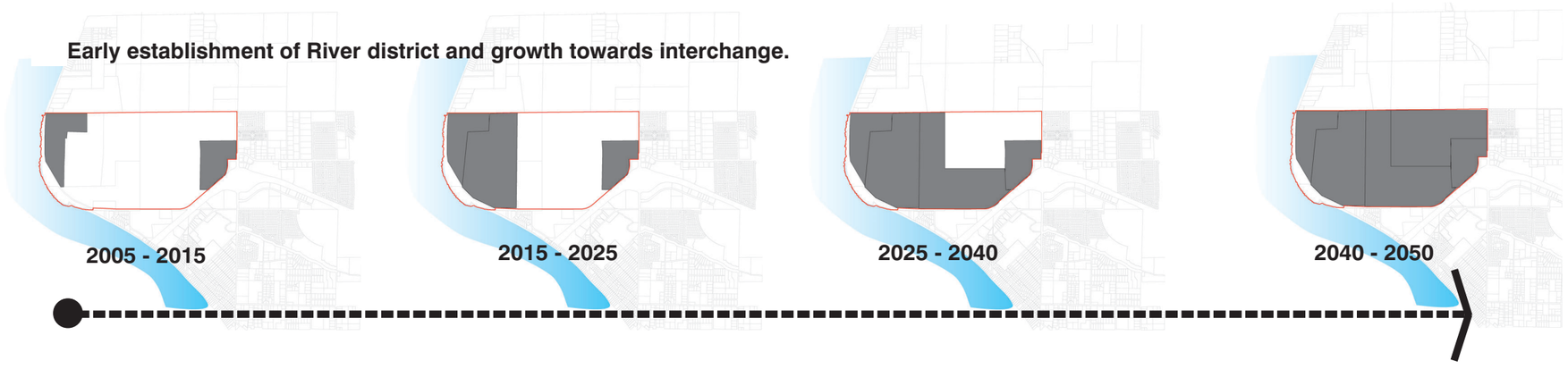
A. Incremental growth from interchange.



B. Incremental growth from interchange with early establishment of River district.

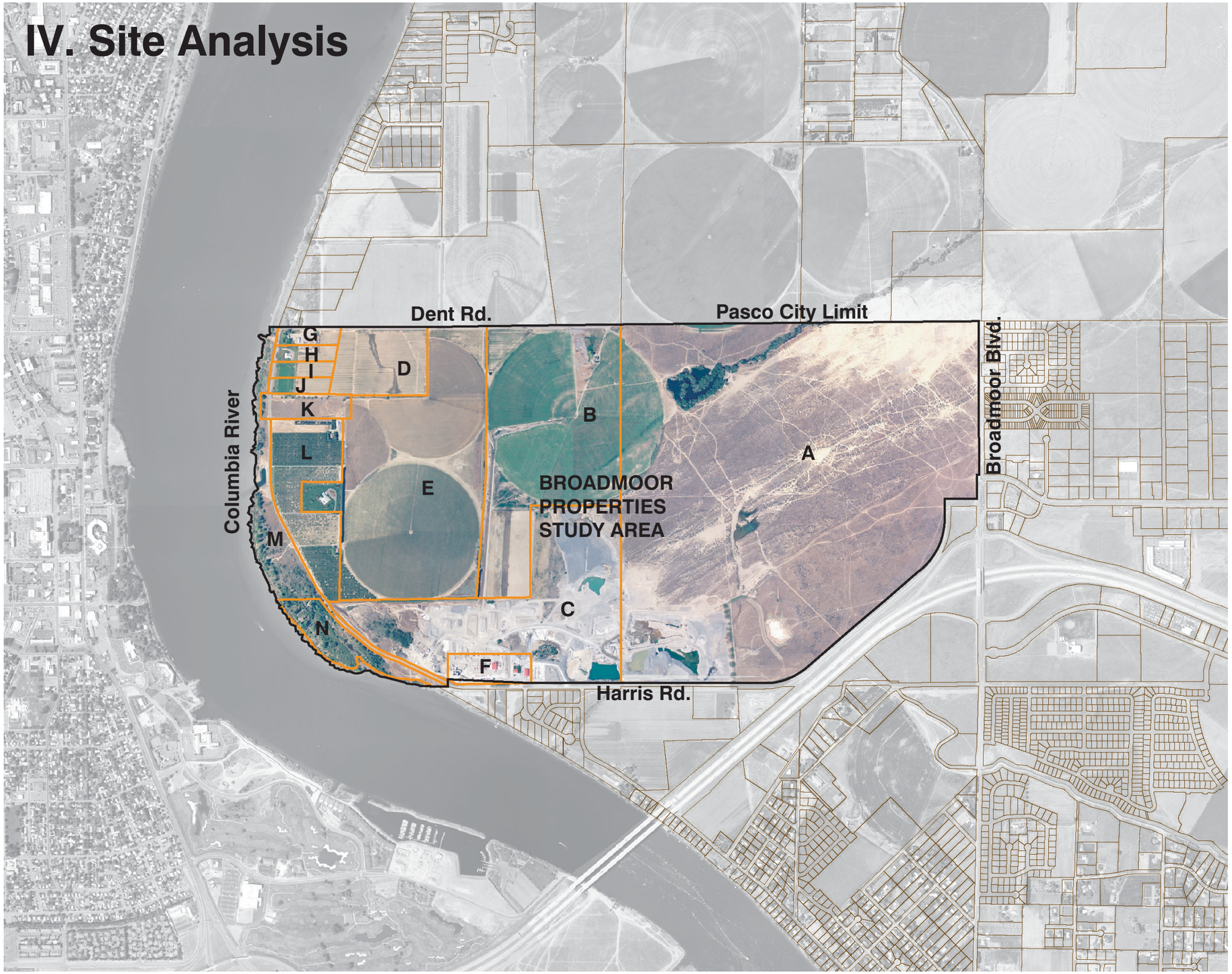


Early establishment of River district and growth towards interchange.



** Phasing strategies are general approaches to the overall development pattern only. Phasing boundaries or timelines for phases are schematic in nature.*

IV. Site Analysis



STUDY AREA & PROPERTY OWNERSHIP

Study Area Boundaries

The study area is denoted in the figure at left by the colored area. Boundaries are as follows:

West Boundary: Columbia River
South Boundary: Harris Rd.
East Boundary: Broadmoor Blvd.
North Boundary: Dent Rd. and City of Pasco City Limit

Study Area Size

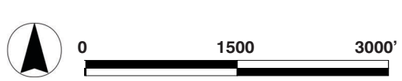
The total area of all site parcels included in the study area is 1,160 acres. Of this total, roughly 437 acres or 38% is completely vacant or unused land.

Property Ownership

Ownership of the study sites is largely consolidated with a small number of owners having significant holdings. As seen in the table below, a total of 6 property owners were in possession of the entire study area at the time of this report.

Parcel	Acres	Owner* (9/2004)
A	555	Dale Adams (CA)
B	145	Wilson Family
C	133	Northridge Assoc. (CA)
D	31	Pasco Ranch
E	168	Horrigan Farms Inc.
F	12	Central Premix Concrete
G	5	Pasco Ranch
H	5	Pasco Ranch
I	5	Pasco Ranch
J	5	Pasco Ranch
K	10	USA, Government Land
L	43	Horrigan Farms Inc.
M	23	USA, Government Land
N	20	Dale Adams (CA)

**** Source: Pasco Assessor's Records***



LANDSCAPE & NATURAL FEATURES

Inventory of Landscape Features

A - Columbia River
Flat water portion of river . Used for recreational and navigational purposes. Strong natural character.

B - Generalized Sun Angle
Southern arc of sun more pronounced in winter months.

C - Low-Bank River Edge and Natural Area
One of few sections of riverbank in the Tri-Cities that has low banks , for convenient shore access.

D - Gently Sloping Site
Topography of site drops from roughly 420' on the upper site, to the river at roughly 315'. A gradual slope to southwest.

