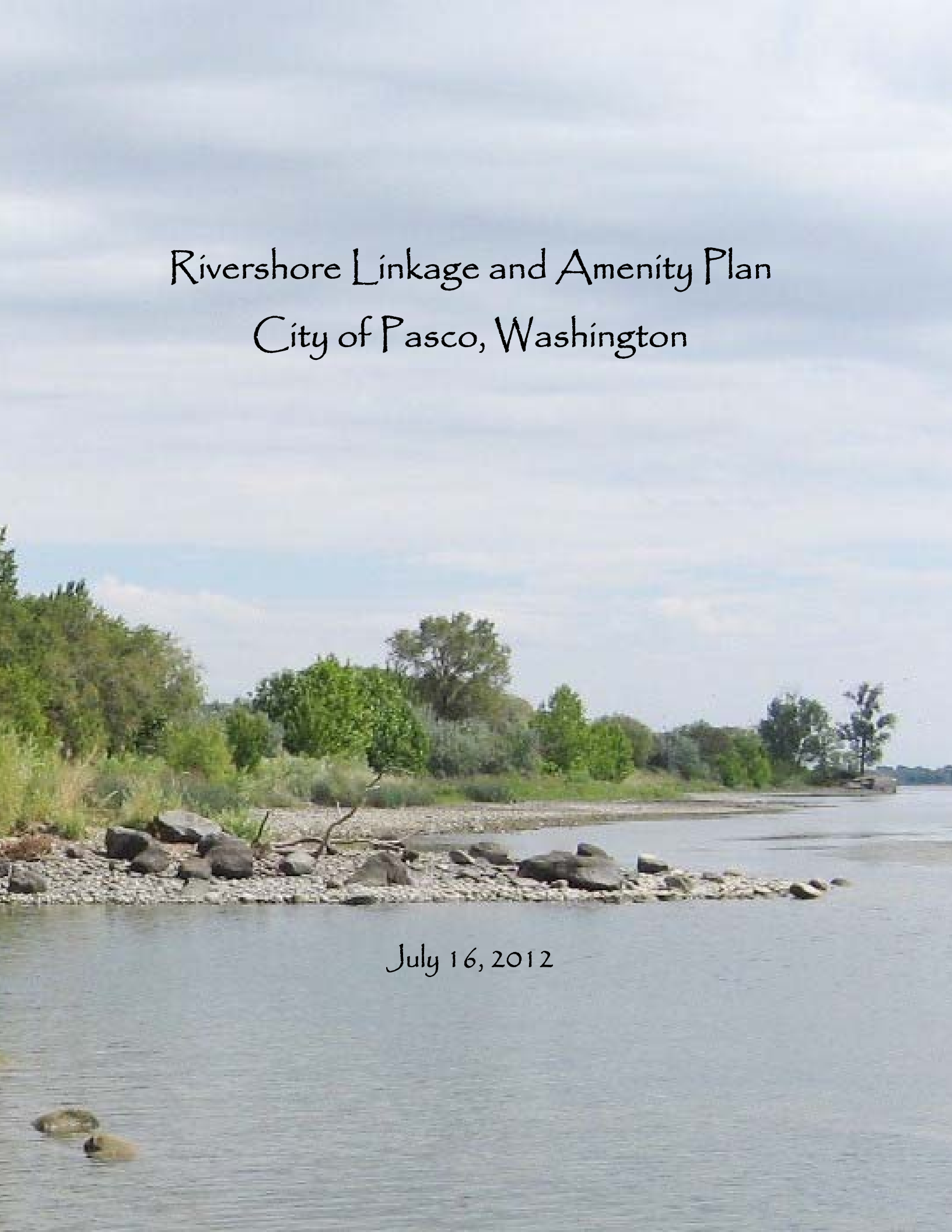


APPENDIX C  
RIVERSHORE LINKAGE AND AMENITY  
PLAN, CITY OF PASCO 2012

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The background of the slide is a photograph of a riverbank. In the foreground, there is a calm body of water. A rocky shoreline with several large, dark grey boulders and smaller stones runs across the middle ground. Behind the rocks, there is a dense line of green trees and shrubs. The sky above is filled with soft, white clouds.

# Rivershore Linkage and Amenity Plan City of Pasco, Washington

July 16, 2012

# Rivershore Linkage and Amenity Plan

City of Pasco, Washington

July 16, 2012

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## *Definitions*

**Amenities:** Public conveniences which enhance the River/Trail experience, such as Drinking fountains, restrooms, parks and picnic areas, and boat facilities.

**Destination:** facilities such as recreational areas, community centers, and commercial enterprises which are attractive and enhance the River/Trail experience.

**Linkage:** (See Upland Linkage)

**River:** In this Plan “River” refers to the system of Columbia and Snake Rivers which surround the City of Pasco.

**Trail:** The Sacagawea Heritage Trail winds along the Columbia River around the Tri-Cities area.

**Upland Linkage:** A multimodal transportation route connecting the Columbia River and Sacagawea Heritage Trail to proximal destinations which have the potential of enriching the River/Trail experience.

## *Scope and Area*

The City of Pasco Shoreline Amenities Plan includes all waterfront areas along the city limits of Pasco, extending along the Snake River from the northeastern reach of the City of Pasco’s Urban Growth Boundary (UGB) near Highway 12, south to the confluence of the Snake and Columbia Rivers at the southernmost point of Sacajawea State Park, and then west and north along the Columbia River to the northern point of the UGB at Dent Road. This plan is focused on rivershore trails, recreation amenities, community gathering spaces, development opportunities, wayfinding, and connecting to downtown and neighborhood lands, as well as establishing or improving gaps across bridges, natural areas, railway tracks, roads and parks.

## *Jurisdictions and Agencies*

- City of Pasco – The City of Pasco is the lead agency for and sole proprietor of this Plan. Located along the Columbia River’s northern shore, the City of Pasco has many residential neighborhoods that abut the Sacagawea Heritage Trail.
- Franklin County – Franklin County is located north of the Columbia River and includes the City of Pasco. Franklin County also has rivershore land in unincorporated areas.



- Port of Pasco - The Port of Pasco operates an intermodal rail hub, barge terminal, industrial and business parks in the riverfront area between the Cable Bridge and Sacajawea State Park. Osprey Pointe is the Port of Pasco's newest business development project along the river.
- U.S. Army Corps of Engineers - The U.S. Army Corps of Engineers (USACE) has jurisdiction over use and development standards along the Columbia River. The constructed levees are maintained by the USACE as a flood control tool for the region.

## *Background*

The Columbia and Snake Rivers form approximately half of the city's border (roughly 14 Miles) making the Pasco Rivershore Area the "front door" to Pasco from the vantage of both Richland and Kennewick, and thus the Rivershore Area is a key resource in the ongoing project of cityscape enhancement.

Past planning efforts pertaining to the local shorelines, including the City of Pasco Rivershore Area have resulted in a plethora of documents ranging from regional, cooperative efforts to local plans.

The following comprise a partial list of documents reviewed in preparation of this plan:

- 1) TREC Tri-Cities Rivershore Master Plan 2012
- 2) Comprehensive Plan 2007-2027
- 3) BPIC Shoreline Permit; April 2008
- 4) Parks & Recreation Plan 2005 Update
- 5) Broadway Properties Land Use and Market Analysis; December 2004
- 6) Master Plan; Sacajawea Heritage Trail; May 2000
- 7) Tri-Cities Rivershore Enhancement; 1997
- 8) Pasco Rivershore Enhancement Vision

Some of the plans are broad in scope and general in their outlook; others are highly focused with measurable outcomes.

## Project Purpose

The 2012 Tri-Cities Rivershore Master Plan encourages the participating jurisdictions to “develop facilities and programming that face and embrace the river, rather than turning away from it.” Similarly, The Pasco Vision of the Comprehensive Plan reads: “All residents of the city are afforded access to the Columbia River. Pasco is oriented toward and connected with the River through parks, pathways, bikeways, boats launches and docks” (Comprehensive Plan; “The Pasco Vision for 2027;” Introduction P3).

The ten overarching elements of the 2012 Tri-Cities Rivershore Master Plan are as follows:

1. Improve wayfinding and identity.
2. Integrate and interpret arts, culture, heritage and environmental features.
3. Create “place” through viewpoints, seating areas and user amenities.
4. Enhance water-oriented activities and recreation.
5. Increase birding and wildlife viewing opportunities.
6. Enhance linkages to and from the rivershore, across the river, and through historic downtowns, commerce, and cultural areas.
7. Enliven the rivershore through formal and informal programming.
8. Strengthen the connection with the Yakima Delta and the Yakima and Snake River systems.
9. Re-engage the riverfront through land use.
10. Implement priority rivershore enhancement projects.

The Rivershore Linkage and Amenities Plan provides 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. It delineates an approach for connecting the public to the Sacagawea Heritage Trail and the extensive Columbia River waterfront. It is based on a specific vision with supporting goals and objectives drawn from over 35 years of planning efforts.

## Project Guiding Principles

The primary Goals of this document are to identify appropriate upland linkages to the Sacagawea Heritage Trail, city parks, and public access points on the Columbia River, and to provide recommendations on future location of same. Linkages to and from the River/Trail only make sense when they lead to recreational facilities such as parks and

sports facilities, commercial enterprises such as retail shops, restaurants and hotels/motels, and community facilities such as art galleries, museums, and theaters. Amenities enhance the River/Trail experience and make it a place worth visiting. The best facilities and amenities are clustered in synergistic relationships and are attractive to local citizens and visitors alike. These amenities are within a comfortable walking distance, and ideally, within sight of the River/Trail. The upland Linkages can be promenades, creating a “view portal” for many of these upland attractions.

## General Challenges

While each segment of the River/Trail along Pasco's shoreline offers a unique mix of Challenges and opportunities, a few of these challenges/opportunities can be generalized as follows:

- 1) **Way-Finding:** The regional rivershore area lacks a cohesive signage and way-finding system; The City of Pasco should work with the other jurisdictions to create and adopt a cohesive, regional signage and way-finding system.
- 2) **Parking areas for River/Trail access:** Access points to trail and River are not sufficient. Unless a visitor lives within walking/bicycling distance of the Trail/River, they need a place to park vehicles. Parking should be integrated into access features.
- 3) **Accessibility from trail/water to commercial amenities:** Few connections exist to link the City's urban areas to the rivershore trail system. Trail users need well-marked, direct, safe and convenient walking and bicycling routes to the water at locations that can serve large potential user groups. Improving these connections can bring important economic development and transportation benefits to the City of Pasco. A synergistic relationship can occur between commerce and River/Trail activity, but only if those commercial amenities are within reach of the River/Trail system. Focus should be on River/Trail planning on an area within easy walking distance (not more than ¼ mile) from the River/Trail. Projects to consider include improved trail connections between Pasco's urban center and the Boat Basin/Marine Terminal area; between downtown Pasco and Osprey Pointe Business Park; and between the Pasco urban core area east of I-395 and the river area between the Blue and Cable Bridges.
- 4) **Levees:** the levees were built to protect the citizens against flood events. However they create a nearly insurmountable obstacle to boaters, waders and anyone desiring general access to the river. The City of Pasco's system of levees creates a visual and physical separation between the rivershore and developed areas. Levee #2 between Wade Park at Road 59 and Ivy Glades should be prioritized as needed trail improvements to establish visual and physical access to the river.
- 5) **Army Corps of Engineers "Wildlife Management Area":** Wildlife areas are desirable for protecting the environment and enhancing biological functionality. However

overgrown areas adjacent urban areas more often become refuge areas for criminal activity rather than for woodland creatures. With hundreds of miles of river frontage compared to just a few miles along the City limits, it may be wise to rethink how wildlife areas are managed close to urban areas. Elements such as public supervision and access need to be addressed. Trails with periodic “lookout” points would serve the dual function of granting public access to wild areas and create better public supervision of these areas.

- 6) Location/Distribution of current amenities: Amenities attract, and lack of amenities deters visits to the River/Trail. Basic amenities relate directly to River/Trail enjoyment, and include, but are not limited to the following:
  - a) Drinking fountains: Walkers, runners, bicyclists, recreationalists and picnicking families, all depend on availability of water. Drinking fountains should be placed periodically along the Trail and clustered with park facilities such as pavilions and picnic areas.
  - b) Restrooms: River and Trail users also depend on availability of restroom facilities. Restrooms should be clustered with park facilities such as pavilions and picnic areas, and should be stationed periodically in pocket parks along the Trail.
  - c) Shade (trees/picnic pavilions): In the semi-arid Tri-Cities area, protection from the summer sun is desirable and adds to the pleasure of the River/Trail experience. Shade areas are severely lacking along the Trail on the Pasco side of the River. Along with tree planting, placement of picnic pavilions is crucial for enjoyment along the River/Trail. Picnic Pavilions would typically be clustered with parks and pocket parks.
  - d) Benches: The Trail has an assortment of seating areas, although very few of them are coupled with natural or artificial shading. Seating should be strategically clustered with both tree planting and pavilion placement areas along the River/Trail.
  - e) Parks: General gathering places are important for increasing social bonds and a sense of community. Parks serve a community purpose in providing some of those meeting places. Parks should be designed with high public visibility and supervision so as to reduce the incidence of vandalism and criminal activity. A well-designed park will have houses, apartments and/or condominiums along the periphery, each with park-facing porches and balconies. This design will serve the dual function of

- increasing supervision of park facilities and increasing the desirability and value of park-side homes.
- f) Availability of dog cleanup facilities: For the sake of sanitation, good manners, and aesthetics, canine waste cleanup stations should be provided periodically, with City of Pasco dog nuisance code prominently displayed.
  - g) Current residential development along river: One of the main obstacles to linkage and amenities development along the River/Trail will be developed residential areas. Homeowners typically desire parks but resent the higher traffic volumes and intrusion of strangers into their neighborhoods.
- 7) River Crossings: The Blue and Cable Bridges were not designed with non-motorized traffic as a priority, and are severely limited in terms of trail width, accessibility and safety. The effort to provide state-of-the-art separated Class I multiuse paths over them should be explored. MIG Consultants has also suggested exploring the possibility of a cantilevered pedestrian bridge built to the side of the BNSF bridges to improve the range of river crossing choices for trail users. If a future bridge is built, bike and pedestrian access should be a priority.
- 8) Railroad: The BNSF railroad bridge between the Boat Basin and Marine terminal requires pedestrians traveling along the Rivershore to go around and over it via the Ainsworth Overpass, forcing people away from the water. This also serves to further isolate the Boat Basin neighborhood, bringing a higher crime and gang risk factor to the neighborhood. Efforts to build a BNSF/Sacagawea Trail underpass should be enthusiastically pursued.
- 9) Bridge Understructure: Bridge understructures are targets for graffiti and are periodically used as transient shelters. Landscaping, screening, and other measures should be pursued to discourage access to and vandalism of these areas.

## General Opportunities

- 1) Provide potential links to commercial and civic districts
- 2) Improve existing trails and build new trails to patch gaps in trail system
- 3) Incorporate more interpretive signage & informational plaques
- 4) Encourage more boat and water-oriented activities
- 5) Commercial/industrial zoning along river:
  - a) Potential accessibility from trail/water to commercial amenities:

- b) Potential restaurants/eateries/refreshment establishments
- c) Potential sporting goods:
  - i) Bicycle/roller blade rental/repair
  - ii) Bait and tackle
  - iii) Boat
  - iv) Mooring/docks/slips
  - v) Sales
  - vi) Rental
  - vii) Maintenance/repair
  - viii) fueling
- d) Potential General Shopping:
  - i) Art galleries
  - ii) Tourist shops
  - iii) Specialty shops
- 6) Provide self-guided smart phone tours addressing unique history, culture and environment of the Tri-Cities. Examples include: Mid-Century House and Historic Alphabet House Tour, Port of Pasco Tour, Environmental Preserve Areas, Tri-Cities Bridges and Pompy's Lessons trail markers.
- 7) Guiding development of vacant land along trails
  - a) Pocket Parks in vacant lots along river: Small lots along the path may be suitable for "pocket" park rest areas, areas with minimal amenities for bicyclists and pedestrians and the occasional boater using the River/Trail
  - b) Possible access points to trail: Small River/Trail-adjacent lots may also serve as ROW and minimal parking for trail access.
  - c) Possible access points to water
- 8) Complement Pompy's Lessons trail markers with smart-phone codes.
- 9) Consider low-profile and night sky sensitive lighting at key gathering spots along the trail for improved safety and visibility
- 10) Develop kiosks and gateway features
- 11) "Zero" habitat along levee areas: Levees are constructed with an impermeable core covered with large basalt rip-rap. As the minimum State of Washington/ Department of Ecology requirement for development along rivers is "no net loss of ecological function," permitting for heavier public access and uses should be easier.

- 12) Broadmoor Area Plan: The Plan for this area west of Road 100/Broadmoor Boulevard has been approved by the Pasco City Council.
- 13) Osprey Pointe Plan: The Plan for this area South of Ainsworth Avenue and East of the Boat Basin/Marine Terminal has been approved by the Pasco City Council and Phase One is now built.
- 14) Boat Basin/Marine Terminal Plan: The Plan for this area South of Ainsworth Avenue and East of the Cable Bridge has been approved by the Pasco City council.
- 15) Army Corps of Engineers Wildlife Management Area: This stretch of land is under public ownership and can be planned for and permitted as a single entity.