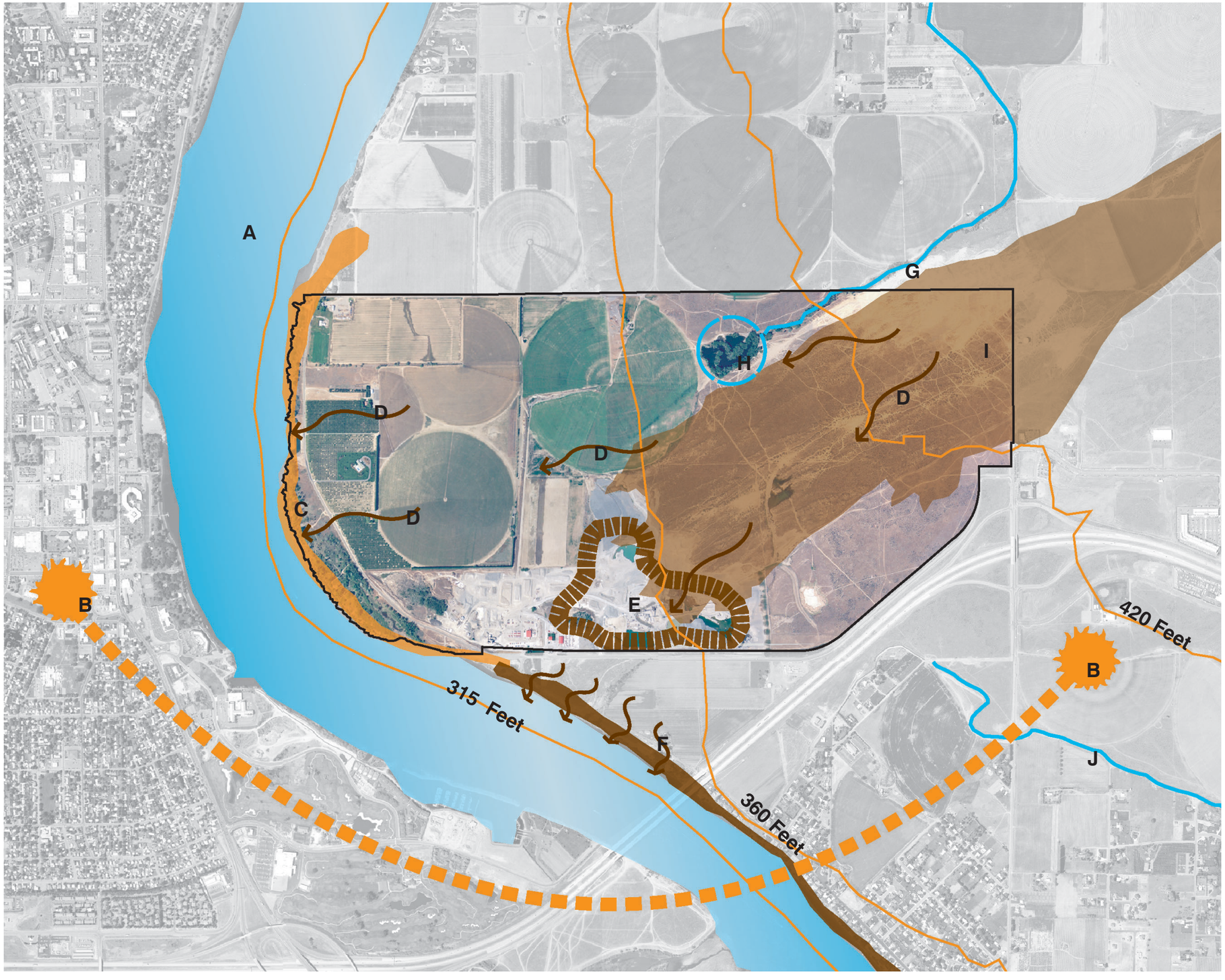
E - Resource Area / Altered Topography
A designated mineral resource area is being actively mined. Mining pits have significantly altered the landscape. (See 'Mineral Resource Extraction' pg. 31)

F - Steep Bank River's Edge
Steep riverbank begins at the south of the Broadmoor Properties.

G & H- Irrigation Canal & Tail Pond
An irrigation canal or stream enters the study area from the northeast. Waters collect in an intermittent tail pond on site.

I - Sand Deposit Area (From USGS Maps)
USGS maps indicate a broad swath of sand deposits stretching onto the Broadmoor Properties from the northeast.

J - Irrigation Canal
Irrigation canal remains south of the freeway.



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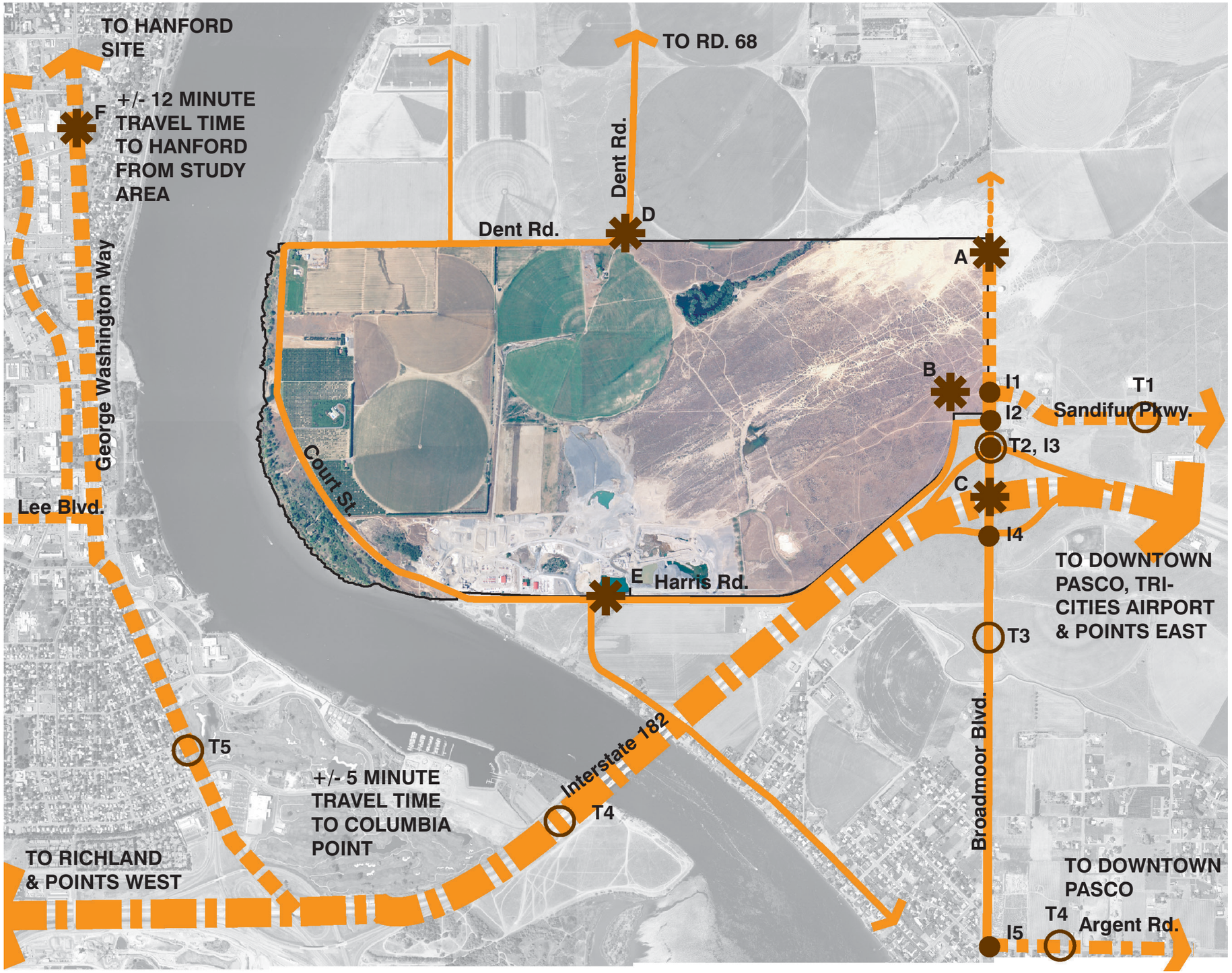
Final Draft, December 2004



TRANSPORTATION

Intersection ●

Intersection	LOS*
I1 - Sandifur Pkwy. / Broadmoor Blvd.	A-C
I2 - Broadmoor Blvd. / Harris Rd.	A-C
I3 - I-182 Interchange /Broadmoor Blvd.	A-C
I4 - I-182 Interchange / Broadmoor Blvd.	D
I5 - Argent Rd./Broadmoor Blvd.	A-C

Weekday Traffic Volumes ○

T1 - Sandifur Pkwy.	+/- 5,200 vehicles
T2 - Broadmoor Blvd. (north)	+/- 6,600 vehicles
T3 - Broadmoor Blvd. (south)	+/- 5,400 vehicles
T4 - Interstate 182	+/- 30,000 vehicles
T5 - G.W. Way	+/- insert

**** Source: I-182 Corridor Subarea Transportation Plan***

Issues / General ✱

A - Broadmoor Blvd. Terminates
Currently Broadmoor Blvd. terminates near the northeast corner of the study area. The County CIP includes plans to extend the Blvd. to the north.

B - Site Entry: Broadmoor / Sandifur Pkwy.
Sandifur Pkwy., Harris Rd., and The I-182 interchange are all offset within one mile. This makes for challenging site entry to the Broadmoor Properties that may require roadway revision.

C - Future Interchange Revision
The March 2004, I-182 Corridor Subarea Transportation Plan recommends signalization of the I-182 ramps with Broadmoor Blvd., in the short-term and future rebuilding of the interchange in the long-term.

D - Dent Rd.
Currently, Dent Rd. turns north before connecting directly to Broadmoor Blvd. along the north edge of the study area.

E - Harris Rd.
Harris Rd. is a two lane roadway currently serving local traffic including extensive truck traffic associated with the Gravel Mine, and nearby agricultural uses. Relationship of Broadmoor buildout traffic and existing traffic on Harris Rd. should be considered.

F - Convenient Hanford Access
+/- 12 minute travel to Hanford via I-182 and George Washington Way from study area.

0 1500 3000’

Final Draft, December 2004

GENERAL LAND USE PATTERN

Residential

Res 1 - Unincorporated Franklin Co. Mix of older homes and new 'high end' large lot subdivisions.
Res 2 - New 'high end' subdivision of large single family homes under construction at time of this report.
Res 3 - New residential subdivisions nearing completion at time of this report. Single family homes and townhomes. Roughly 275 units at buildout.
Res 4 - New subdivisions. Mix single and multi-family housing.
Res 5 - Mature single family homes, interspersed with newer 'high end' single family construction.

Agricultural Areas

Ag 1 - Large, active agricultural tracts.
Ag 2 -Small agricultural parcels continuing amongst land conversion to residential.

Commercial Areas

Comm 1 - Commercial land uses stretch along Sandifur Pkwy. to the west of Broadmoor. Uses include hotel, professional offices, and the Broadmoor Outlet Center.
Comm 2 - Recent commercial development south of the freeway.

Industrial Area

Ind 1 - Industrial uses associated with the gravel mine are located here. Central Premix concrete is the major industrial tenant. Active mining of gravel is located here.

Natural Area

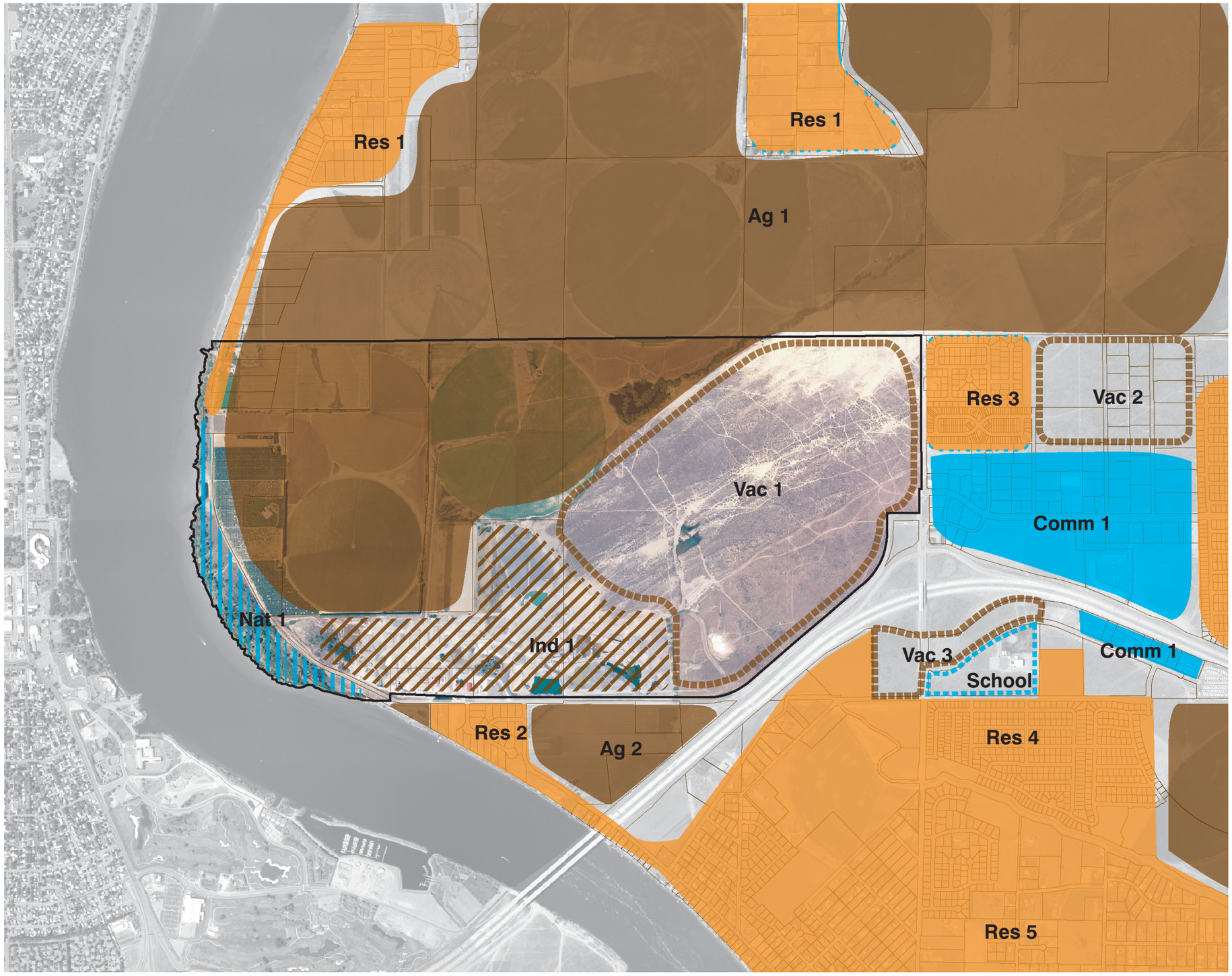
Nat 1 - A swath of Federally owned land is designated a natural area along the bank of the Columbia River. This land is unimproved low-bank shoreline. A water intake state is located in this vicinity.

Vacant

Vac 1,2,3 - Swaths of undeveloped land remain both north and south of the I-182 interchange

School

Pasco School District elementary.



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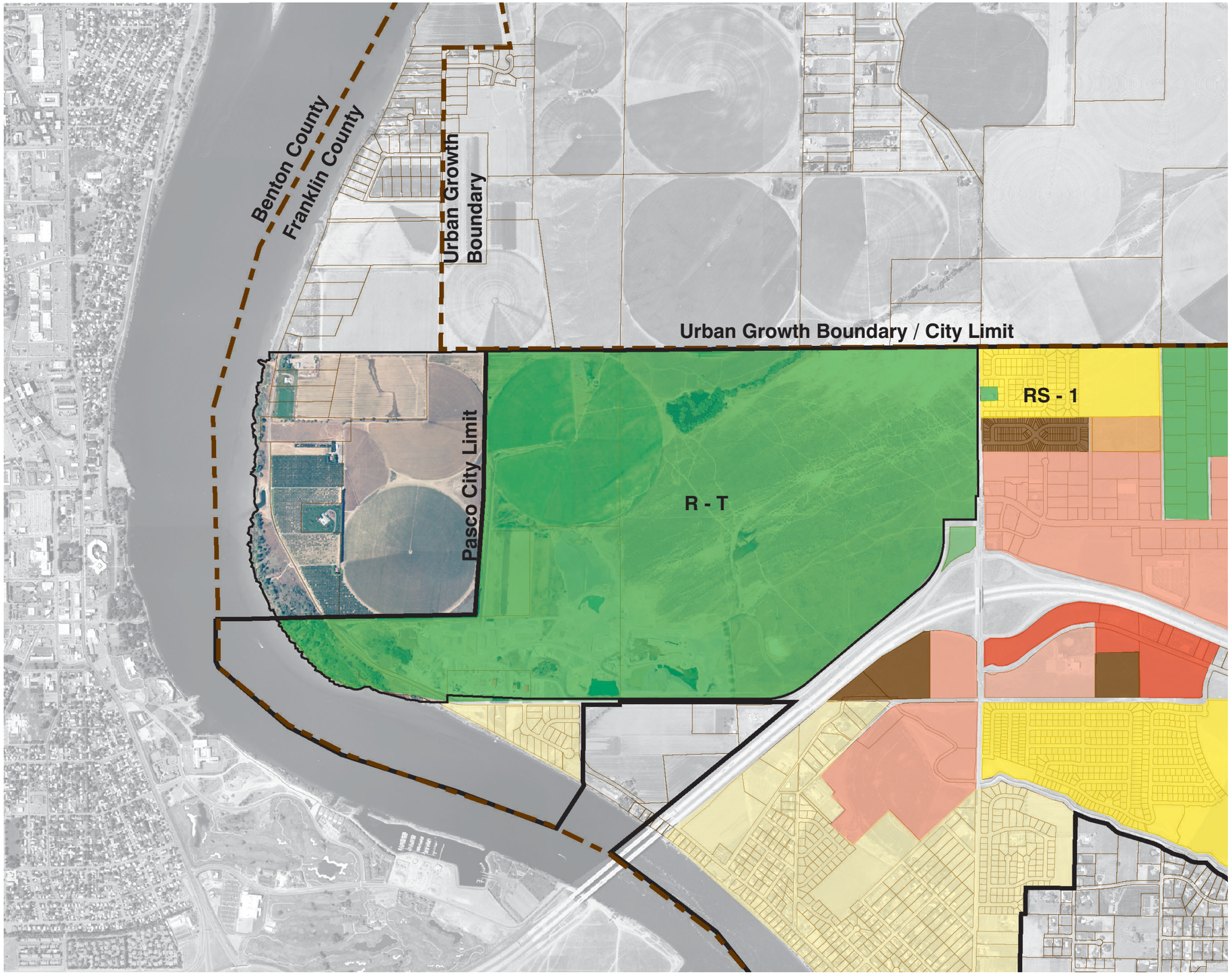
Final Draft, December 2004



CODE & REGULATORY ENVIRONMENT

City of Pasco Boundary

The bulk of the Broadmoor Properties study area is within the City of Pasco City limit, and is subject to the City of Pasco Land use code. The Pasco City limit is denoted as an orange line in the figure at right.

Urban Growth Boundary

All of the study area is located within The City of Pasco's Urban Growth Boundary. This is notable since it enables future growth and infill development from a regulatory perspective. The undeveloped Broadmoor properties are in some ways a 'holding area' for future urban growth in Pasco. At the time of this study, the City of Pasco has expressed an interest in shrinking the extent of the Urban Growth Boundary by retracting the arm which extends northward along the River.

Pasco Zoning

Refer to city zoning code for more detailed information.

R-T - Residential Transition Zone. This zone encompasses the bulk of the study area. It allows for single family residential and outdoor recreation uses. Maximum density is one dwelling unit per 5 acres. This is a transition zone for lands that are ultimately intended to be developed as residential.