## Inventory

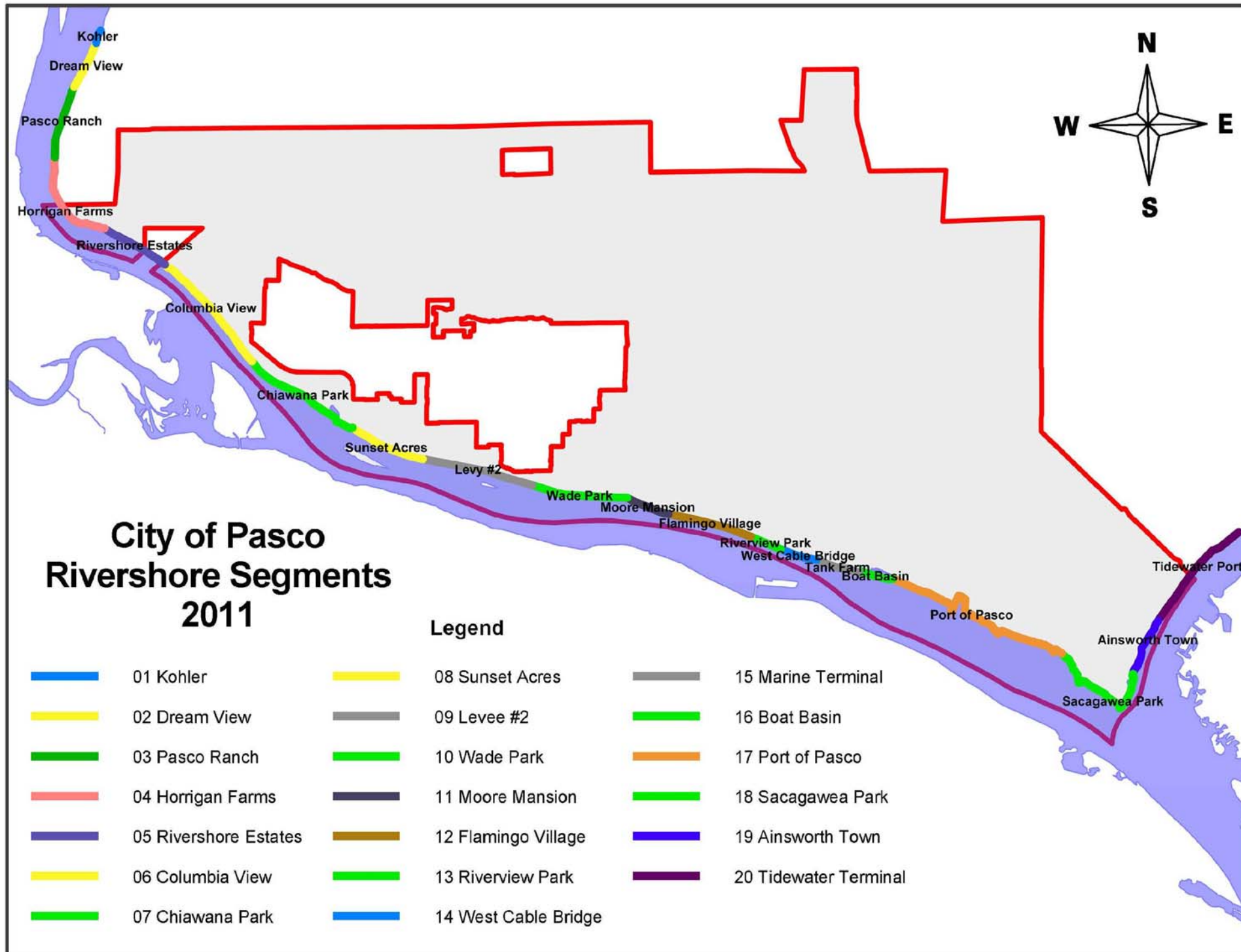
### Rivershore Segments

The Segments are numbered 1-20, beginning upriver on the Columbia River at the City of Pasco Urban Growth Boundary (UGB) just north of the Kohler Segment, flowing downstream to Sacagawea Park, and then continuing upstream along the Snake River to the Tidewater Terminal Segment. Each Segment is an arbitrary breakdown of river frontage which contains somewhat similar characteristics (see Rivershore Segments Map below).

### Inventory of existing amenities

The following amenities have been installed along the City of Pasco shoreline to date:

- 1) Access points
- 2) Beaches
- 3) Bike Path/ Trail
- 4) Boat Launches
- 5) Environmental/wildlife conservation/protection areas
- 6) Historic markers
- 7) Interpretive elements
- 8) Landscaping
- 9) Levee Lowering
- 10) Parking areas
- 11) Park/ Sport Fields
- 12) Picnic areas/ Pavilions
- 13) Public piers
- 14) Restrooms
- 15) Water fountains



## Kohler

- a) **Ownership:** Private/US Government
- b) **Landscape and Natural Features:** The land along this segment is fairly flat, with a short drop-off into the river. The shoreline is thickly vegetated with a mix of native and non-native trees and shrubs. Farming activities occur within about 30 yards of the river. A private unimproved road separates an orchard/vineyard from the river.
- c) **Transportation:** There is no direct public access to the River at this segment. The closest public right-of-way is Kohler Road. While the road connects to Dent Road to the South, right-of-way has not been secured to connect the two.
- d) **General Land Use Pattern:**
  - i) **Agricultural Areas:** Farming activities occur within about 30 yards of the river. A private unimproved road separates an orchard/vineyard from the river.
  - ii) **Natural Area:** A 20 yard strip of US Government-owned natural area lies between the private road and the River.
  - iii) **Preservation of View Corridors:** Due to the flat terrain in this section of the River views would be limited to those structures built close to the River.
- e) **Current Linkage and Amenities Inventory:** None in this segment
- f) **Linkage and Amenities Opportunities:** Public ownership of about 20-30 yards of land along the river would allow the extension of the Sacagawea Heritage Trail along this section. This section is undeveloped except for farming activities, and may lend itself well to a park/River/Trail access point.
- g) **Linkage and Amenities Constraints:** there is neither direct public access to the River nor secure Right-of-Way from Kohler Road to Dent Road at this time. Roads to the property lead through neighborhoods and are designed for low-volume traffic.

## h) RECOMMENDATIONS:

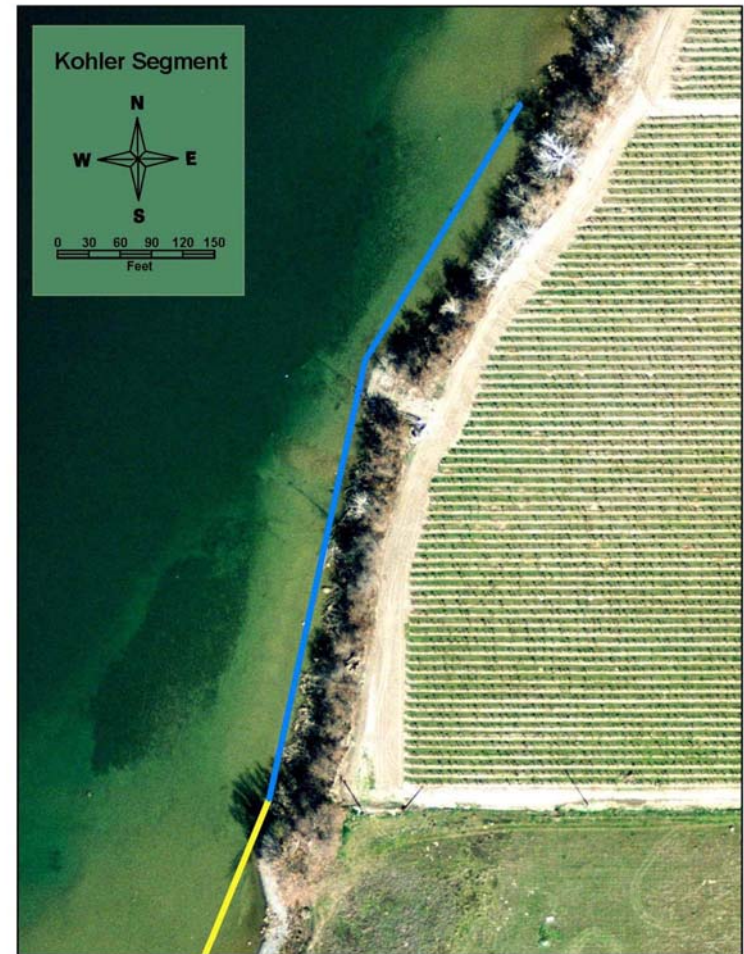
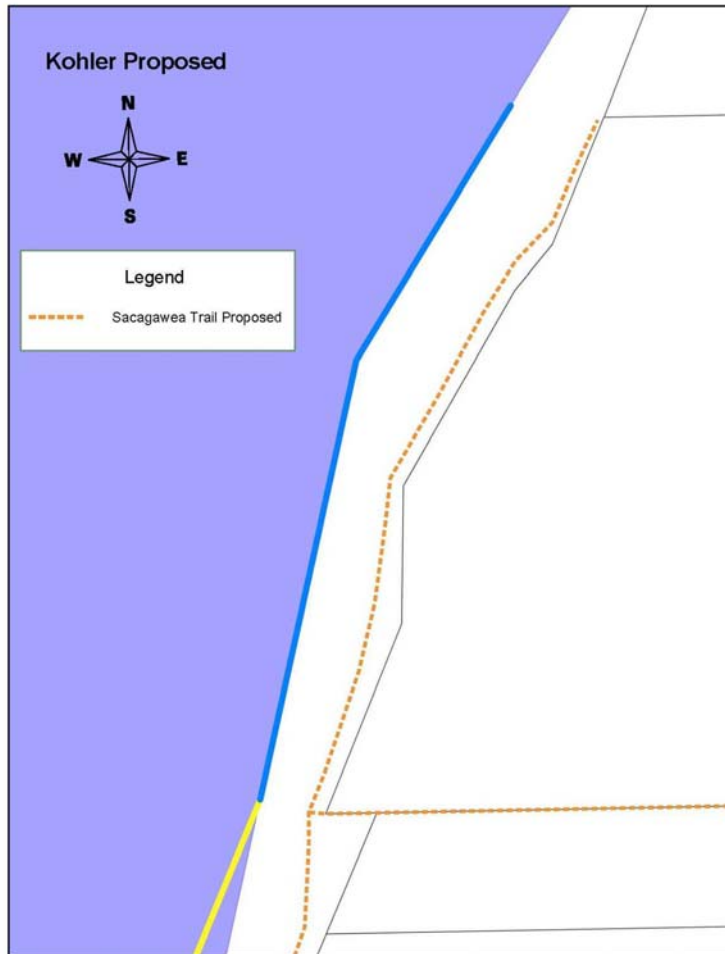
### Short-Term Recommendations:

- i) Work with Army Corps, the County and property owners to design and build a continuation of the Sacagawea Trail north to the Urban Growth Boundary (UGB) line.
- ii) Secure the Right-of-Way from Dent Road to Kohler Road and purchase land for ROW from Kohler road to the shoreline and for future park development.
- iii) Include *bona fide* river access points/future parks along this section of trail which connect to Kohler and Dent Roads.
- iv) With Property owner approval (and covenant) Begin irrigation and tree planting along proposed greenbelt.
- v) Secure ROW and purchase park property.

### Long-Term Recommendations

- vi) Develop a public park with access off of Dent/Kohler roads. Continue Sacagawea Heritage Trail with “pocket” parks along river.







## Dream View

- a) **Ownership:** Private/US Government
- b) **Landscape and Natural Features:** The land along this segment is fairly flat, with a short drop-off into the river. Area developed with high-end residential units within about 100 yards of the river. The shoreline is vegetated with a mix of native and non-native trees and shrubs.
- c) **Transportation:** There is no direct public access to the River at this segment. The closest public rights-of-way are neighborhood streets branching off from Kohler Road. While Kohler road connects to Dent Road to the South, right-of-way has not been secured to connect the two.
- d) **General Land Use Pattern:**
  - i) **Residential Development:** This area is developed with higher-end residential units in a mix of four subdivisions and a series of short plats.
  - ii) **Natural Area:** A strip of US Government-owned natural area between 20 and 150 yards separates the river from residential uses.
  - iii) **Preservation of View Corridors:** Due to the flat terrain in this section of the River views are limited to those structures built close to the River. Most River frontage lots have been developed.
- e) **Current Linkage and Amenities Inventory:** None in this segment
- f) **Linkage and Amenities Opportunities:** Public ownership of about 20-150 yards of land along the river would allow the extension of the Sacagawea Heritage Trail along this section.
- g) **Linkage and Amenities Constraints:** there is neither direct public access to the River nor secure Right-of-Way from Kohler Road to Dent Road at this time. Some homeowners have extended their residential landscaping onto public lands.

## h) RECOMMENDATIONS:

### Short-Term Recommendations:

- i) Work with Army Corps, the County and property owners to design and build a continuation of the Sacagawea Trail north to the Urban Growth Boundary (UGB) line. Obtain ROW for access to the Trail.
- ii) Include *bona fide* river access points/future parks along this section of trail which connect to Kohler and Dent Roads.
- iii) With Property owner approval (and covenant) Begin irrigation and tree planting along proposed trail extension.

### Long-Term Recommendations

- iv) Greenbelt/parks/pocket parks along river;









## Pasco Ranch

- a) **Ownership:** Private/US Government
- b) **Landscape and Natural Features:** The land along this segment is fairly flat, with a short drop-off into the river. Orchard farming activities occur within about 100 yards (or less) of the river. The shoreline is vegetated with a mix of native and non-native trees and shrubs. The water is fairly shallow along here, and wide shallow areas are periodically exposed during low water events
- c) **Transportation:** Court Street runs along the south half of this segment up to Dent Road, where direct access is available to an irrigation pump station and a private dock. Right-of-way has not been secured for either Dent or Court Street in this section.
- d) **General Land Use Pattern:**
  - i) **Residential Development:** This area is developed with scattered farmstead residential units at the periphery of farming activity.
  - ii) **Natural Area:** A strip of US Government-owned natural area between 20 and 150 yards separates the river from residential uses. This area has been designated by the US Army Corps of Engineers as a "Wildlife Management Area." Hunting is permitted, but no motorized vehicles are allowed.
  - iii) **Preservation of View Corridors:** There is a slight rise in the terrain in this section of the River, which would allow for subtle views close to the River. A handful of modest homes have been built in a cluster near the river.
- e) **Current Linkage and Amenities Inventory:** None in this segment
- f) **Linkage and Amenities Opportunities:** Dent Road cuts directly inland from the middle of this segment, giving residents of northwest Pasco easy access to the site. As well, Shoreline Road (formerly Court Street) separates the private ownership from the Public lands, reducing the potential for shoreline owner resistance to park and trail proposals. Public ownership of about 20-150 yards of land along the river would allow the extension of the Sacagawea Heritage Trail along this section.
- g) **Linkage and Amenities Constraints:** Land along this segment of the River has been designated by the Army Corps of Engineers as a "Wildlife Management Area."

Any trail development will go through a strict Army corps review and approval process.

- h) **RECOMMENDATIONS:** *NOTE—the Southern ½ of Pasco Ranch is part of the Broadmoor Area Plan and has been extensively evaluated and planned. These recommendations correspond to that general planning effort.*

#### Short-Term Recommendations:

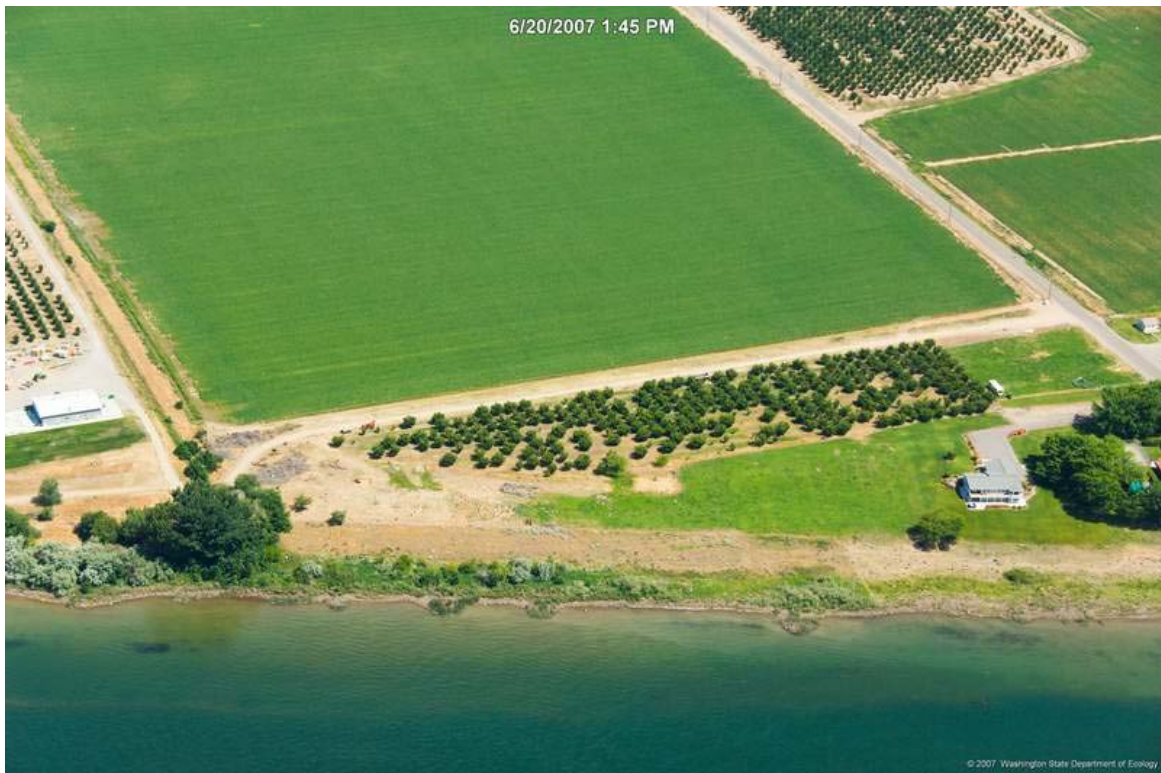
- i) Work with Army Corps, the County and property owners to design and build an extension of the Sacagawea Trail with raised wildlife watching decks on piers as a continuation of the Sacagawea Trail north toward the Urban Growth Boundary (UGB) line.
- ii) Include *bona fide* river access points/future parks along this section of trail which connect to Dent Road and Shoreline Road (formerly Court Street).