RS - 1 - Suburban residential district. Four units per acre.

RS - 12 Suburban residential. Three units per acre.

R2 - Medium density residential. Single and multi family.

R3 - Medium density residential. Single and multi family.

C1 - Retail business district.

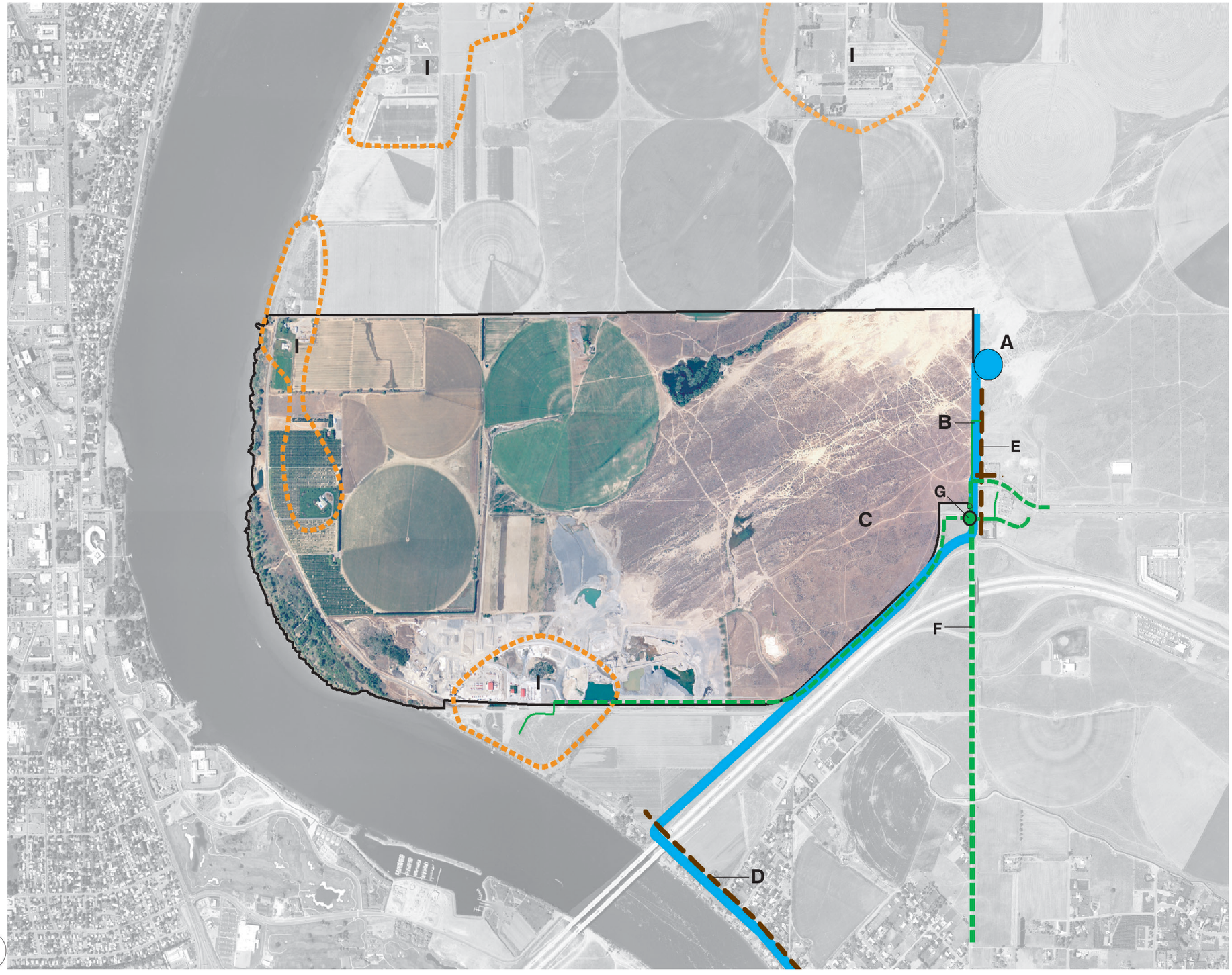
C3 - General business district.

0 1500 3000'

Utility Infrastructure

LEGEND

- Water Main Line
- Natural Gas Line
- Sanitary Sewer Line
- Water Storage Tank
- Natural Gas Regulator Station
- Area With Unimproved Utilities (Wells & Drainfields)



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UTILITY INFRASTRUCTURE

Water

A - Water Storage Tank
At the current north end of Broadmoor Blvd. a 1 Million Gallon water storage tank is in place.

B - Water Main Line
A 20" Water main line extends towards the Broadmoor Properties along S. Court St., the north side if Interstate I-182, and along Broadmoor Blvd. itself. This main line services the 1 Million Gallon storage tank.
From the storage tank a smaller 16" water line runs back south, in parallel to Sandifur Parkway.

C - Water Service Capacity to Broadmoor Sites
It is important to note that with the nearby 1 Million gallon water holding tank, and nearby water trunk line, adequate water service capacity is already in place to serve most needs of future Broadmoor Properties development.

Sanitary Sewer

D - Sanitary Sewer Main Line
A 16" sanitary sewer main line runs in parallel to the water service main line, along Court St. Sanitary sewer stops however just north of the I-182 freeway. It is important to note that the westernmost sections of the study area will require a lift station in order for the sanitary system to drain to the existing sewer service main. Alternatively, there is the potential in the long term for a sanitary sewer processing station to be located in the West Pasco area in the long term. Such a station would service the west edge of the study area and potentially future devellopment that may extend north along the Columbia River.

E - Sanitary Sewer
A separate sanitary sewer main line runs along Braodmoor Blvd., between recent residential subdivisions, and the Sandifur Pkwy area.

Natural Gas

F - Natural Gas
Natural gas service is provided in the area by the Cascade Natural Gas company. A 4" pipe runs along the north edge of I-182 and Broadmoor Blvd. This provides service via 2" pipe to residential subdivisions east of Broadmoor Blvd. and establishments along Sandifur Pkwy. A 6" pipe runs south, from the intersection of Harris Rd. and Broadmoor Blvd. to the area south of the freeway.

G - Regulator Station
A high pressure regulator station and valve are located near the intersection of Harris Rd. and Broadmoor Blvd. This station enables the Broadmoor properties to be serviced for high volume use of natural gas, including industrial scale uses.

Electrical

H - Electrical Service
Franklin County PUD provides electrical service in the vicinity of the Broadmoor properties. Electrical servcice is currently in place along all arterial roadways flanking the sites.

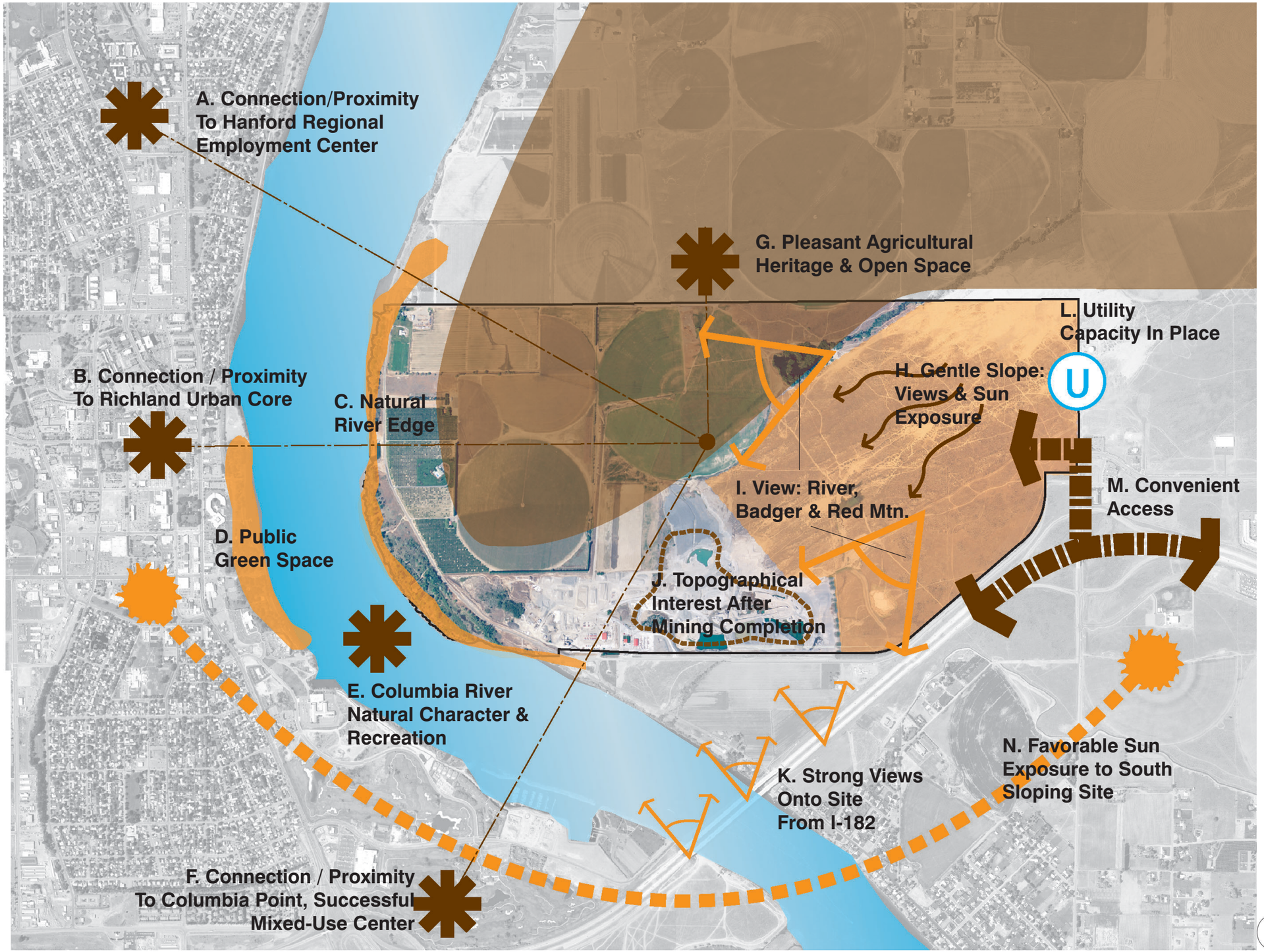
Storm Sewer

Storm Sewer
No separate storm conveyance system is in place in the vicinity of the Broadmoor properties. Only the older areas of the city of Pasco have below grade storm drainage systems. Most newly developed areas are on storm ex-filtration systems.

Unimproved Utilities

I - Well Water and Sanitary Drainfields
Having developed in advance of the City's utility main line extensions, several areas in proximity to the study sites are not connected to City water and sanitary sewer systems. These areas, mostly residential and agricultural lands are serviced by well water and handle sanitary sewer needs with drainfield systems. Existing well water facilities may provide opportunity for irrigation of open spaces, public spaces, and boulevards along with future development of the properties.

SITE OPPORTUNITIES SUMMARY



SITE OPPORTUNITIES
DISCUSSION / OBSERVATIONS

Branding & Association - A,B,F
The proximity of the Broadmoor Properties directly across the Columbia River from Richland, Columbia Point and Hanford may allow for an 'branding' or association of the properties with these areas. Branding or image building related for example to successful mixed use development at Columbia Point may help in marketing of the Broadmoor Properties.

Site Orientation: Gentle Slopes and Sun Angle - H,N
The gentle slope of the site towards the river and the southwest are favorable for both views and sun exposure. Slopes and sun exposure may have implications for site orientation of streets, buildings etc.

Preservation of View Corridors - H,I,E
The gentle slope of the Broadmoor Properties towards the River and Red and Badger Mountains beyond Richland provides an opportunity for view corridors. Views can significantly increase property value, especially for residential uses. Added value due to views is common along the Columbia River in the Riverside Section of Pasco and other areas. Therefore, site design should maximize view corridors of both the river and hills.

Strong Visibility of Broadmoor From I-182 Freeway - K
Expansive views onto the Broadmoor Properties are available to vehicle traffic travelling along the I-182 freeway in both the eastbound and westbound directions. Strong visibility of the sites can help as a marketing tool. As is the case with Columbia Point, an inviting presence from the freeway can entice visitors, and 'advertise' the area.

Convenient Regional Access Via I-182 - M
The immediate proximity of the Broadmoor Properties to the Broadmoor Blvd. interchange of I-182 is a strong asset for the site. I-182 provides convenient access to most points in the Tri-Cities area via the network of freeways.

Columbia River Natural Character & Recreation - E
The flat water of the Columbia River (Lake Wallula) immediately west of the study sites, provides strong recreational opportunity and natural character. It is important to note that few areas in the greater Tri-Cities feature low bank riverfront as does the River's edge in this vicinity. The River is commonly used for boating activities as well as wildlife viewing on this section of the River.

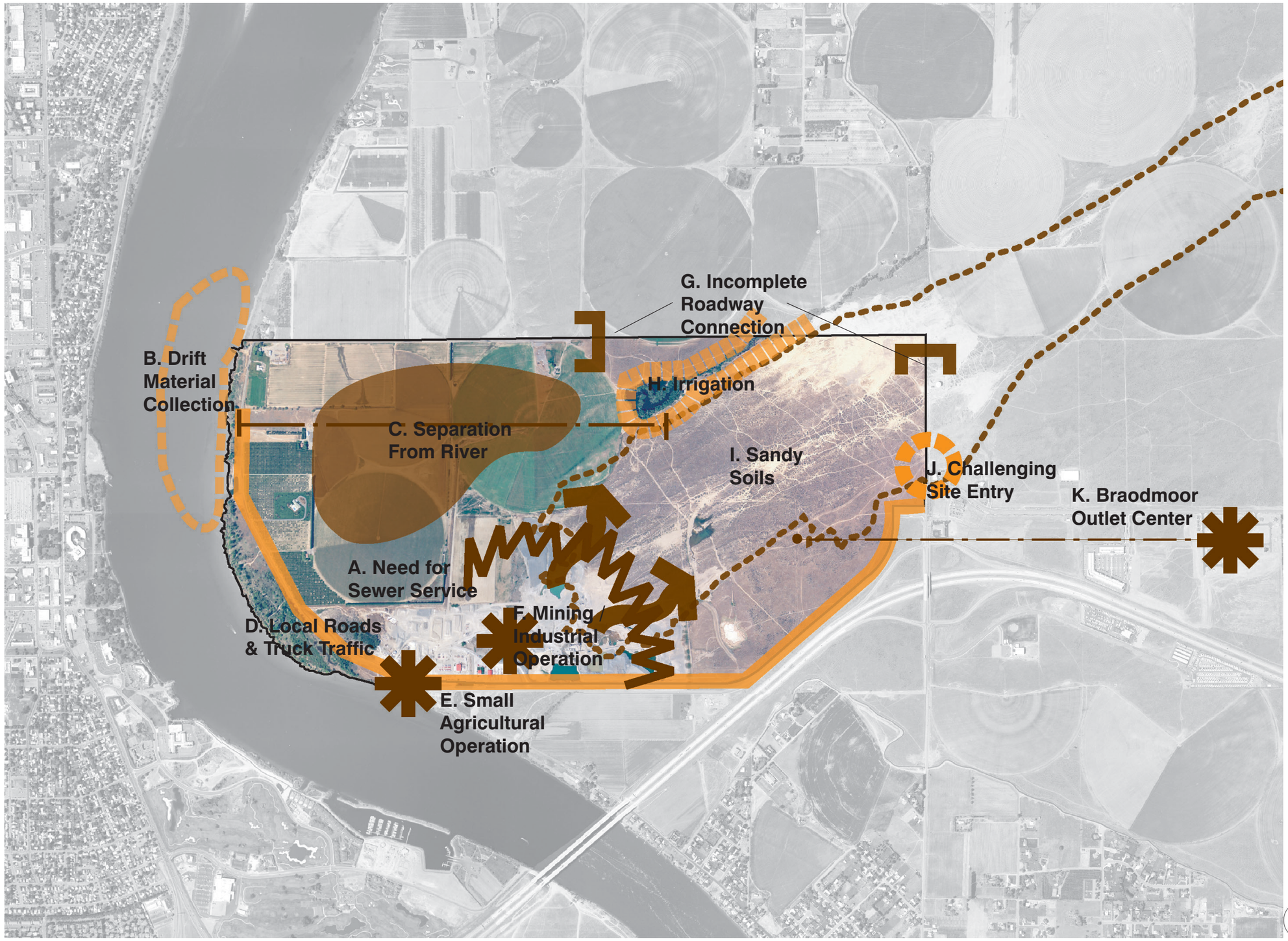
Public Land Ownership of Natural Area - C,D
A total of more than 40 acres of natural landscape at the River's edge is owned and managed by the federal government along the west edge of the study area. Public ownership of this land provides strong opportunity for access, public usage, and development as public amenity.

Topographical Interest to Mineral Extraction Area- J
While the mineral extraction area provides a range of negative impacts to the Broadmoor Properties some opportunities may be present as well. The topographical interest created through the mining activity may be a welcome contrast to a generally flat landscape after mining operations cease in the long term. Topographical interest is an asset for certain types of landscape development including golf coarse construction.

Agricultural Heritage & Open Space - G
Large tracts of agricultural land uses and open space north of the Broadmoor Properties, and on the study site are an asset to residential development. Agricultural uses provide open space and vistas. The agricultural heritage and history of the area can be augmented as an asset.

Utility Capacity In Place - L
The capacity of infrastructure already in place to service the Broadmoor sites is a strong incentive for development. Having utility trunk lines in place, and having land use designation to encourage future growth reduces costs and readily enables development.

SITE CHALLENGES SUMMARY



SITE CHALLENGES
DISCUSSION / OBSERVATIONS

Need for Sewer Service - A
The most difficult infrastructure challenge for the site is providing sewer service to the western half of the properties. This area is not currently served by city sewer service, and to do so would require a lift station or additional facility in the area. Resolving this sewer service issue must occur before intensive development of the site's western portion.

Impact of Mining / Industrial Uses - D,F
The current gravel mining operation and associated industrial uses have a strong negative impact on non-industrial development, especially residential, on the remainder of the Broadmoor Properties. First, the position of the industrial uses on the site, separates the upper property physically and conceptually from the Columbia River. In addition, noise, dust, light & glare and other externalities generated by industrial activities impact the vacant portions of the property on the remainder of the site.