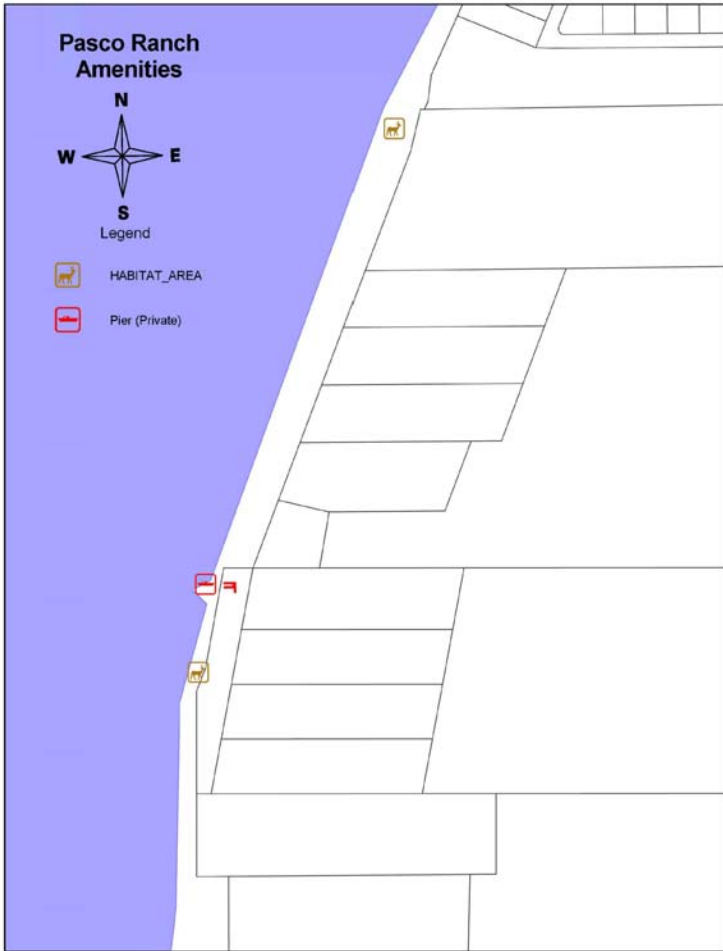
#### Long-Term Recommendations

- iii) Greenbelt/parks/pocket habitat areas along river;















Pasco Ranch  
Irrigation Pumps



Pasco Ranch  
Boat Dock

# **Wildlife Management Area**

**Hunting Permitted  
No Motorized Vehicles**

## **For Information Contact:**

**U.S. Army Corps of Engineers  
Walla Walla District  
201 N. 3rd St.  
Walla Walla, WA 99362  
(509) 527-7136**



**US Army Corps  
of Engineers**



## Horrigan Farms

- a) **Ownership:** Private/US Army Corps of Engineers
- b) **Landscape and Natural Features:** The land along this segment is fairly flat, with a short and increasingly steep drop-off into the river toward the south. East of Shoreline Road (formerly Court Street) orchard farming activities occur on the north of the City Limits line, and Central Pre-Mix gravel extraction operation south of the City Limits line. West of Shoreline Road and down to the River the shoreline is heavily vegetated with a mix of native and non-native trees and shrubs.
- c) **Transportation:** Shoreline Road (formerly Court Street) runs along the entire length of this segment between the Army Corps of Engineers designated Wildlife Management Area to the West and Horrigan Farms Orchard to the East.
- d) **General Land Use Pattern:**
  - i) **Residential Development:** There is one residential unit along this segment.
  - ii) **Industrial Uses:** The Central Pre-Mix gravel extraction operation has a long-term lease on the land.
  - iii) **Natural Area:** A strip of Army Corps of Engineers-owned natural area between 20 and 150 yards separates the river from residential uses. This area is a Wildlife Management Area.
  - iv) **Preservation of View Corridors:** There is a slight rise in the terrain in this section of the River, which would allow for subtle views close to the River. A handful of modest homes have been built in a cluster near the river.
- e) **Current Linkage and Amenities Inventory:** None in this segment
- f) **Linkage and Amenities Opportunities:**
  - i) **Preservation of View Corridors:** Views along the Columbia River in the Broadmoor area have a strong potential for value-added development. View corridors should be maximized for optimal visual access to the river.
  - ii) **Strong Visibility of Broadmoor from I-182 Freeway:** The north end of the I-182 bridge is a major gateway into the City of Pasco and this section especially of the Broadmoor area should be designed and built in such a way as to “put our best foot forward.”

- iii) **Columbia River Natural Character & Recreation:** This section of the Pasco Rivershore lends itself well to fulfilling the needs of both recreationalist and naturalist. Extending the Sacagawea Heritage Trail should be a high near-term priority, granting foot and bicycle access to the more than 40 acres of designated natural area. Boat access via boat launches and docks is an equally high priority.
- iv) **Mineral Extraction Area:** The long-term plan for the mineral extraction area is to create a boat marina and a mixed-development of retail commercial and high-end shorefront residential units.

**g) Linkage and Amenities Constraints:**

- i) **Impact of Mining / Industrial Uses:** The current gravel mining operation physically separates the upper property from the River. The externalities of a mining operation also have obvious impacts.
- ii) **Local Roadways and Truck Traffic:** Heavy industrial and agricultural traffic negatively impact the area.
- iii) **Physical Separation from the River:** Large tracts of agricultural land separate the River from the upper Broadmoor area.
- iv) **River Flow / Drift Material:** The Broadmoor area is at the curve of the Columbia River, and a natural collection area for silt, debris, drift wood and other waterborne materials.

**h) RECOMMENDATIONS: NOTE**—*the Broadmoor Area Plan completely encompasses the Horrigan Farms area. The text of the Broadmoor Area Plan indicates the following for the Horrigan Farms area:*

*Open Space — The government owned property between the shoreline and Shoreline Road has been designated in the Comprehensive Plan as an open space area. The area is also identified as a critical area geologically and for habitat purposes. Hiking and walking trails through this area would provide for public access and minimal use of the area for recreation and public enjoyment of the river. Trails through this area to view points along the river would support the Comprehensive Plan vision statement dealing with access to the*

*river. Coordination with the Army Corps of Engineers along with shoreline permits may be necessary for the development of trails in this area.”*

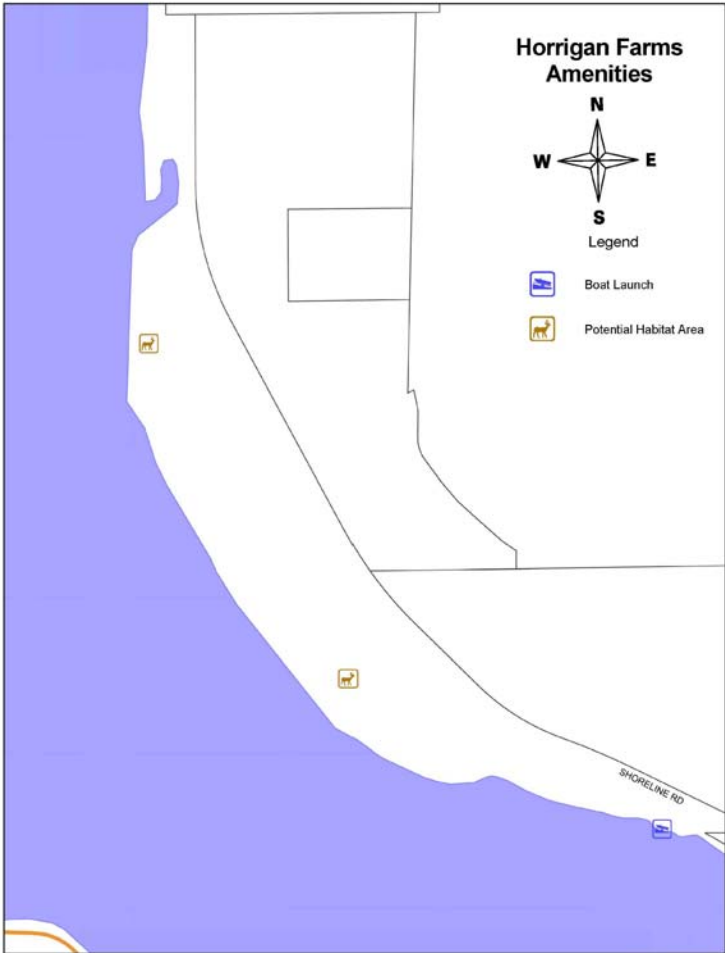
*The following recommendations are more focused efforts within the general Broadmoor Area Plan guidelines:*

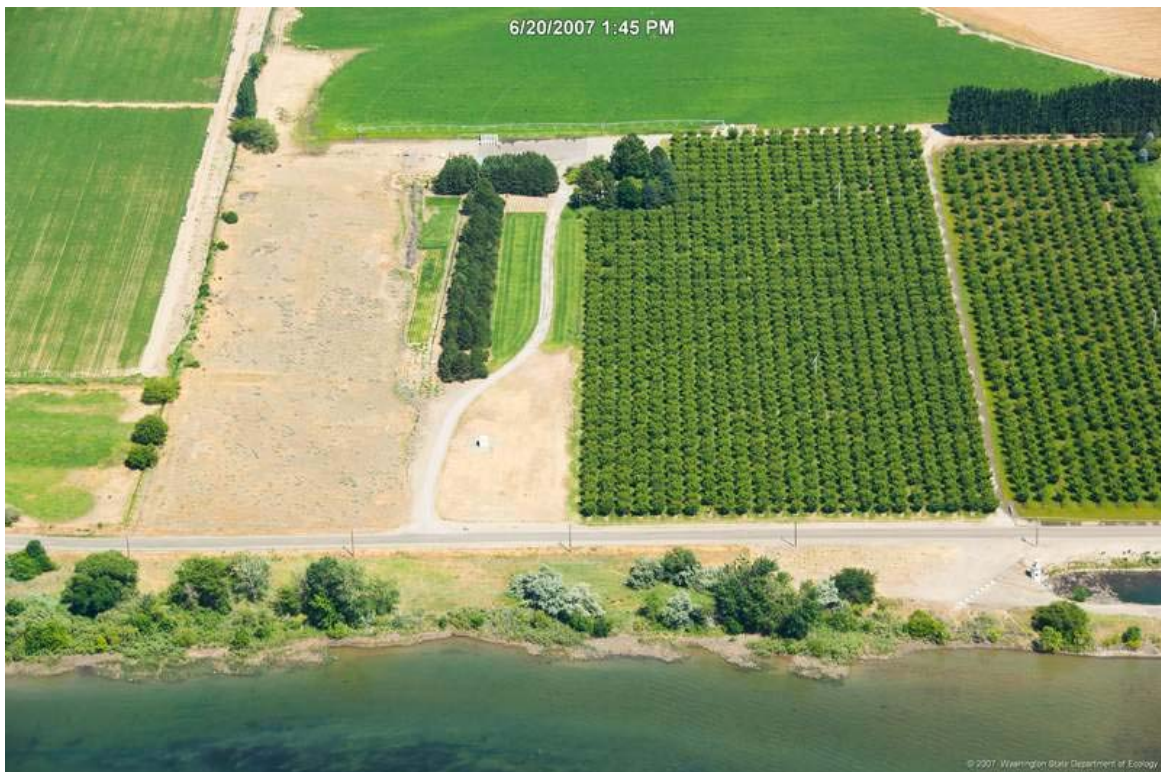
### **Short-Term Recommendations:**

- i) Work with Army Corps to design and build a continuation of the Sacagawea Trail along the river to City Limits line. Work with County and property owners to design and build a continuation of the Sacagawea Trail to the northernmost Urban Growth Boundary line.
- ii) Include *bona fide* river access points/future parks along this section of trail which connect to Shoreline road.
- iii) Begin negotiations with Army Corps to establish park facilities/raised view decks along river (see link recommendation).
- iv) With Property owner approval (and covenant) Begin irrigation and tree planting along proposed greenbelt.

### **Long-Term Recommendations**

- v) Improve area for waterfowl and elevated bird watching along the rivershore trail, adding nature trails as needed
- vi) Greenbelt/park/pocket wildlife preserve areas along river and along main boulevard;
- vii) Boat basin and launch; Possible restricted, non-motorized only boating area near wildlife reserve area.
- viii) Rivershore commercial development scaled to pedestrian/bicycle traffic.