Local Roadways and Truck Traffic - D,F
Harris Rd., and Court St. are both local two-lane roadways. A high percentage of truck traffic associated with both industrial and agricultural uses these roadways. This creates potential for conflict with future non-industrial uses on the Broadmoor Properties. The mix of residential traffic and heavy industrial - agricultural traffic negatively impacts both classes of users.

Physical Separation From the River - C
With large tracts of agricultural land lying east of the vacant sections of the site, the upper portion o the site is physical distanced from the River and natural areas. Roughly 4,000 feet, or about 3/4 of a mile of agricultural lands separate the vacant portion of the upper Braodmoor site from the River's edge.

Challenging Site Entry at Sandifur Parkway - J
With three Broadmoor Boulevard intersections all offset within roughly 1/4 of a mile vehicular site entry from the west will be challenging. Careful attention to the traffic pattern, and possible traffic revision may be required to handle site entry associated with future development.

Incomplete Roadway Connectivity - G
Broadmoor Blvd. currently stops near the northeast corner of the study area, and Dent Road does not connect to back to Broadmoor Blvd. This incomplete connectivity leaves some portions of the study area without roadway access. East - West travel to the north of the freeway is also limited, with no easy route from Broadmoor to Road 68 except via Sandifur Pkwy.

Association With Broadmoor Outlet Center - K
Association of the study area with the Broadmoor Outlet Center may negatively impact the marketability of the sites. The outlet center has experienced high vacancy rates, and negative attention in the press.

Sandy Soils - I
A swath of sandy soil entering the site from the northeast is evident on USGS maps. The extent of this sandy soil and its suitability for development are considerations.

Irrigation System - H
The end of an irrigation canal system enters the study site from the north. The impact of water wash from agricultural uses to the north on the study sites should be explored, and may impact development potential in the north central portion of the site.

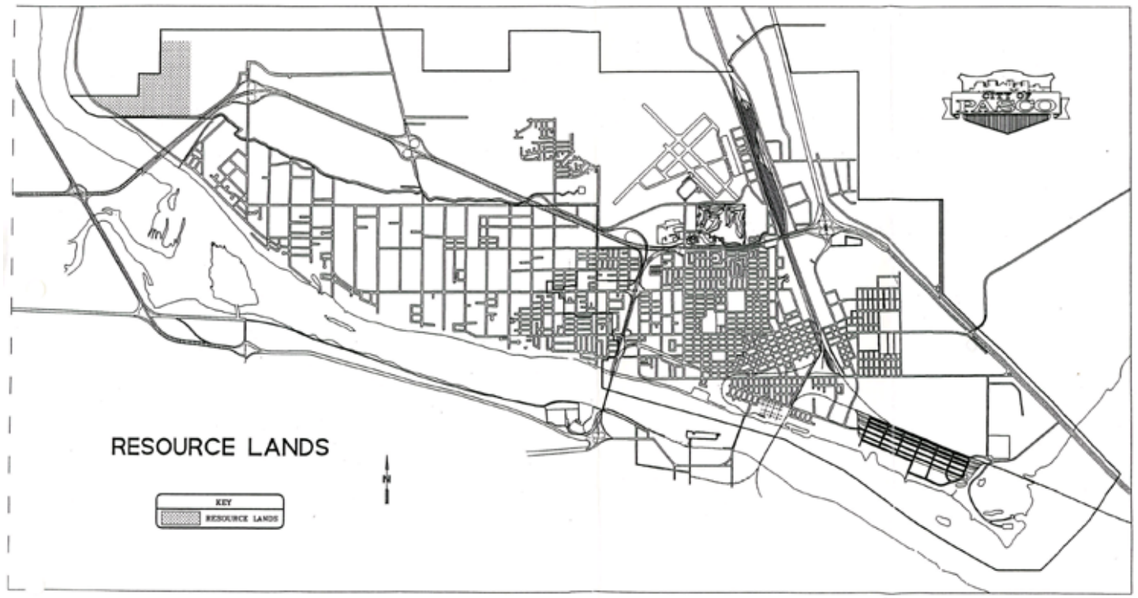
River Flow / Drift Material - B
Due to the natural pattern of River flow near the Broadmoor Properties, wafts of drift material collect along the banks near the Broadmoor Properties during certain seasons. Collection of drift material may impact the character and enjoyment of the river's edge.

Small Agricultural Operation - E
A continuing small agricultural operation which includes a pig-farm along the River on the southeast side of the study site may impact potential connections with the River.

Mineral Extraction

The figure below, from the City of Pasco Comprehensive Plan, displays the location of designated Resource Lands, including the hatched area at the upper left of the figure. The City recognizes the importance of mineral extraction activities, and therefore allows for the extraction of resources by special permit pursuant to the City of Pasco land use code. It is important to underscore that all future development concepts in this study showing future development on or in proximity to the Mineral Resource area assume a timeframe for development after Mineral Resource extraction is ceased or becomes unproductive. As development concepts in the study area are refined with more specificity, concepts should focus on oportunities to utilize the mine resource in conjunction with the City's overarching development vision. (See also discussion under 'Long-Term Outlook' pg. 3.)

Note that the Resource Lands area below is slightly different from the mining operator's lease-hold area, which is the Phase I limit assumed in the Alternatives. In the south central portion of the site along Harris Rd., the Phase I potential development area stops short of the Resource Lands area shown below, allowing for a greater buffer between potential development and mineral extraction activities. In the north central area, the limit of potential Phase I development is more extensive, allowing for potential near term development along the City of Pasco's northern boundary.



Resource Lands as designated in City of Pasco Comprehensive Plan. Note extent of Broadmoor area designation in upper left.

PRE-DEVELOPMENT CONDITIONS

Inventory of Pre-Development Conditions

HABITAT CONDITIONS

H - 1 - Tree Cover / Habitat / Wildlife Corridor

The undeveloped waterfront edge of the Broadmoor Properties Site provided cover for migratory wildlife species that can currently be found to the north and south of the site. To the north of the site is Hanford Reach National Monument, which is home to mule deer, coyotes, bald eagles, great blue herons, white pelicans, large elk herds, porcupines, and rare plants. To the south of the site is Bateman Island and continued River Edge, which has recently been preserved as the Columbia Point Trail System. Flat water portion of river . Used for recreational and navigational purposes. Strong natural character.

WATER USE CONDITIONS

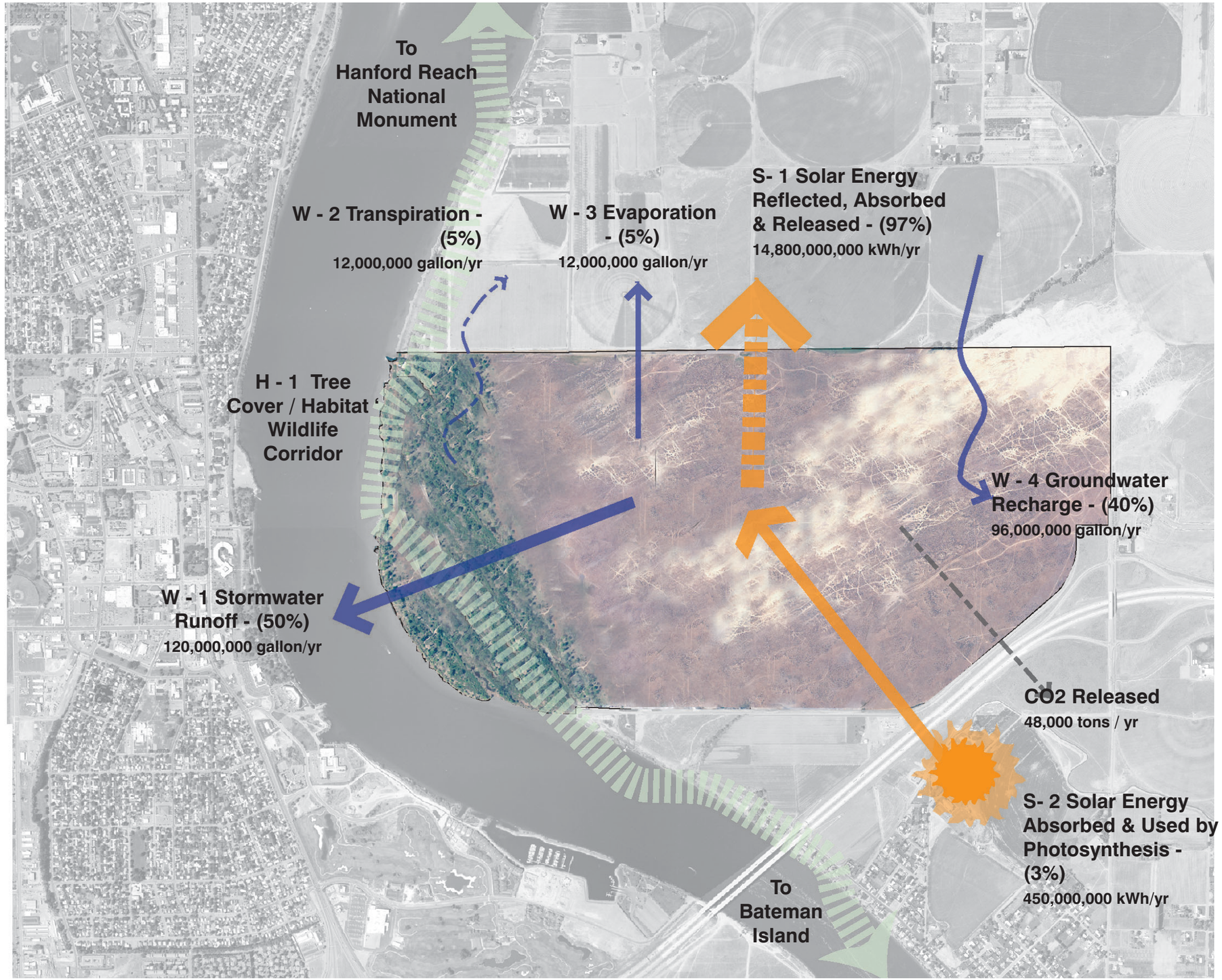
Total precipitation for the Site is approximately 240,000,000 gallon / yr

Total Precipitation is based on an assumed 6.26 inches / year average precipitation rate.