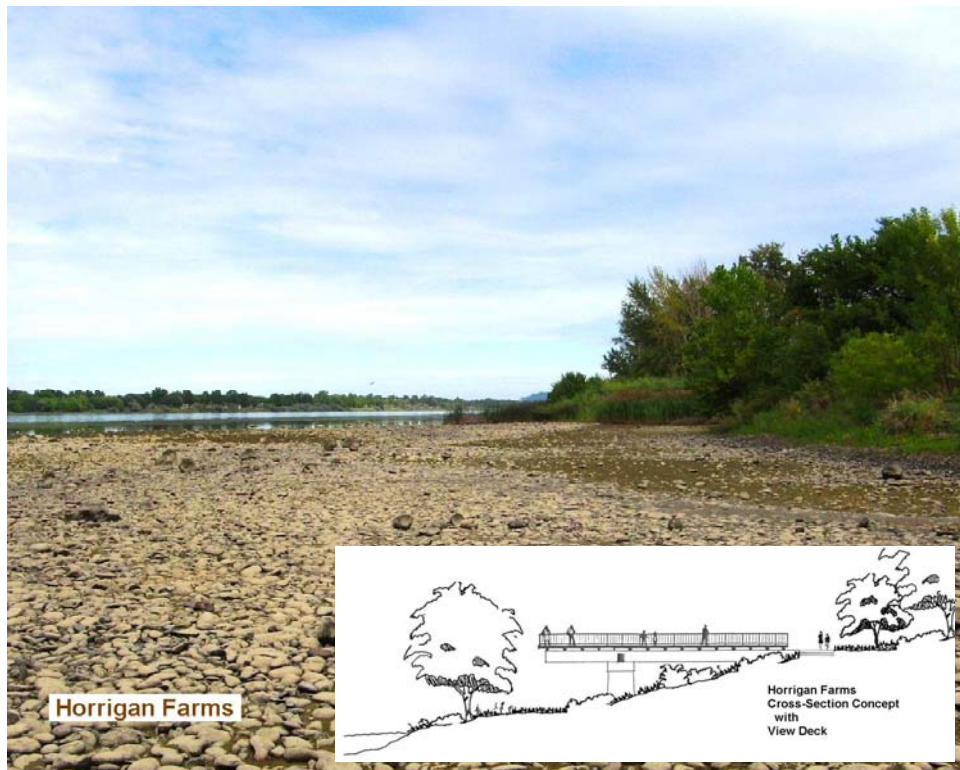




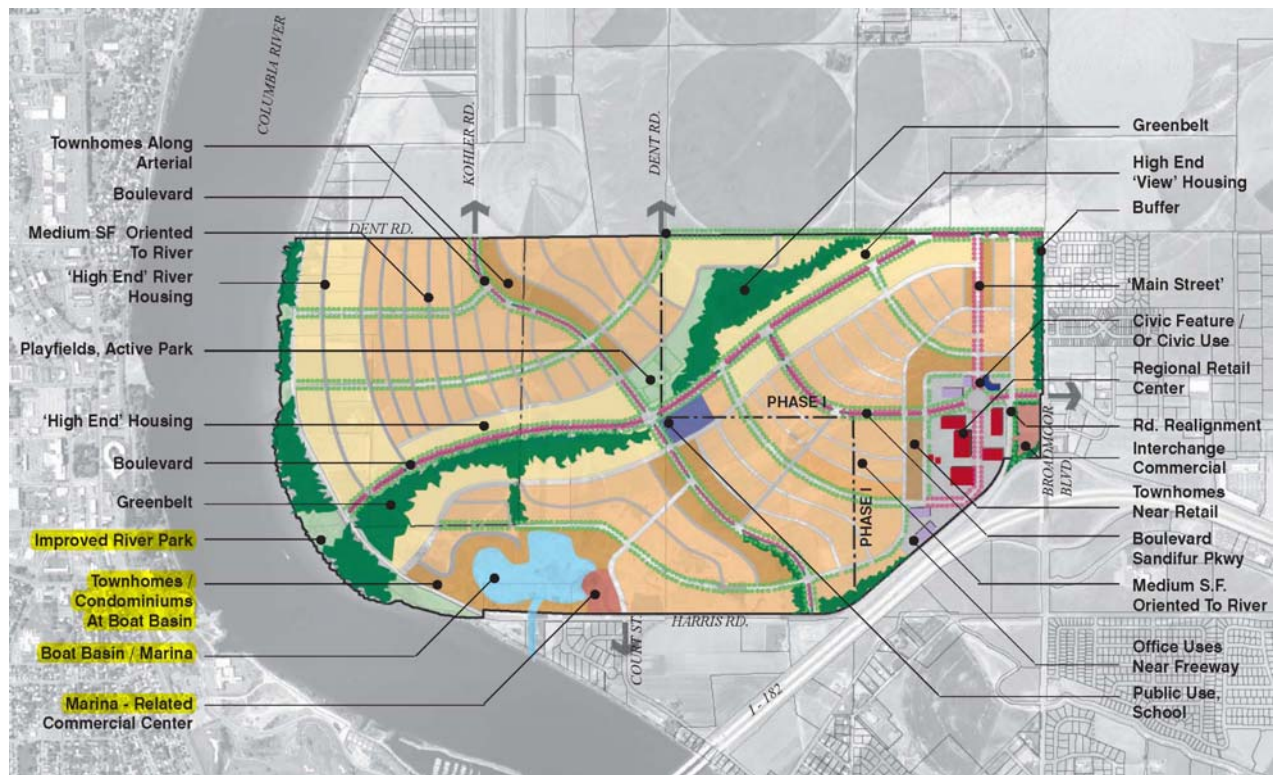




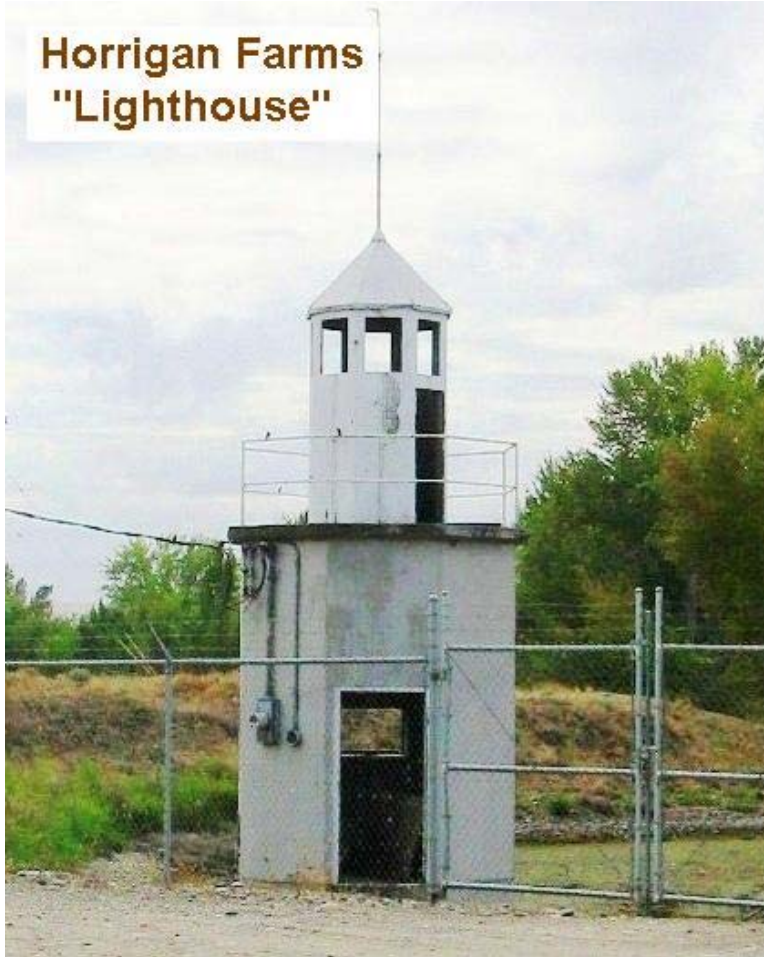








**Horrigan Farms  
"Lighthouse"**



## Rivershore Estates

- a) **Ownership:** Private/US Government
- b) **Landscape and Natural Features:** The land along this segment has a steep, 40- to 50-foot drop into the river. The shoreline is moderately vegetated with a mix of native and non-native trees and shrubs. A high-end, 33-lot subdivision separates the Central Pre-Mix gravel extraction operation from the River. The development is nearly half built out.
- c) **Transportation:** Shoreline Road and Court Street run between the gravel pit and the residential area along the river. An unimproved river access road connects Shoreline Road to the River about 300 yards west of the subdivision.
- d) **General Land Use Pattern:**
  - i) **Residential Development:** A 33-lot high-end subdivision along the river is nearly half built out.
  - ii) **Natural Area:** A 15-20 yard strip of US Government-owned natural area lies between the residential lots and the River.
  - iii) **Preservation of View Corridors:** Views are limited beyond the 22 river frontage lots.
  - iv) **Industrial Uses:** The Central Pre-Mix gravel extraction operation occupies the majority of the area north of Shoreline Road/Court Street and has a long-term lease on the land.
- e) **Current Linkage and Amenities Inventory:** A parking area has been installed adjacent the Sacagawea Heritage Trail and under the I-182 Bridge.
- f) **Linkage and Amenities Opportunities:** Public ownership of about 15-20 yards of land along the river would allow the extension of the Sacagawea Heritage Trail along this section, although the trail cross-section would need to accommodate the steep sloping bank. There exists an unimproved access road and informal boat launch south of Rivershore Drive about 300 yards west of the subdivision.
- g) **Linkage and Amenities Constraints:** The Central Pre-Mix gravel extraction operation occupies the majority of the area north of Shoreline Road and Court Street and has a long-term lease on the land.

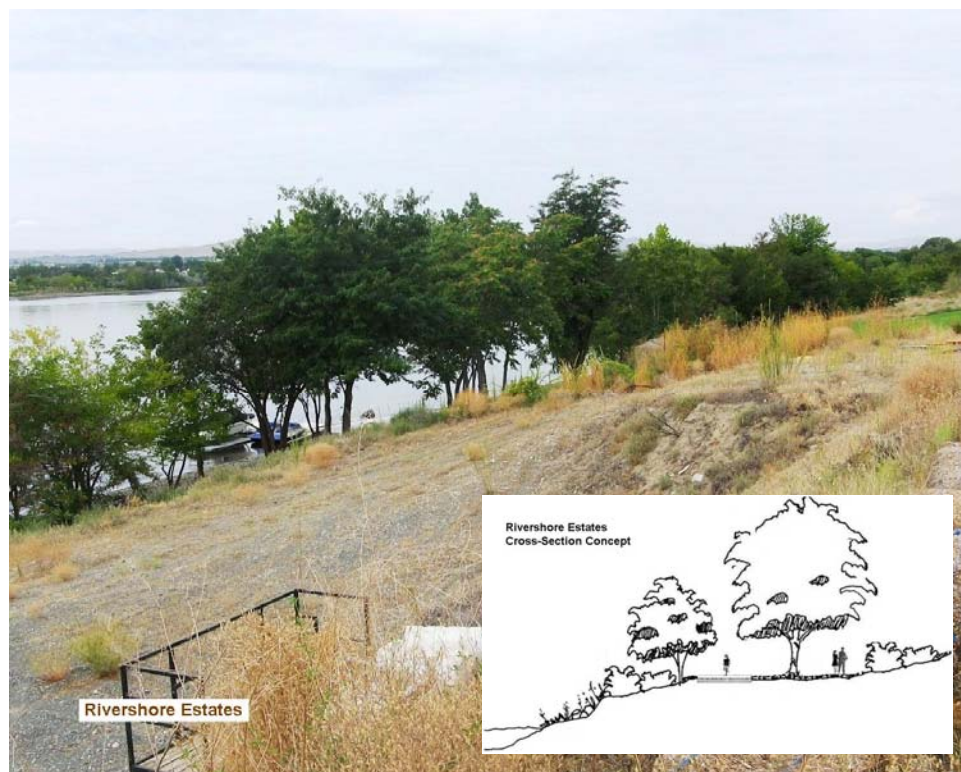
## h) RECOMMENDATIONS:

### Short-Term Recommendations:

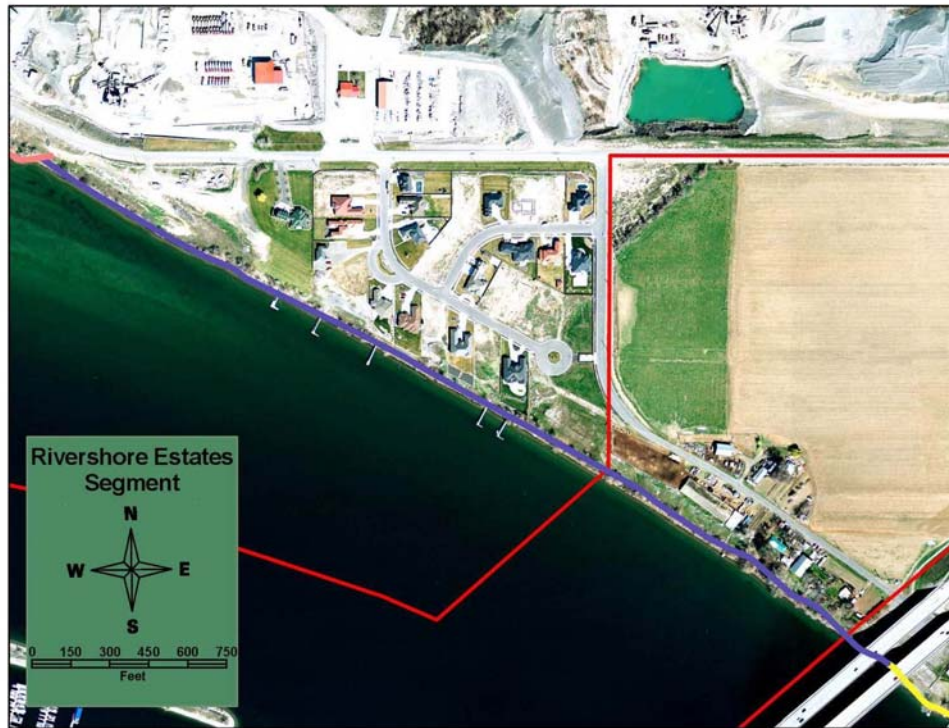
- i) Work with Army Corps, the County and property owners to design and build a continuation of the Sacagawea Trail north along this segment.
- ii) Improve the existing river access point/boat launch and add a “Pocket” park.
- iii) Begin irrigation and tree planting along proposed greenbelt.

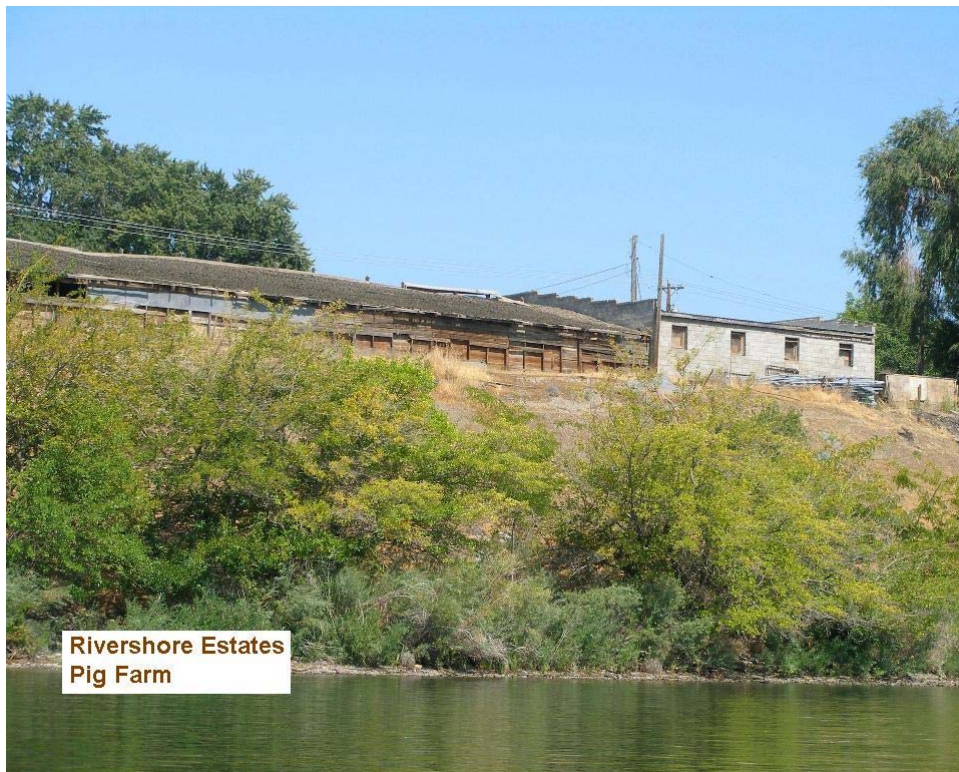
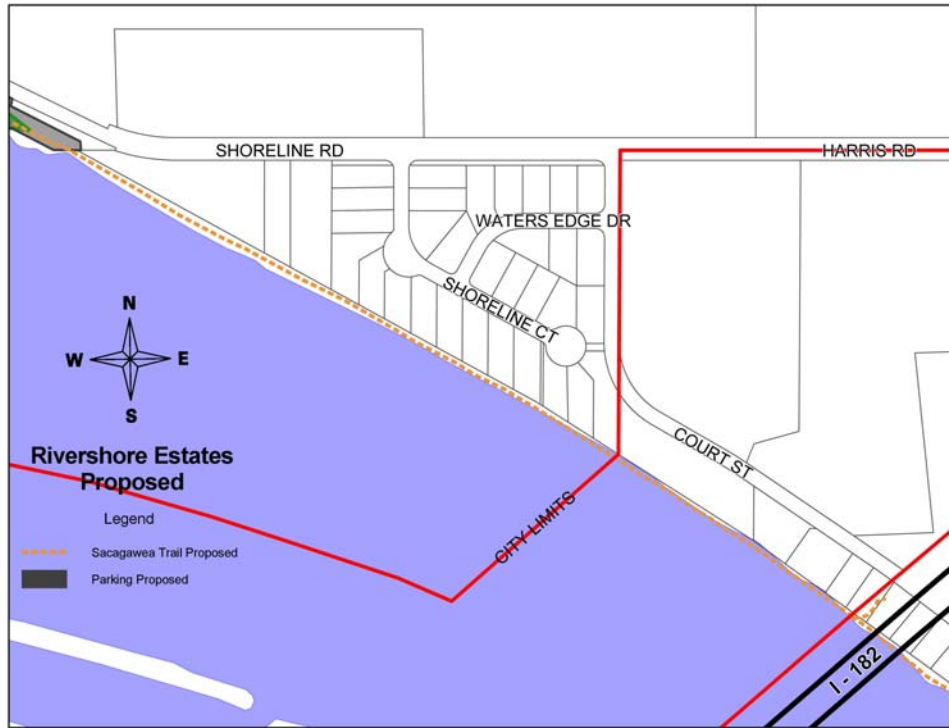
### Long-Term Recommendations

- iv) Build a Boat basin on the current Central Pre-Mix gravel mine. Build the marina as the centerpiece for mixed residential and commercial development.
- v) Develop area according to the Broadmoor Concept Plan adopted by the City.













## Columbia view

- a) **Ownership:** Private/US Government
- b) **Landscape and Natural Features:** The land along this segment has a very steep slope profile. The shoreline is moderately vegetated with residential landscaping elements mixed with native and non-native trees and shrubs.
- c) **Transportation:** Court Street runs between the riverfront residential area and more upland residential subdivisions. Although an unimproved road leads from Court Street down to a Franklin County Irrigation District pump station, there are no *bona fide* public access points to the River along this segment.
- d) **General Land Use Pattern:**
  - i) **Residential Development:** The entire length of this segment is built out with upper-middle to high-end single-family residential units, with the exception of a couple of vacant lots and a pump station located about 350 yards from the I-182 freeway bridge. This area also has the highest concentration of private docks in the study area.
  - ii) **Natural Area:** A slim strip of US Government-owned land lies between the residential lots and the River.
  - iii) **Preservation of View Corridors:** Views are very limited beyond the river frontage lots.
  - iv) **Industrial Uses:** A newly installed City potable water filtration plant is located just north of Court Street, next to the I-182 freeway bridge. The inlet pump for the filtration plant is located under the I-182 freeway bridge. The Franklin County Irrigation District pump station is located just beyond the south terminus of Road 111 and blocks the shoreline well into the River.
- e) **Current Linkage and Amenities Inventory:** A parking area has been installed adjacent to the Sacagawea Heritage Trail and under the I-182 Bridge.
- f) **Linkage and Amenities Opportunities:** Public ownership between the residential lots and the river averages around 10 yards, with some lots directly abutting the water line.

g) **Linkage and Amenities Constraints:** The Sacagawea Heritage Trail currently runs alongside Court Street in this segment. Because of the extreme grade, the obstacle of the pump station, the proximity of residential lots to the river, and the high number of private dock facilities, extending the Sacagawea Heritage Trail along the river in this section would require both high-order engineering prowess and strong political will. It is not recommended that the Sacagawea Heritage Trail be extended along the River in this area at this time.

## h) RECOMMENDATIONS:

### Short-Term Recommendations:

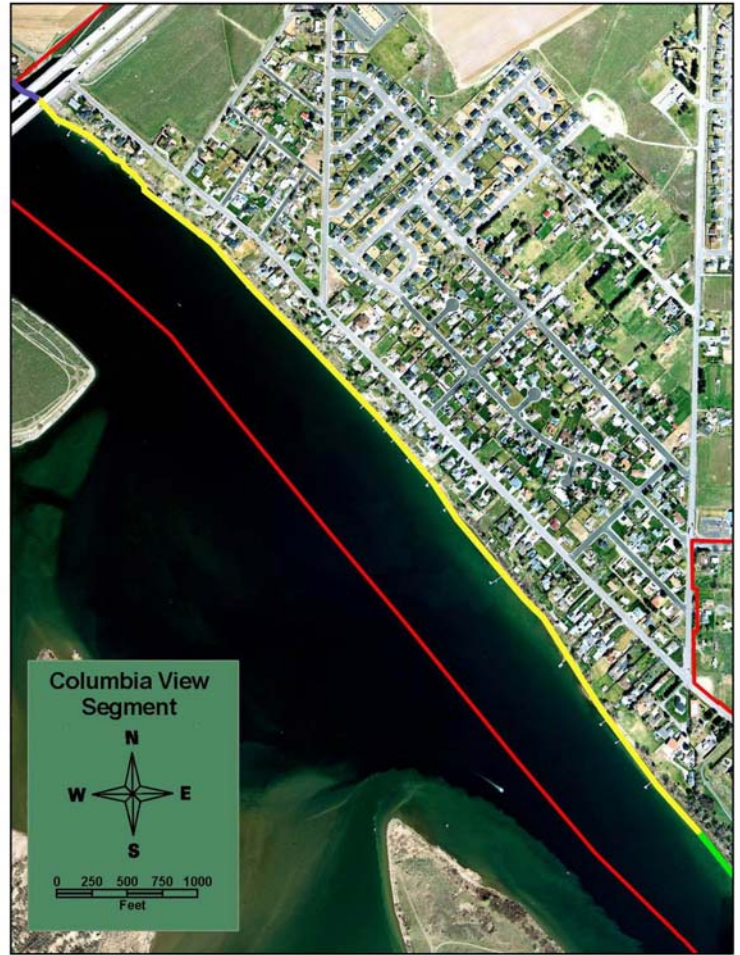
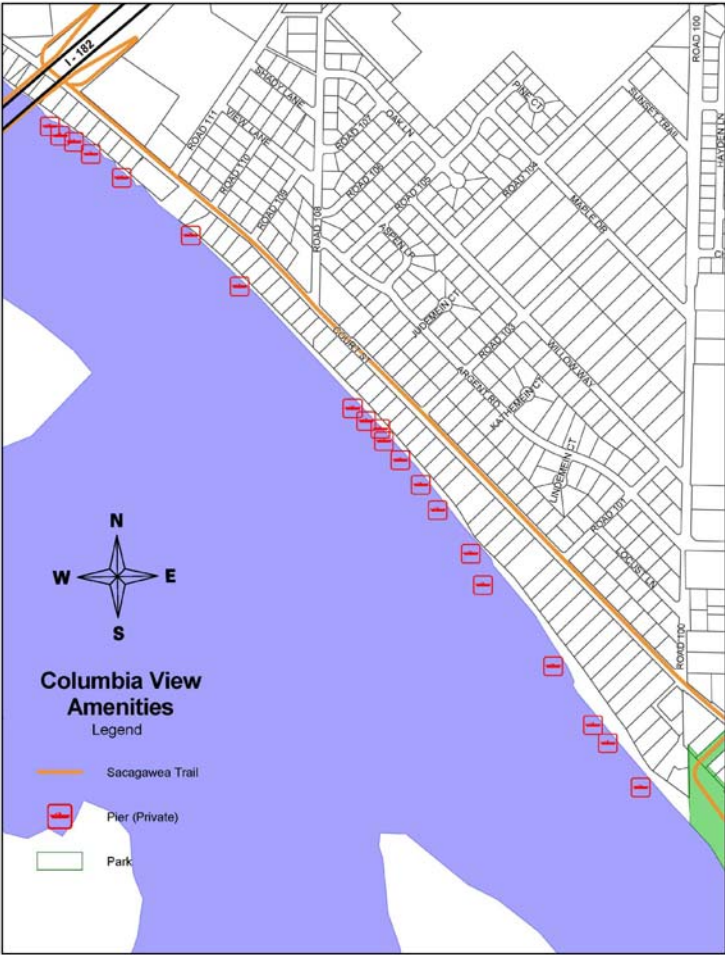
- i) Negotiate with the Franklin County Irrigation District to use the irrigation district land for a view and River access park with parking lot.