ENERGY USE CONDITIONS

Total Solar Energy Input for the Site is approximately 15,250,000,000 kWh / yr

Total Solar Energy is based on an assumed 300 full sun days / year.



Site Images

The images below display conditions on the study area and vicinity as seen during the summer of 2004.

Agricultural uses adjacent to the study sites.

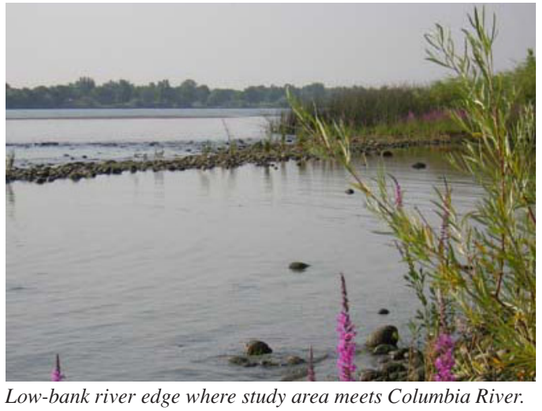
View from study area looking southwest.

Boat basin in Richland across the Columbia River.

Gravel mining on the study sites.

Study area in background with Columbia in foreground.

Existing residential along the River south of study area.



Low-bank river edge where study area meets Columbia River.

Recent residential development east of Broadmoor Blvd.

Broadmoor outlet center.

V. Implementation

Alternative Selection
Alternatives are evaluated with a pros and cons discussion on the following pages, and a preferred Alternative is recommended. The process and criteria for this selection is a balancing of various factors. Evaluation factors include the guiding principles which are listed in Section I and repeated below. In addition, general discussion of revenue factors, impediment factors, and buildout potential is included in the pros and cons. Through the application of this pros and cons testing, and through discussion with the City of Pasco and key stakeholders an Alternative is recommended.

It is important to underscore two points about the selection of an Alternative in this study. First, the Alternative is a concept, vision, or general guide for future development only. The Alternative loosely illustrates an overall pattern of preferred land use and overall location of key features. The Alternative does not locate with specificity roadways, infrastructure, or specific subdivisions or developments. These elements would be determined through more detailed future site planning, or during individual developments. Secondly, the selection of the preferred Alternative on the following pages does not necessarily preclude incorporation of elements or features shown in a different Alternative in the long run. This study recognizes that during long term development of the study area, and during more in depth analysis, additional information may arise which would adjust or revise the preferred alternative or elements of the alternative.

Project Guiding Principles

Create a Distinct Identifiable District

Respond to Market Conditions & Feasibility

Enhance Positive Image For West Pasco

Provide Amenity & Ensure Long Term Viability

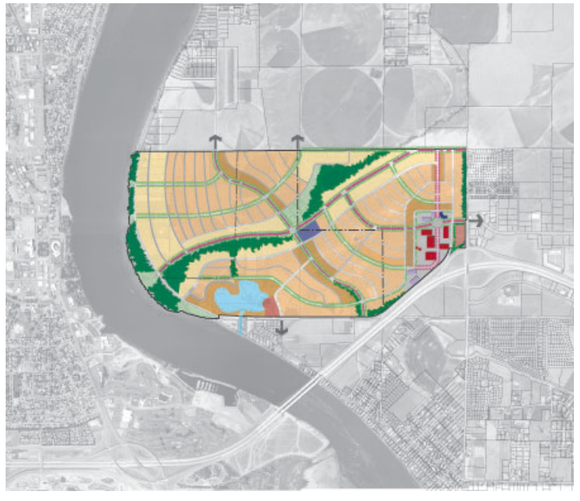
Enhance Connections & Relationship To The Columbia River

Ensure Consistency With City Comprehensive Plan Goals & Policies as Well As Washington State Growth Management Act

Allow For Development At 'Higher End' of The Market

Provide Greatest Benefit to Immediate Stakeholders (Including Property Owners) As Well As Greater Pasco Community

Alternative A



DISCUSSION PROS

- Enhances connection with river through street pattern and greenbelt feature
- Provides for substantial buildout that is denser than B or C
- Distinct street pattern enhances sense of identity and uniqueness
- Creates a sense of place and civic focus radiating from retail core
- Allows for regional serving commercial which produces high revenues
- Commercial also helps create sense of place as it is integrated with overall neighborhood
- Public river edge provides amenity for greater number of potential users
- Alternative is consistent with gravel mine operator's vision for future reuse
- Allows for housing development at the higher price points in several locations
- Creates strong amenity with boat basin
- Boat basin enhances study area's connection with the river.
- Creates strong amenity with greenbelt
- Street pattern accommodates topographical changes.
- Connects with adjacent street grid

DISCUSSION CONS

- Challenge to initiate revised pattern of streets
- May require code revision to implement Alternative
- Integration of regional commercial with neighborhood may be difficult for some retail tenants
- Challenge to procure environmental permitting for boat basin feature
- Revised street pattern does not fully mesh with existing pattern of property ownership or street grid
- Need to resolve sewer service provision for western half of site

Alternative B

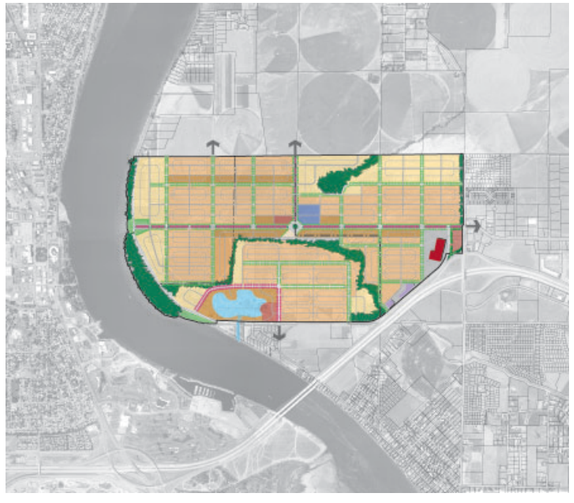
DISCUSSION PROS

- Enhances connection with river with large park feature
- Distinct street pattern enhances sense of identity and uniqueness
- Allows for regional serving commercial which produces high revenues
- Allows for housing development at the higher price points in several locations
- Creates strong amenity with public / private reserve
- Creates strong amenity with system of connecting greenways
- Public river edge provides amenity for greater number of potential users
- Street pattern accommodates topographical changes
- Street pattern creates sense of exclusiveness
- Connects with adjacent street arterials
- Provides greatest amount of open space
- Public / Private reserve may potentially accommodate sewer service facility

DISCUSSION CONS

- Challenge to initiate revised pattern of streets
- May require code revision to implement Alternative
- Winding street pattern decreases efficiency of site design
- Buildout density is less than Alternatives A or D
- Revised street pattern does not fully mesh with existing pattern of property ownership or street grid
- Large public / private reserve decreases density of site buildout
- Traditional big box retail in early phase may not allow for enhancement of identity and image for study area as a whole
- Alternative is not consistent with gravel mine operator's vision for future site reuse

Alternative C



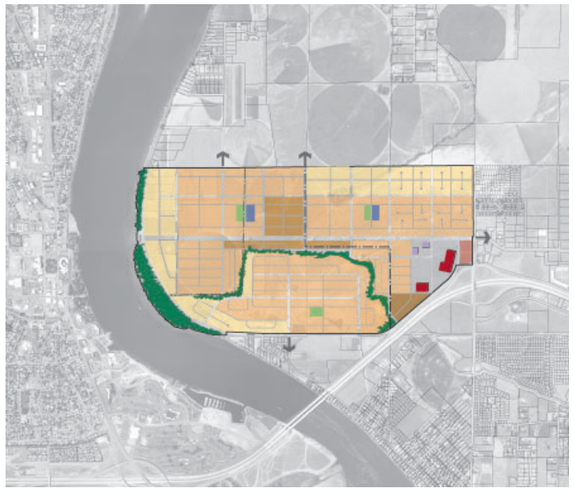
DISCUSSION PROS

- Distinct street pattern enhances sense of identity and uniqueness
- Allows for regional-serving commercial which produces high revenues
- Creates pleasant street environment due to alley access
- Alternative is consistent with gravel mine operator's vision for future reuse
- Allows for housing development at the higher price points in several locations
- Creates strong amenity with boat basin
- Public river edge provides amenity for greater number of potential users
- Boat basin enhances district's connection with the River
- Connects with adjacent street grid
- Gridded pattern is consistent with typical land division and street grid