### Long-Term Recommendations

- ii) Add a view park with parking and River access on the Franklin County Irrigation District land.









## Chiawana Park

- a) **OWNERSHIP:** US Government/Local Government leasehold
- b) **Landscape & Natural Features:** Chiawana Park is a partially developed community park with two areas of groomed lawns, one overgrown “natural” area, and the balance of the park periodically-mowed weeded areas.
- c) **Transportation:** the Park has only one open access point leading through a neighborhood street out to Court Street. There are seven potential access points along the length of the park (See Chiawana Access Points Map).
- d) **General Land Use Pattern:** The area is a designated park, although a fraction of it is actually maintained at this point with full amenities.
- e) **Current Linkage and Amenities Inventory:** (See Amenities Map)
- f) **Linkage and Amenities Opportunities:** The Chiawana Park area includes large undeveloped areas with potential for synergistic water-dependent and water-related enterprises and amenities. There are six potential access points along the perimeter of the park.
- g) **Linkage and Amenities Constraints:** The Park is leased from the Army Corps of Engineers, and as such, requires Corps approval for even the smallest activity. As well, the Park is surrounded by an established residential neighborhood. All but one of six potential access points are currently closed to public traffic. Activating any of the potential access points is likely to be unpopular with adjacent property owners.

## h) RECOMMENDATIONS:

### Short-term Recommendations:

- i) Clear undergrowth in “natural” area at north end of park (vandalism/gang activity/public safety hazard)
- ii) Install (more) drinking fountains
- iii) Construct more small “family” scale, and large “family reunion” scale pavilions.
- iv) Identify and develop future riverside dining venues with scenic, recreational or cultural attributes.



- v) Establish limited, seasonal mobile vendor lease areas for diverse, small-scale vendors near pavilion areas; Include standards for vendor quality/aesthetics.
- vi) Add/Upgrade restrooms
- vii) Complete landscaping: Lawn, trees
- viii) Reserve area for a second boat launch.
- ix) Plan for a beach area.
- x) Add “Community Center” type structure.

**Long-term recommendations:**

- xi) Construct high-end, pedestrian-scale “micro-village” lease space for diverse, small-scale vendors.
- xii) Construct second boat launch.
- xiii) Construct beach area.

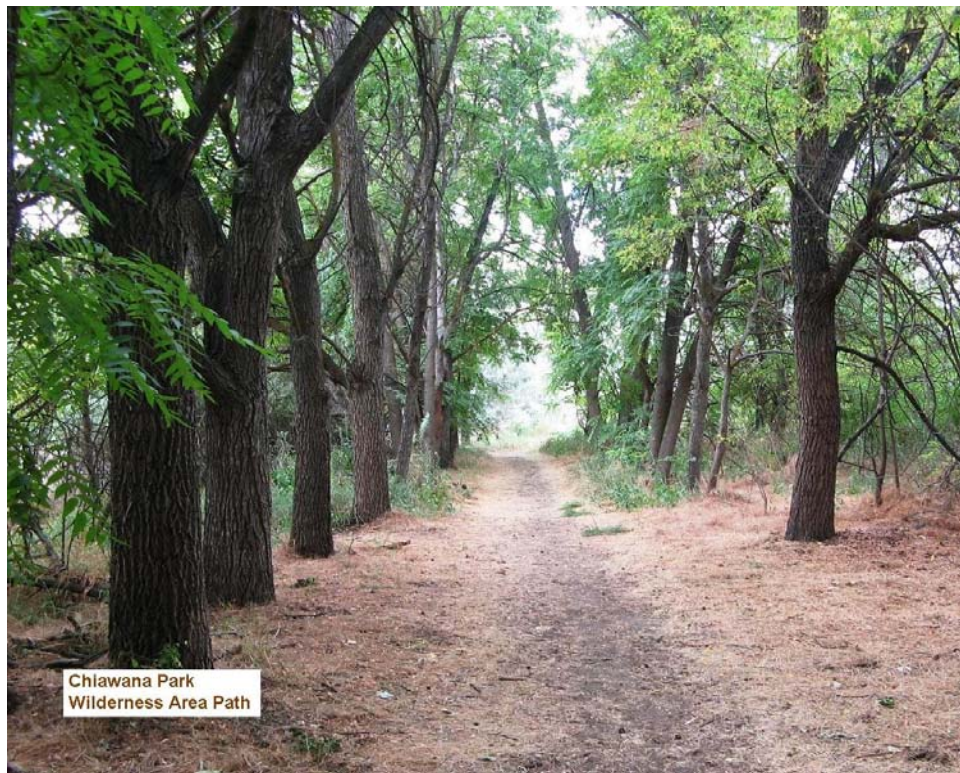












Chlawana Park  
Wilderness Area Path



Chlawana Park  
West End Bike Path







Chiawana Park  
East Unimproved Area



Chiawana Park  
Play Equipment and  
Pavillions



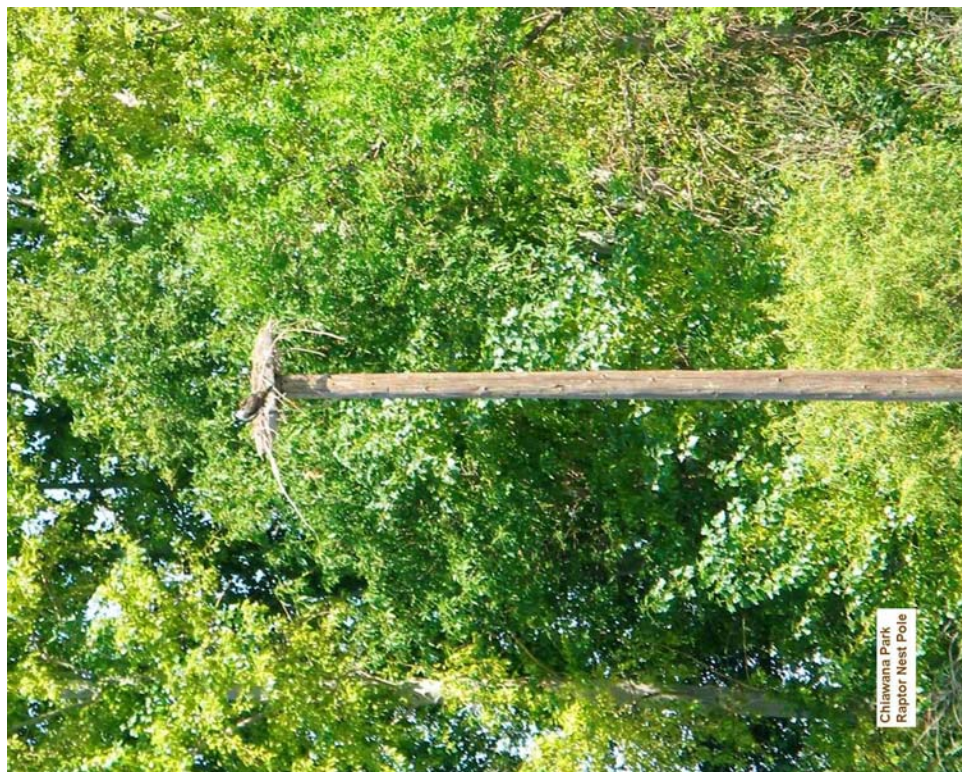


Chiawana Park  
Pavillions



Chiawana Park  
Columbia River Shallow Area





## Sunset Acres

- a) **Ownership:** Army Corps of Engineers (private ownerships adjacent)
- b) **Landscape & Natural Features:** mostly flat with mix of native and non-native vegetative types. Vegetative growth is mostly sparse weeds and pasture grasses, with dense undergrowth and trees along the River.
- c) **Transportation:** Access from Court Street via Roads 76 and 84. The Sacagawea Heritage Trail is built along the entire segment.
- d) **General Land Use Pattern:**
  - i) **Residential:** Over 65 yards of vacant Army Corps of Engineers land separates two single-family residential subdivisions (Sunset Acres and Ivy Glades) from the River here.
  - ii) **Trail Development:** The Sacagawea Heritage Trail is developed along the entire length of this segment.
  - iii) **Industrial:** A major natural gas transmission line extends south and crosses the River from the south terminus of Road 76.
- e) **Linkage and Amenities Opportunities:** The width of this area lends itself to both developed park and pocket wilderness areas. There are shallower areas to the east which may lend themselves to beach development. A boat launch could be located near the end of Road 76.
- f) **Linkage and Amenities Constraints:** There are two access points, one from Road 84 and one off of Road 76. Neither has developed parking at this point. View opportunities for surrounding residences are very limited due to the flat terrain and the tree growth along the River. Any activity close to Road 76 would be highly limited due to the presence of the natural gas transmission line.

## g) RECOMMENDATIONS:

### Short-Term Recommendations:

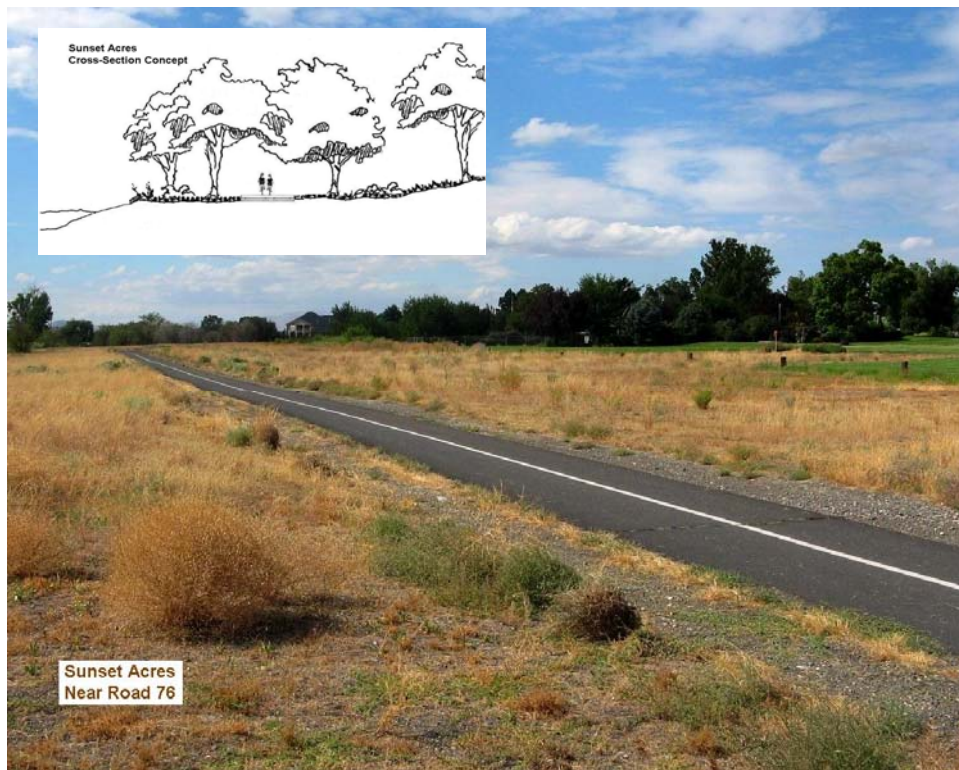
- i) Develop parking facilities at Roads 76 and 84.
- ii) Install seating areas and drinking fountains at strategic points along the Trail.
- iii) Plant clusters of shade trees around the seating areas and drinking fountains.

## Medium-Range

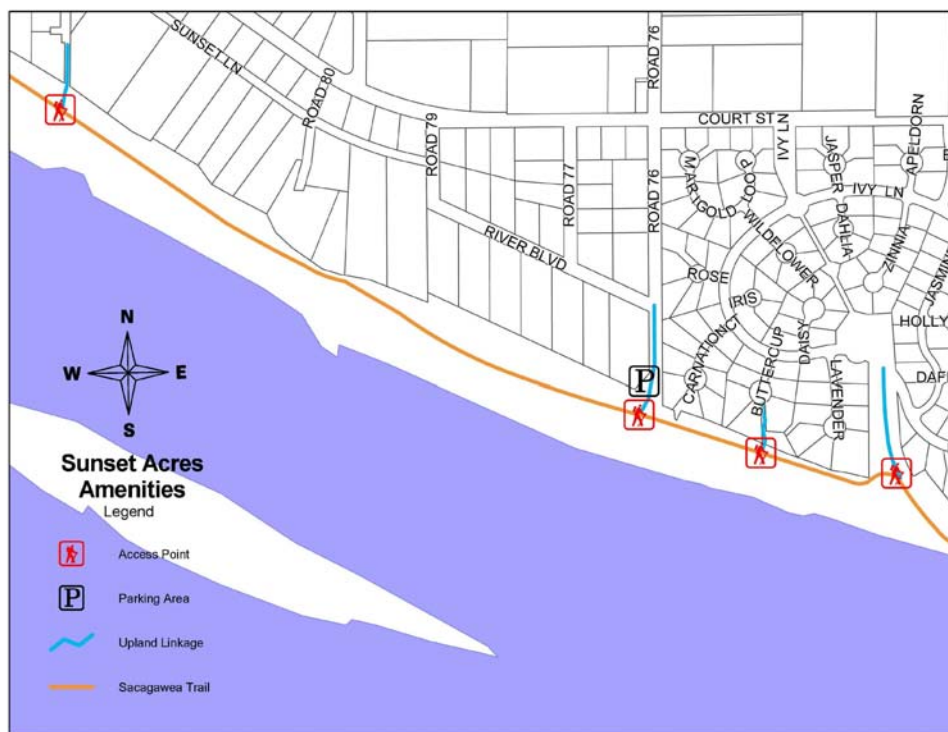
- iv) Develop a parking area and mid-sized park at the terminus of Road 76, complete with restrooms, pavilions, and beach area.
- v) Develop a “pocket park” with restrooms at road 84.

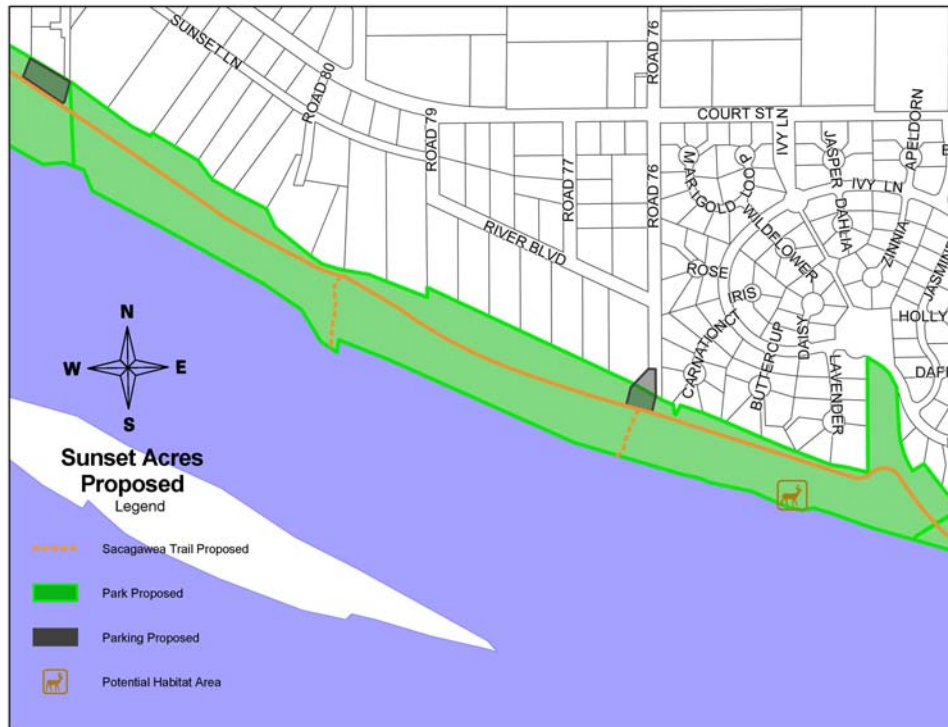
## Long-Term Recommendations:

- vi) Develop the entire width of the Army Corps land with linear park as an extension of Chiawana Park, including small, clustered wildlife areas.
- vii) Investigate the need for another boat launch.

















## Levee No. 2

- a) **Ownership:** Army Corps of Engineers (private ownerships adjacent)
- b) **Landscape & Natural Features:** Army Corps of Engineers rip rap levee
- c) **Transportation:** There are three developed public access points (Roads 54, 60, and 68) and one access point through a private subdivision (Ivy Glade between the 7200-7400 blocks) to the levee.
- d) **General Land Use Pattern:** Single-family dwelling units in the Ivy Glades, Park Estates, Summer's Park, Allstrom view, and Glen Acres Subdivisions.
- e) **Linkage and Amenities Opportunities:** There are three developed public access points to the levee.
- f) **Linkage and Amenities Constraints:** The levee and drainage canal between the levee and residential development hinder access to Trail and River along this segment of river shore. While the trail is readily accessible at strategic points, access to the water is accomplished only by a careful climb down a steep, oversized rock embankment. Levee height blocks most river views.