DISCUSSION CONS

- Challenge to initiate revised streets pattern with alley access
- May require code revision to implement Alternative
- Street pattern with alleys decreases efficiency of site design
- Buildout density is less than Alternatives D
- Traditional big box retail in early phase may not allow for enhancement of identity and image for study area as a whole
- Provision of open and public spaces is smaller than Alternatives A or B
- Strict street grid may not allow for roadway connectivity over areas of topo graphical change
- Long straight streets may lead to speeding traffic problems
- Need to resolve sewer service provision for western half of site

Alternative D



DISCUSSION PROS

- Provides densest overall buildout
- Allows for regional-serving commercial which produces high revenues
- Public river edge provides amenity for greater number of potential users
- Allows for housing development at the higher price points in several locations
- Connects with adjacent street grid
- Gridded pattern is consistent with typical land division and street grid
- Implementable through current land use regulation and codes

DISCUSSION CONS

- Traditional big box retail in early phase may not allow for enhancement of identity and image for study area as a whole
- Provision of open and public spaces is smaller than Alternatives A, B or C
- Strict street grid may not allow for roadway connectivity over areas of topo-graphical change
- Alternative does not enhance distinct identity for study area
- Alternative does not significantly enhance connection with river
- Long straight streets may lead to speeding traffic problems
- Need to resolve sewer service provision for western half of site

ALTERNATIVE A - PREFERRED ALTERNATIVE

Alternative Selection
Review of pros and cons statement on the previous pages shows alternative A to have a greater number of positive attribute and fewer negative attributes relative to other Alternatives. This is consistent with discussion and review during the planning process. Alternative A is able to create a distinct and identifiable identity. A is the Alternative with the strongest potential to help the study area develop as a pleasant and sought after environment in West Pasco. A also provides relatively efficient buildout. The alternative strongly enhances connection to the river.

Key Features

The following points are the key elements of Alternative A that should be strived for during implementation. The schematic site plan is a general guide for future development, with the features listed below. (See also pages 4-5)

- Sandifur Parkway Extension As a Boulevard
- Large Scale Or Regional Retail Near the Interchange That Is Integrated Into The Neighborhood - Develop as 'lifestyle center' if feasible
- Street Pattern That Responds to River Curvature
- Harris Rd. Correction - Tees into Sandifur Parkway Extension
- Greenway 'Stepping Down' To The River
- Boulevard Associated With Greenway
- High End Housing On Elevated Northeast Section of Site
- High End Housing Near the River
- Higher Density Housing Near Retail
- Office Uses Near Freeway
- Medium Scale Single Family Housing on Much of Interior Site
- Boat Basin With Related Townhomes and Commercial
- Future Civic Use in Central Site
- Public Services Such As Elementary School in Center of Site With Buildout
- Dent Rd. Extension Along North Edge of Study Area
- Future Arterial Connection Into Site From Kohler Rd., Dent Rd., and Court St.
- Greenway Along River's Edge With Public Access Where Possible

Implementation
The tables on the following pages list action steps that may be taken to implement the preferred Alternative.

IMPLEMENTATION ACTION TABLE

Indicates that actions B and C may be executed together. Or, Action C could be executed without Action B.

KEY	TITLE	DESCRIPTION	RESPONSIBLE PARTIE(S)	APPROPRIATE TIMEFRAME	COST / SOURCE
A	**Stakeholder Committee**	Create a formal Stakeholder Committee to guide 'B or C' below. Include City of Pasco representatives, area property owners, area business representatives and other interested or knowledgeable parties. Ensure that stakeholders achieve consensus on revised zoning, development standards, or Master Development Plan. The stakeholder group for A, would be more compact than for B.	City of Pasco Planning; Stakeholders.	2005 –	No direct.
B	**Rezone With Area-Specific Development Standards** *(eg. Mercer Island, Town Center)*	Rezone the upper portion of the Broadmoor Properties that are within the City of Pasco but not included in the potential resource extraction area (Described as Phase I within this document). Utilize a combination of existing City of Pasco zoning designations and/or new zoning designations to achieve the envisioned pattern of development. Include specific development standards for key elements to lend the area consistency, attractiveness and distinction. Development standards may be included for items such as: Boulevard Streets, open space amenities, street signage, lighting fixtures, landscaping etc. as consistent with an overall vision for the study area. Focus on promoting the desired land use pattern, and creating a distinct 'look and feel' for new development through land use regulation. Action would be limited to the City of Pasco section of the study area. Regulations may be incorporated into a new section of the Land Use Code.	City of Pasco Planning	2005	Cost for drafting of revised land use regulation. City of Pasco or consultant fee.
C	**Subarea Master Development Plan - Infrastructure Focus** *(Eg. Vancouver, WA Subarea 30 Plan)*	Conduct a Subarea Master Development Plan with collaboration between Franklin County, the City of Pasco, and area property and business owner stakeholders. Focus specifically on infrastructure extension needs and buildout impacts in the area, including the unincorporated sections. The study would locate and determine with specificity the arterial roadway network, and the most appropriate utility extensions for the site. The study may arrive at an annexation and revenue-sharing plan for the portion of the study area not currently in the City of Pasco. The study may also recommend a plan for sharing the cost of roadway and infrastructure investments between public sector jurisdictions and private interests - as a tool to spur development. (See D Below). The study would make a recommendation on the provision of services (especially sewer service) to the western and northern sections of the study area. This action could be done along with, or separate from the land use regulation action described in 'B' above.	City of Pasco Planning, Public Works; Franklin County Planning; area Stakeholders.	2005 - 2006	+/- $50-100K for Master Development Plan study. Divide cost between Pasco, Franklin County, and property owner.
D	**Targeted Infrastructure Investment**	If 'C' above is executed, the City of Pasco should consider sharing the cost of targeted infrastructure investment with private developers for some of the primary infrastructure extensions. Such infrastructure investments could include the primary arterial roadway extension, or primary water or sewer line extension. The strategy would be to kickstart development through the targeted investment. Study C would determine which infrastructure extensions or shared cost arrangements would be 'revenue positive' for the City. One high priority infrastructure investment could be the start of a Sandifur Parkway extension along with revision of Harris Rd.	City of Pasco Public Works, Planning. Property owners.	2006 - 2010	Requires study to determine. City of Pasco; Franklin County.
E	**Boat Basin Public / Private Partnership**	Begin a formal committee on the Boat Basin project as a public / private partnership. Initiate discussion with the Army Corps of Engineers on the long-term viability, and necessary steps for making the boat basin feature and other actions related to the Riverfront a reality. This group may be the same group as 'A' above, or a different group of stakeholders. The committee's work would drive towards a revised reclamation plan for the gravel mine operation, and would prepare the preliminary steps for permitting of the boat basin by both the Army Corps of Engineers and the State Department of Ecology. While addressing the Boat Basin, the Committee should also address potential improvements and more active greenspace uses in the river corridor as depicted within Alternatives in this document.	Area stakeholders. City of Pasco, Planning.	2005 – 2008	No direct.

KEY	TITLE	DESCRIPTION	RESPONSIBLE PARTIE(S)	APPROPRIATE TIMEFRAME	COST / SOURCE
F	**Identity & Naming**	Adopt new naming/branding conventions for the study area and all new roadways and public features. All new naming conventions should help to identify with the Columbia River. Consider promoting the area as "Riveredge", "Columbia View" etc. Cease referring to the study area as the "Broadmoor" area.	City of Pasco, all departments. Area stakeholders.	2005	No direct.
G	**Support / Expedite Ongoing Infrastructure Projects**	City of Pasco actively support and promote already planned or ongoing infrastructure improvements in the area and seek to elevate their position in Capital Improvement Programs (CIP). This includes: 1.) Franklin County's extension of Broadmoor Boulevard to the north; 2.) signalization of intersections at the Broadmoor Blvd. / Route I-182 in collaboration with WSDOT and Franklin County.	City of Pasco, Planning, Executive Branch.	2005 – 2008	No direct.
H	**Market & Promote Area's Potential**	City of Pasco should actively market and promote the study area for development and for general positive public image. Use naming conventions from F above. Feature depictions of the area's potential on City's web sites and other publications. Work with Tri-Cities economic development agencies to include material on the study area in their marketing and promotion efforts.	City of Pasco, all departments. TRIDEC.	2005	No direct.
I	**Advance Preparation For Service Delivery at Buildout**	Plan in advance for future public service delivery in the study area at buildout. Consider the study area as a potential future 'home-base' for service delivery to West Pasco- which is far removed from old downtown Pasco. Specifically, consider the future inclusion of such civic facilities as public elementary or community center, library, or future police / fire service needs. Such elements could be located in areas designated 'civic' in Alternatives within this document.	City of Pasco, Planning, Public Works. Area stakeholders.	2006 -	No direct.
J	**Promote as Potential Location for Cultural Facilities**	Promote the study area as a potential location for Tri-Cities area cultural or arts facilities. Such facilities may be incorporated along with buildout to enhance the visibility and identity of the developing study area. Such facilities may be conducive to the development of a town center identity. Such elements could be located in areas designated 'civic' in Alternatives within this document.	City of Pasco, Community & Economic Development, other branches.	2008 -	No direct.

arai jackson ellison murakami LLP

ARCHITECTURE | URBAN DESIGN | INTERIORS

2300 seventh ave

seattle, washington 98121

206/323-8800 • Fax: 206/323-8518

www.araijackson.com

Property Counselors

1904 Third Ave., Suite 316

Seattle, WA 98101

(206)-623-1731