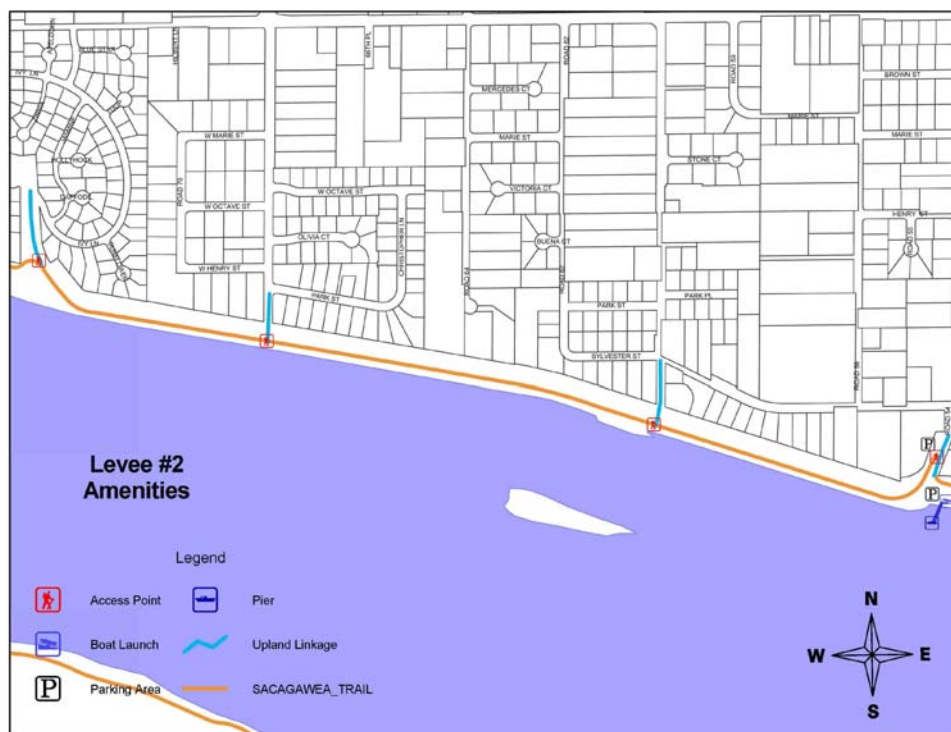
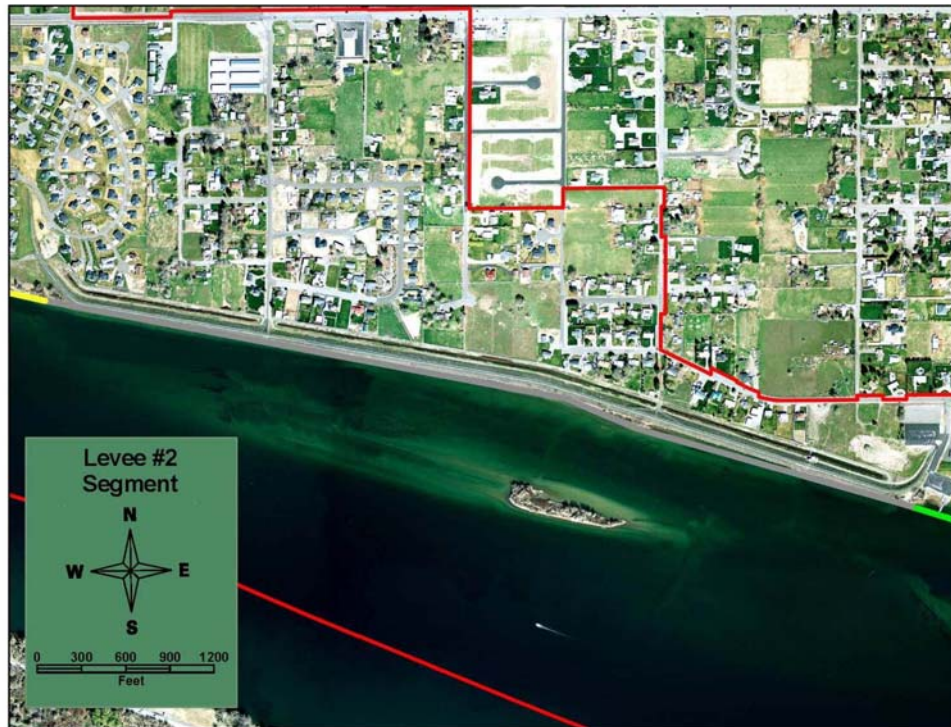
## g) RECOMMENDATIONS:

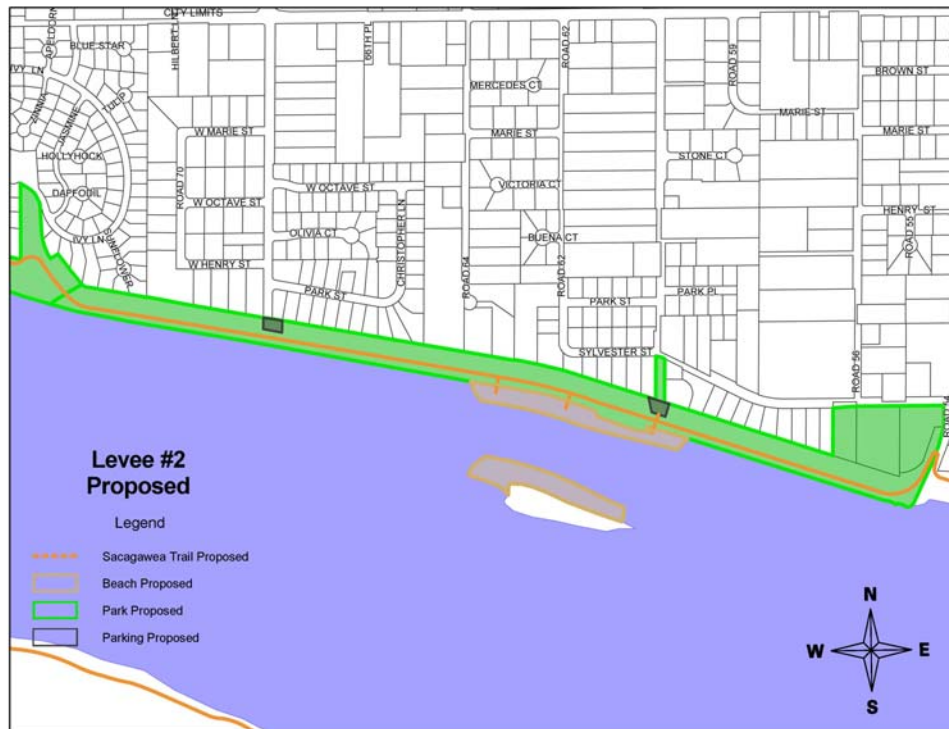
### Short-Term Recommendations

- i) Lower Levee; widen path and add landscape features;
- ii) pipe and fill landward side of ditch at select locations;
- iii) Design and build interpretive signage that describes living river concepts as related to shoreline development, such as rivershore management, natural flood processes, and impacts of manmade levees.

### Long-term Recommendations

- iv) Fill, grade, and vegetate river face of levee;
- v) Create parks with "step" access points/ boat docks at road 60, 68.
- vi) Create beach area in shallows between levee and island.
- vii) Develop strategically sited signature gateway at I-182 & Road 68















Levee No. 2  
River Vantage Point



Levee No. 2  
Access to Road 68

## Wade Park

- a) **OWNERSHIP:** Army Corps of Engineers with City of Pasco/Franklin County lease(?)
- b) **Landscape & Natural Features:** gently sloping with park-type vegetation: grass and trees
- c) **Transportation:** The Trail is fully developed along Wade Park. Wade park can be directly accessed from River Haven Street off of Roads 39, 40, and Road 44, from Road 52, and from Road 54. A boat launch has been developed at Road 54.
- d) **General Land Use Pattern:** The land around Wade Park is fully developed with single-family residential units. The boat launch at Road 54 includes paved parking. Another park extension with parking, restrooms and other amenities is being developed at Road 54. A rough gravel parking lot at the east end of Wade Park between Road 39 and 40 is owned by a private party but has been made available to the public.
- e) **Linkage and Amenities Opportunities:** The new boat launch at the west end of Wade Park is easily accessible from Court Street via Road 54, and is near a proposed park with existing parking. This area is adjacent to the boat race course and is augmented with temporary commercial refreshment enterprises during the races. More permanent parking pads with power hookups, which would double as pavilion/picnic areas during the off-season, could be installed.
- f) **Linkage and Amenities Constraints:** The Trail along Wade Park can get very hot in the summer due to the lack of shade trees; however adjacent neighbors may object to additional tree plantings of these public areas.

## g) RECOMMENDATIONS:

### Short-term Recommendations:

- i) Place water fountains at strategic locations along path;
- ii) Plant more shade trees in clusters along the Trail;
- iii) Place canine cleanup stations at strategic locations along path.

### Long-Term Recommendations:



- iv) Build restrooms at both ends of the park.
- v) Identify and develop future riverside dining venues with scenic, recreational or cultural attributes.
- vi) Develop beach area(s), as practical.









## Moore Mansion

- a) **Ownership:** Army Corps of Engineers/ WA State Dept of Transportation
- b) **Landscape & Natural Features:** Army Corps of Engineers rip-rap levee
- c) **Transportation:** The Trail extends the length of the Moore Mansion segment; it can only be accessed from River Haven Street off of Roads 39 and 40.
- d) **General Land Use Pattern:** Levee #1 terminates between Road 39 and 40 next to a rough gravel parking lot at the east end of Wade Park which is owned by a private party but has been made available to the public.
- e) **Linkage and Amenities Opportunities:** As the segment name implies, this path could have direct access to the Moore Mansion, a prominent historic site within the City. Shallow areas in the River and easy river access near the Road 39/40 Park entrance may lend to construction of a beach in this area. There is a dedicated, but as yet undeveloped (Havistad) park platted as part of the Amended Pierret's Subdivision south of Havistad Street which could also add to the appeal of this segment.
- f) **Linkage and Amenities Constraints:** Due to the levee and the drainage ditch behind, the area is accessible only at one point, a gravel parking area at Road 39/40, which is rather small and is currently under private ownership. There are at present no potable water or restroom facilities at this location. The platted, but undeveloped Havistad park lot is at a considerably lower elevation than the levee, and would not have the "feel" of a riverfront amenity without visual access to the river. As well, it is separated from the River by the levee drainage canal.

## g) RECOMMENDATIONS:

### Short-Term Recommendations:

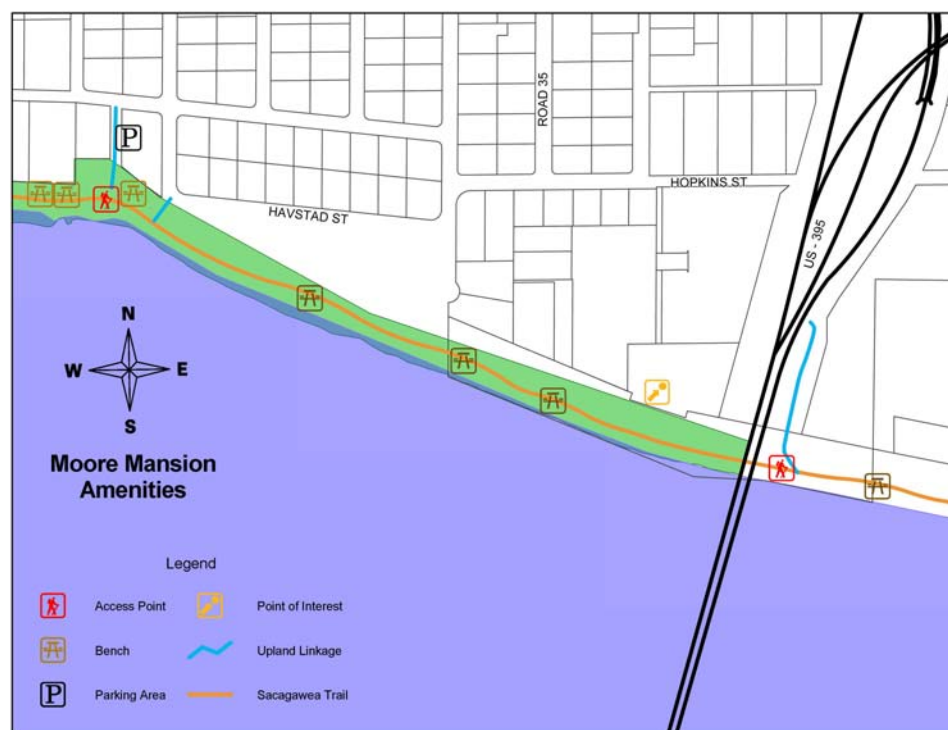
- i) pipe and fill landward side of ditch;
- ii) Vegetate landward side of levee with grass, shade trees.
- iii) Fill, grade, and vegetate river face of levee.

### Long-Term Recommendations:

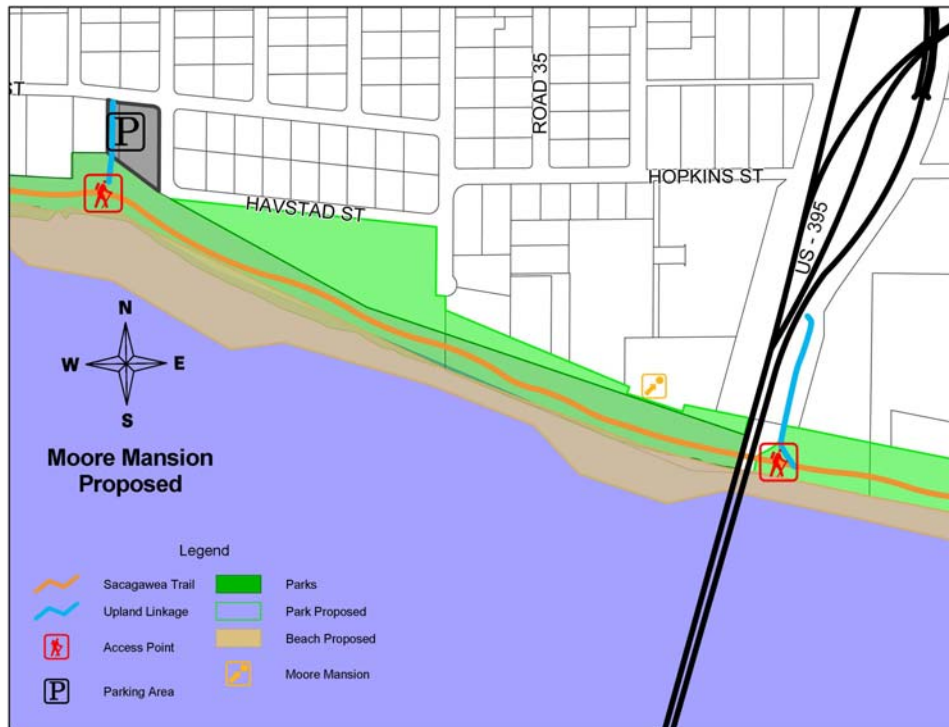
- iv) Develop Havistad Park level with levee.

- v) Install a beach area at the Road 39/40 Wade Park entrance, and extending east approximately 100-200 yards.
- vi) provide state-of-the-art separated Class I multiuse paths over the Blue Bridge









## Flamingo Village

- a) **Ownership:** Army Corps of Engineers with City of Pasco/Franklin County lease(?)/City of Pasco.
- b) **Landscape & Natural Features:** Army Corps of Engineers rip rap levee
- c) **Transportation:** Access to the Trail is by way of “A” Street near the terminus of 25<sup>th</sup> Avenue. An undeveloped access point also exists at 20<sup>th</sup> Avenue. The 25<sup>th</sup> Avenue access point has been developed as a pocket park with parking but no amenities
- d) **General Land Use Pattern:** The west end of this segment lies adjacent to the Flamingo Village Trailer Park. Further east is mostly vacant industrially zoned land. The trail is separated from the trailer park and industrially zoned land by a drainage canal and a significant elevation change up towards the levee. The Levee blocks the view of the river and there is no developed access from the Trail down to the water.
- e) **Linkage and Amenities Opportunities:** Because of its largely vacant nature, this area between the Pioneer Memorial (“Blue”) Bridge and Ed Hendler (“Cable”) Bridge has perhaps the most development potential of all City of Pasco segments. Retail commercial development could conceivably be built over the current drainage canal with ground-level parking and levee-level (and higher) retail, restaurant, entertainment, and water-dependent/water-related uses. Steps could be built down the face of the levee to the river for “toes-in-the-water” access.
- f) **Linkage and Amenities Constraints:** Levees are owned and maintained by the Army Corps of Engineers. Any development on or around the levees would require complex and time-consuming reviews.

## g) RECOMMENDATIONS:

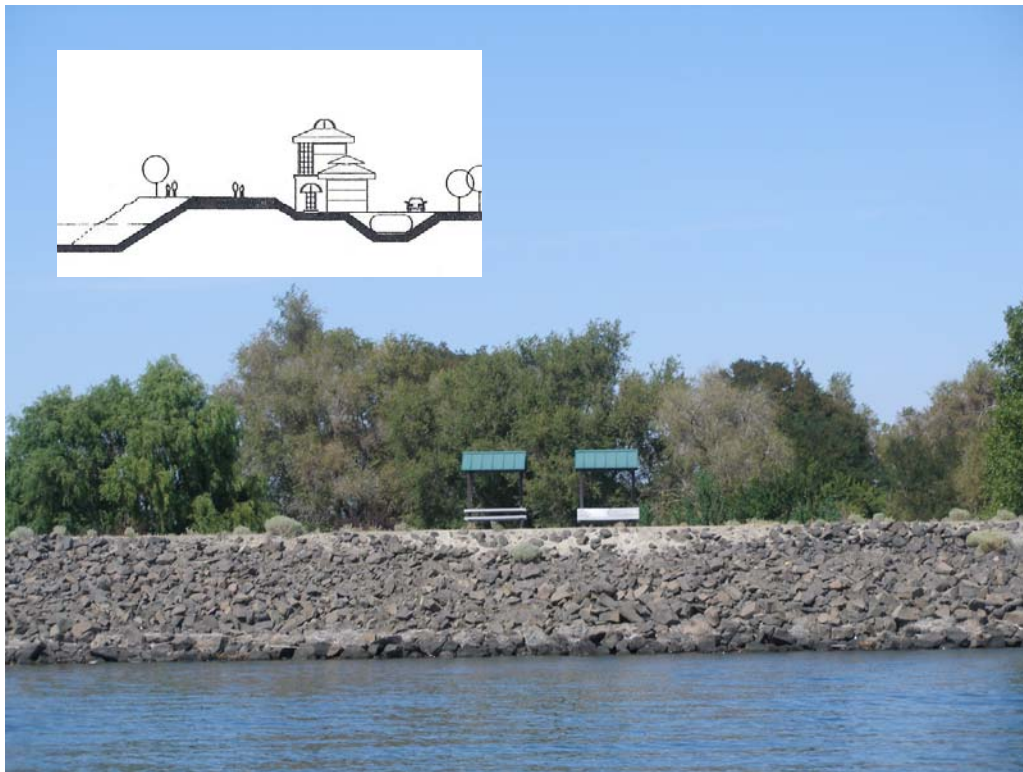
### Short-Term Recommendations:

- i) Pipe and fill landward side of ditch;
- ii) Rezone the area along the River for Retail Commercial development

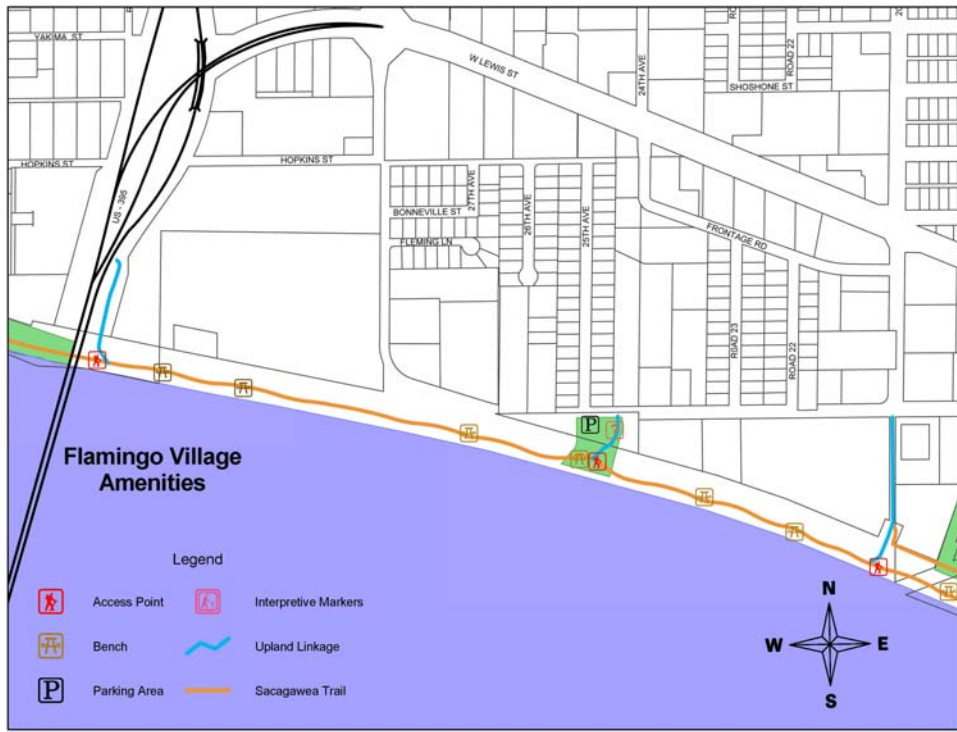
### Long-Term Recommendations:

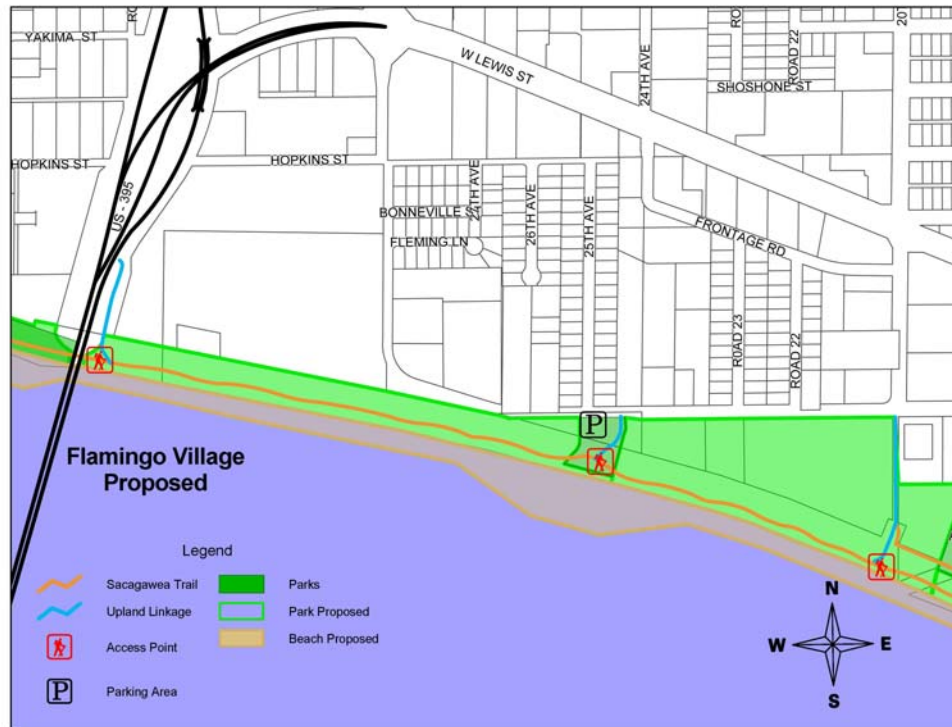
- iii) Fill, grade, and vegetate parts of the river face of levee (see Pasco Rivershore Enhancement vision).

- iv) Develop levee top as a wide commercial boardwalk with periodic River view decks.
- v) Build stair/step access on parts of the River face of the levee down to the water.
- vi) Allow/encourage retail commercial to build with street-level parking and upper floor shopping, level with, and directly up to the levee, with full levee access.
- vii) provide state-of-the-art separated Class I multiuse paths over the Blue Bridge
- viii) Develop strategically sited signature gateway at and 20th & Sylvester









## Riverview Park

- a) **Ownership:** Army Corps of Engineers with City of Pasco/Franklin County lease(?)/City of Pasco
- b) **Landscape & Natural Features:** Army Corps of Engineers rip rap levee; City of Pasco Baseball/softball facility; City of Pasco Riverview Park. There is a shallow, manmade drainage pond to the west of the park.
- c) **Transportation** Access to the Trail is by way of “A” Street from an undeveloped access point at 20<sup>th</sup> Avenue, and between 17<sup>th</sup> and 18<sup>th</sup> Avenues through the City of Pasco baseball/softball field and Riverview Park. A loop of the Trail circles around near the Animal Shelter at 18<sup>th</sup> Avenue. A BNSF rail spur crosses “A” Street, curving south along the ball fields and loops east roughly parallel to the river. This rail spur is currently being utilized by a single client, a small concrete company leasing land at the Port of Pasco. The spur will be abandoned when the lease expires.
- d) **General Land Use Pattern:** This area is developed with an animal shelter, a City of Pasco baseball/softball field and Riverview Park.
- e) **Linkage and Amenities Opportunities:** This is one of the few areas not locked out of potential “destination” development by residential zoning. The area south of “A” Street could be enhanced with river-oriented commercial uses, augmenting the developed park and sports facilities. The manmade pond has potential for wildlife viewing, fishing for young families, and should be enhanced as park land with grassy areas, pavilions, restrooms, pond access and barbecue amenities. There is potential for a pocket wildlife area as part of the pond-centric development. Once the BNSF rail spur is abandoned the City should negotiate with the BNSF to acquire the land adjacent to the ball fields. This area could benefit from additional baseball fields and the addition of soccer facilities.
- f) **Linkage and Amenities Constraints:** The area is still zoned I-1 Light Industrial, and as such can be legally developed with such things as building material storage yards, trucking companies, a central power station, automotive assembly and repair facilities, and blacksmith, welding or other metal shops.
- g) **RECOMMENDATIONS:**

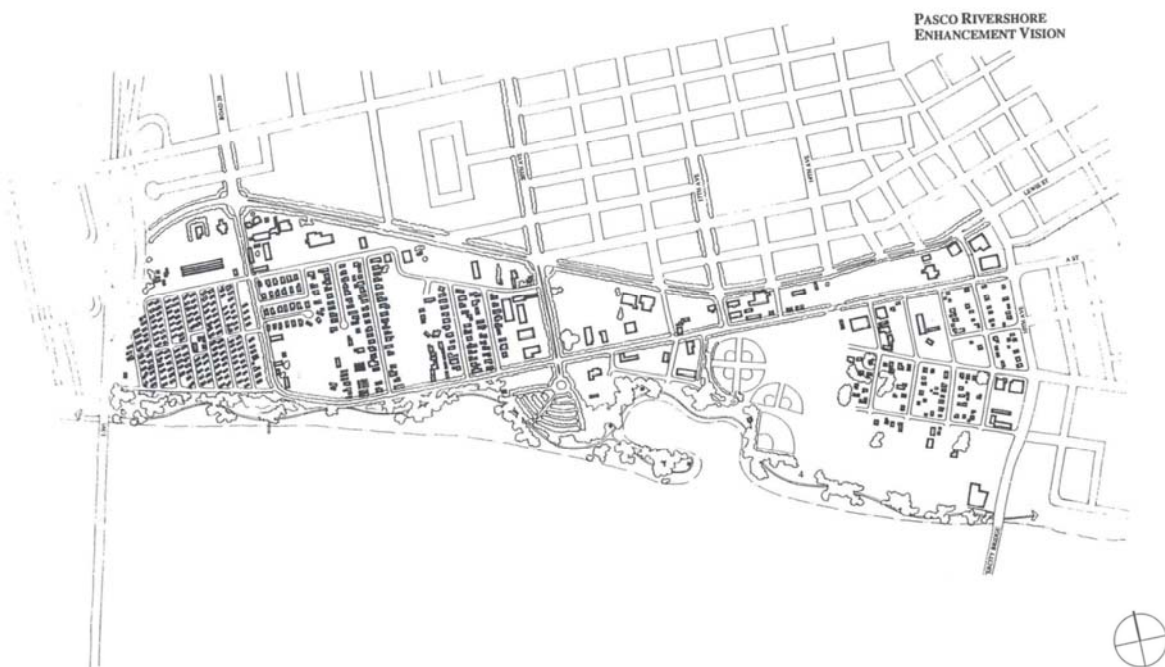


### Short-Term Recommendations:

- i) Rezone the area south of "A" Street as C-1 Retail Commercial.
- ii) Improve Riverview Park for waterfowl and elevated bird watching along the rivershore trail, adding nature trails as needed; Develop a park around the pond with a pocket wildlife viewing area, fishing areas for young families, grassy areas, pavilions, restrooms and barbecue amenities.
- iii) Place drinking fountains, shade trees, and restroom facilities at strategic points;

### Long-Term Recommendations:

- iv) Fill, grade, and vegetate river face of levee (see Pasco Rivershore Enhancement vision).
- v) Purchase the BNSF lands east of the ball fields; add baseball and soccer fields.
- vi) Develop a beach area just south of the Riverview Park.









## West Cable Bridge

- a) **Ownership:** Army Corps of Engineers
- b) **Landscape & Natural Features:** Army Corps of Engineers rip-rap levee; BNSF Railroad spur line; undeveloped scrub land.
- c) **Transportation:** A BNSF Rail spur bisects most of this area; One unfinished access point leads to 13<sup>th</sup> Avenue. The trail leading to 13<sup>th</sup> crosses BNSF land and the BNSF rail spur.
- d) **General Land Use Pattern:** This area is mostly vacant with some residential and industrial uses along Washington Avenue, extending south towards the River.
- e) **Linkage and Amenities Opportunities:** Because this area is mostly undeveloped it has more flexibility for future plans. It is close to the ballpark and Riverview park and could eventually be an extension of and expansion area for that facility.
- f) **Linkage and Amenities Constraints:** The BNSF-owned rail spur is a prominent and central barrier to any development in this area. Until the spur is abandoned and the land changes hands this area is essentially off-limits to any redevelopment.

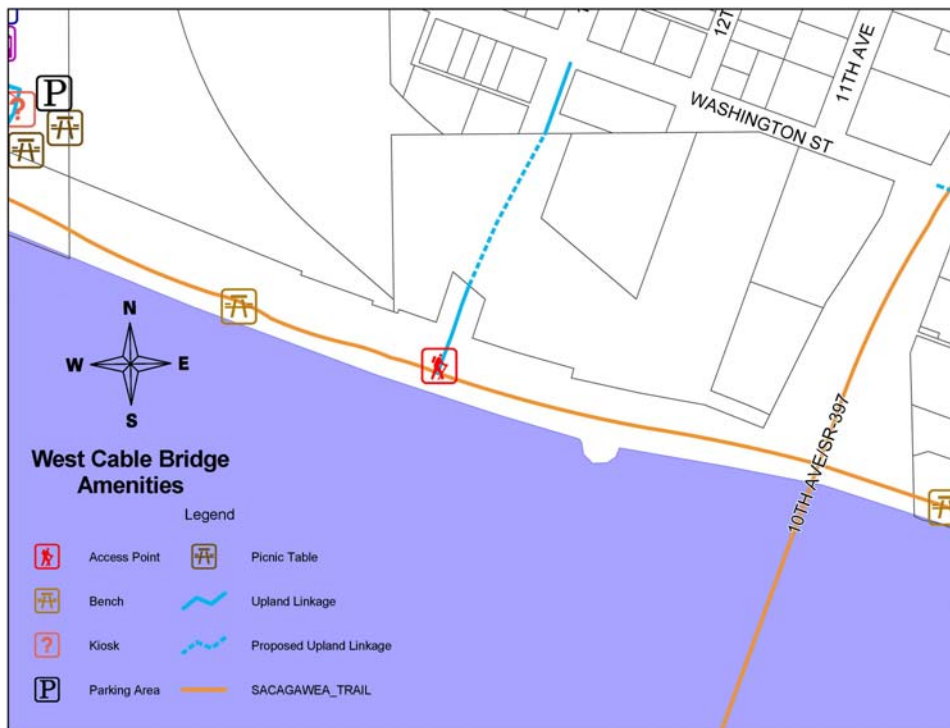
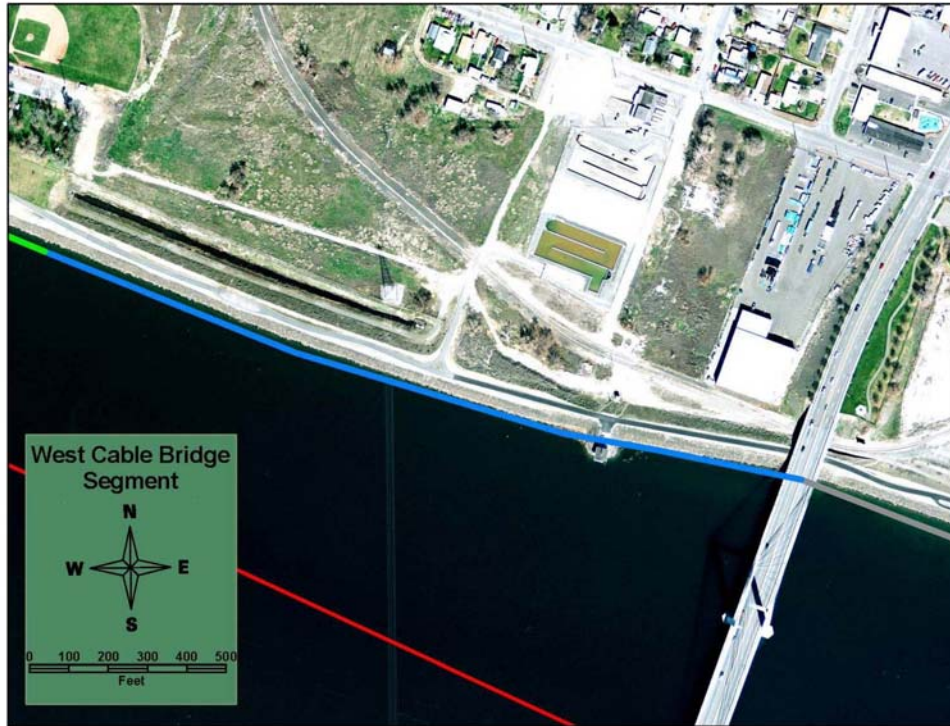
## g) RECOMMENDATIONS:

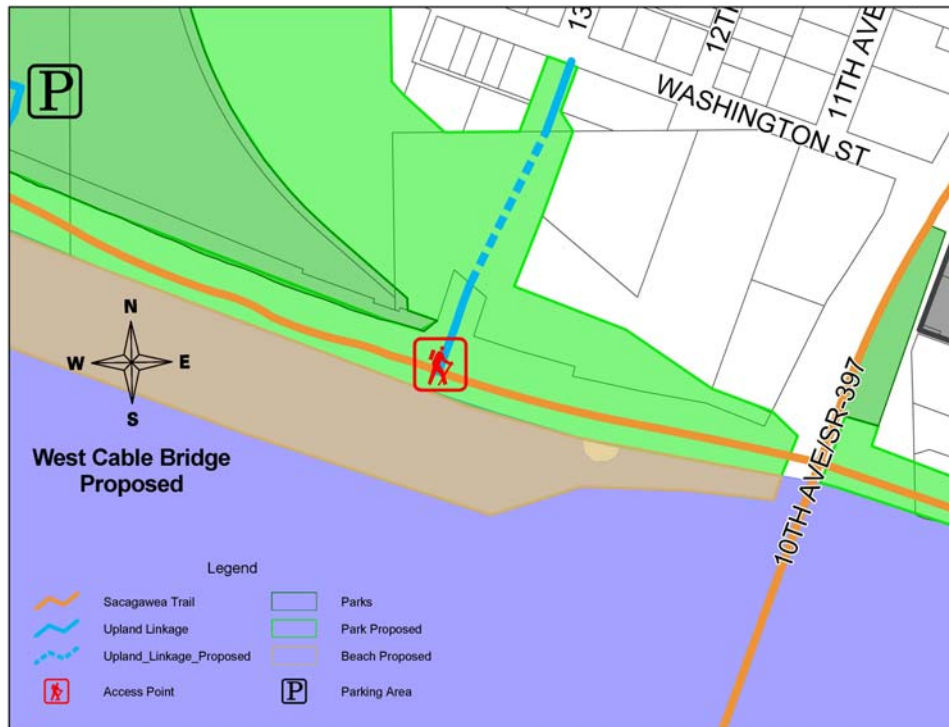
### Short-Term Recommendations:

- i) Acquire BNSF land upon rail spur abandonment.
- ii) pipe and fill landward side of ditch;

### Long-Term Recommendations:

- iii) Extend park facilities east, with picnic areas and typical park amenities.
- iv) Fill, grade, and vegetate river face of levee (see Pasco Rivershore Enhancement vision).
- v) provide state-of-the-art separated Class I multiuse paths over the Cable Bridge







## Marine Terminal

- a) **Ownership:** Port of Pasco/Some private
- b) **Landscape & Natural Features:** Army Corps of Engineers rip-rap levee; commercial/industrial area (mostly vacant—marine terminal side); BNSF railroad main line and trestle bridge to the east; Sacagawea trail does not connect former Port of Pasco marine terminal with Boat basin area due to BNSF Railroad tracks and trestle bridge.
- c) **Transportation:** The Trail extends through the entire length of this segment. Access is from 10<sup>th</sup> Avenue, Washington Street, 9<sup>th</sup> Avenue, Ainsworth Avenue, and 4<sup>th</sup> Avenue.
- d) **General Land Use Pattern:** Mostly Vacant industrially zoned land.
- e) **Linkage and Amenities Opportunities:** The Trail extends through the entire length of this segment. There is a barge dock which would be an excellent location for an indoor/outdoor waterfront restaurant with integrated dock facilities. Retail commercial development should be built with ground-level parking and levee-level (and higher) retail, restaurant, entertainment, and water-dependent/water-related uses. This is another prime potential retail commercial area.
- f) **Linkage and Amenities Constraints:** This is the site of a former WWII fuel tank facility. Some toxic spillage has occurred along the west end of the Marine Terminal area and is in the remediation process. Unfortunately, the remediation is “low-tech” and thus more time-consuming. The area may not be “shovel-ready” for some time. An anxious developer may choose to invest in a more intensive (and expensive) remediation process, but this is not a current likelihood. The two available direct north-south routes from this neighborhood to downtown Pasco are 4<sup>th</sup> Avenue under the Ainsworth Underpass, and north along the BNSF main rail line to the City Center; and north on 10<sup>th</sup> Avenue. While both routes are fairly well sidewalk-equipped for pedestrians, however neither is designed for bicycle traffic. As well, neither route is aesthetically pleasing.
- g) **RECOMMENDATIONS:** (See Boat Basin/Marine Terminal Master Plan).

## 2) Short-Term Recommendations:

- i) Rezone the area for Business Park/Commercial retail.

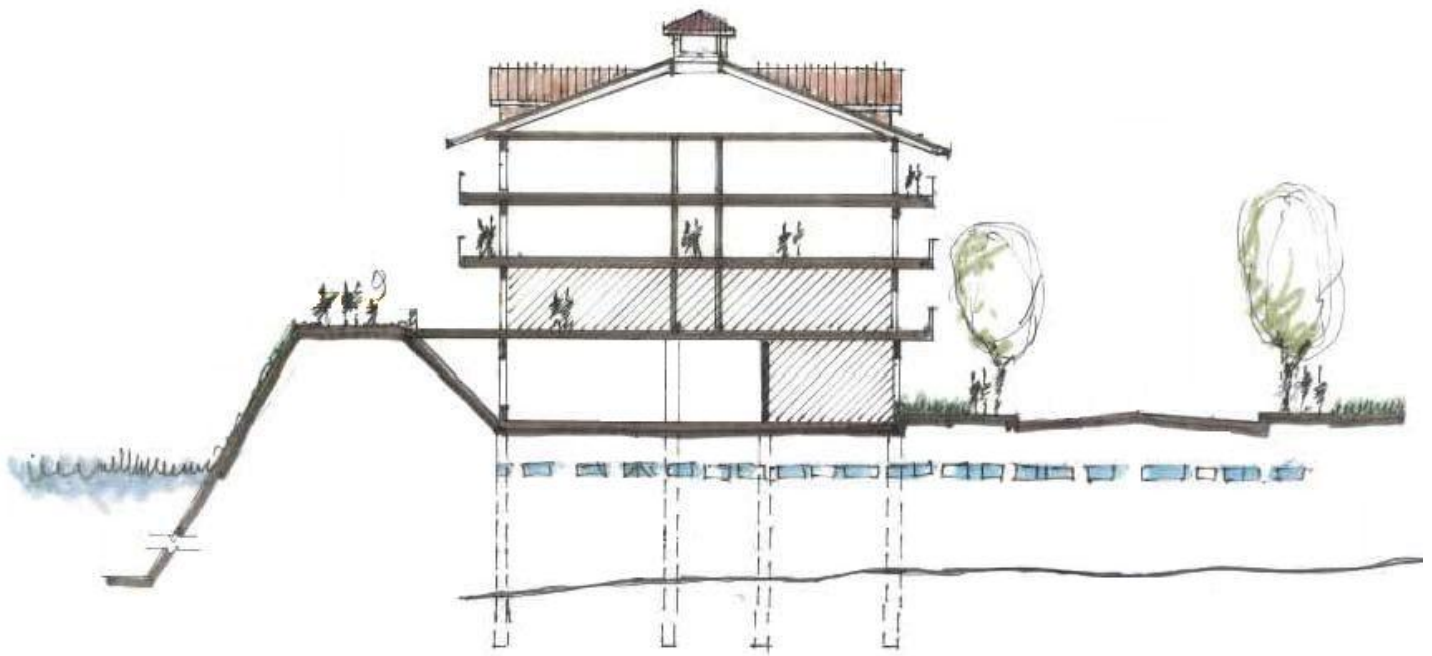
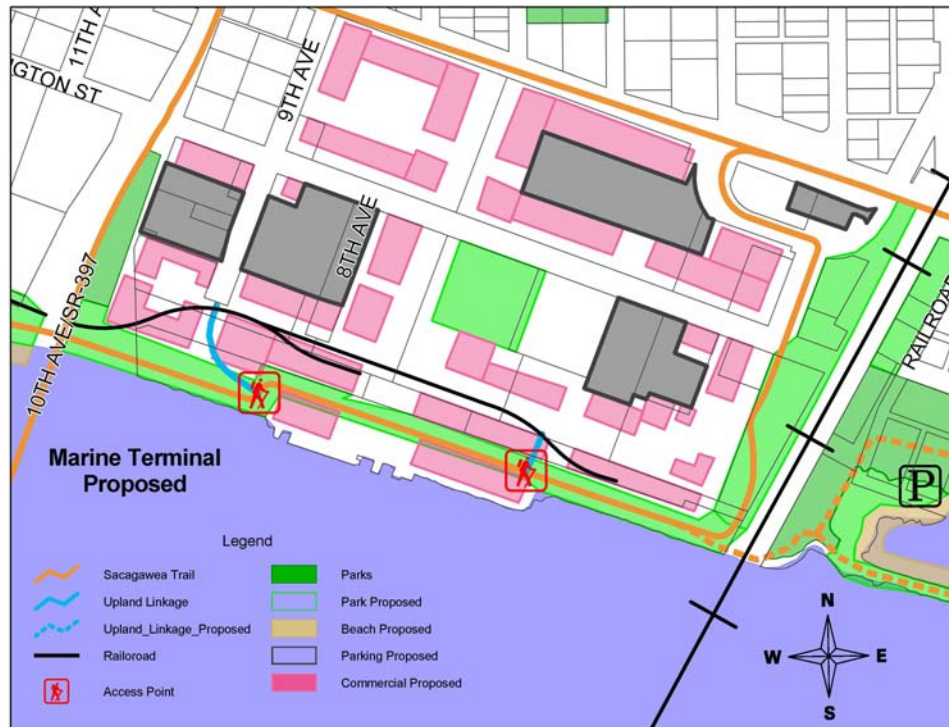
### 3) Long-Term Recommendations:

- i) Invest in higher-tech toxic spill remediation
- ii) Encourage/promote development as per the Boat Basin/Marine Terminal Plan.
- iii) Build an improved trail connections between Pasco's urban center and the Boat Basin/Marine Terminal area
- iv) Consider the possibility of a cantilevered pedestrian bridge built to the side of the BNSF bridge
- v) Develop strategically sited signature gateway at 4th Ave & Lewis St
- vi) Identify and develop future riverside dining venues with scenic, recreational or cultural attributes.









## Boat Basin

- a) **Ownership:** Army Corps of Engineers with City of Pasco lease/Private owners
- b) **Landscape & Natural Features:** Army Corps of Engineers rip-rap levee and dike; commercial/industrial boat marina area and boat launch and dock in disrepair; BNSF railroad main line and trestle bridge to the west, separating the Port Marine terminal from the Boat Basin; Schlagle City park; modest residential areas; boat launch in disrepair, private marina facility; Sacagawea trail does not connect former Port of Pasco marine terminal with Boat basin area, due to BNSF Railroad tracks and trestle bridge.
- c) **Transportation:** This area is barricaded in by the BNSF Railroad main line to the west, The Ainsworth Overpass along the north, and the Port of Pasco's Osprey Pointe project to the east. Access is from 2<sup>nd</sup> and Gray avenues to the northeast, and a foot access from the Osprey Pointe development to the east. Since the construction of the Ainsworth overpass this area has become further isolated and less accessible, as the overpass cut off access from Railroad, 4<sup>th</sup>, and 3rd Avenues. Furthermore, the Sacagawea Heritage Trail does not go through this area, instead winding north across the overpass avoiding the Boat Basin neighborhood, and then back down along the river at Osprey Pointe. Neighbors have reported that crime is higher here because the area is isolated from public supervision.
- d) **General Land Use Pattern:** A private marina operates in the industrially zoned waterfront area, next to a public boat launch and a public park. Modest residential units occupy the residentially zoned north half of the area. A large percent of these units are owner-occupied and are neatly maintained. There are a few industrially zoned lots in the east part of the neighborhood.
- e) **Linkage and Amenities Opportunities:** A neighborhood park is already in place, with a boat launch close by. This basin lends itself well to development of a separate beach/swimming area. However the beach should be designed in a way as to separate swimming and boating activities. If the BNSF Railroad would allow a trail underpass for the Sacagawea Trail under its main line, the Trail could continue through the neighborhood, opening up the neighborhood somewhat and adding public supervision to the area. As the Osprey Pointe project develops to the east, this area will be in higher demand for upscale residential development and an

upgrade will be warranted to the marina facility, with demand for mini-market, boat fueling, fishing supplies, and perhaps restaurant facilities at the marina.

- f) **Linkage and Amenities Constraints:** The BNSF Railroad has been reluctant in times past to allow for an underpass under its mainline, citing transportation security issues. As well, the Port of Pasco is reluctant to include the Boat Basin in its plans as long as the neighborhood remains unsightly and uninviting to business visitors. The high owner-occupied ratio reduces the likelihood of any major upgrades to the residential neighborhood in the short-term, although as land values in the neighborhood increase due to Osprey Pointe development, owners may be induced to sell for a reasonable profit. There are no direct north-south routes from this neighborhood to downtown Pasco. The closest access would require a circuitous route either west along Ainsworth Avenue and south at 6<sup>th</sup> Avenue, thence circling east and north to 4<sup>th</sup> Avenue under the Ainsworth Underpass, and north to the City Center; or east to Oregon Avenue, north to Lewis Street, and west again to the city Center. The former route navigates through industrial and residential areas, the latter primarily through industrial zones on a truck route that is not bike/pedestrian friendly.

g) **RECOMMENDATIONS:** (See Boat Basin/Tank Farm Master Plan)

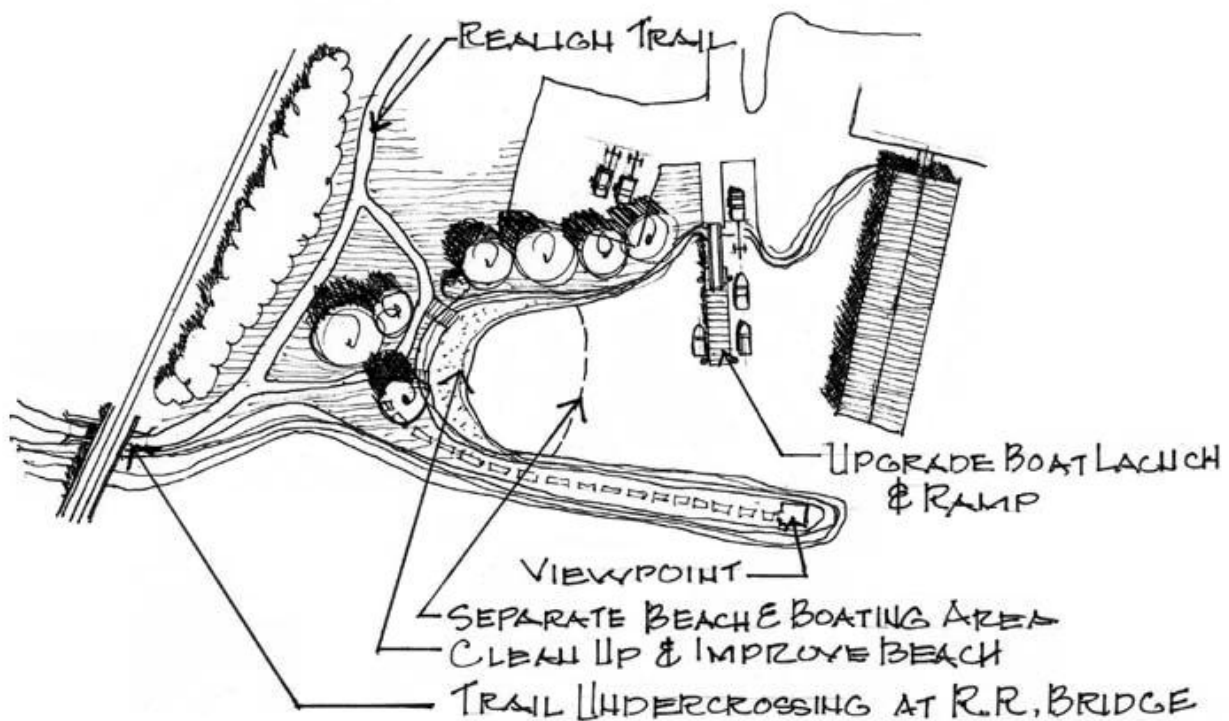
**Short-Term Recommendations:**

- i) Rezone neighborhood to higher-density residential, to allow for higher-end condos. Establish design standards for all new construction compatible with the Marine Terminal and Osprey Pointe themes.
- ii) Begin negotiations for a BNSF/Sacagawea Trail underpass. Prepare a “plan B” “floating deck” option for the trail to drop into and floats on the River, if necessary.
- iii) Begin plans for continuation of the Sacagawea Trail through the neighborhood.
- iv) Begin plans for a public beach separated from the boat launch facility.
- v) Upgrade dike and park facility.
- vi) Add path and view deck at harbor entrance of dike.

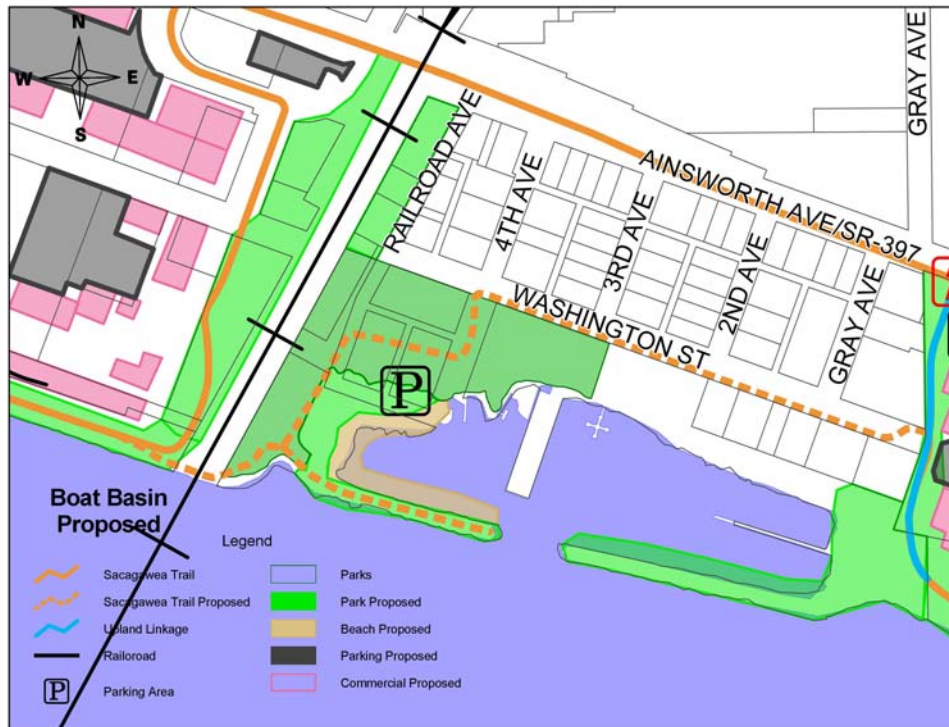


### Long-Term Recommendations:

- vii) Build Sacagawea Trail underpass and trail through the Boat Basin neighborhood.
- viii) Build a beach and swimming area as part of Schlager Park, separating boat launch uses from swimming.
- ix) Upgrade boat launch and dock facilities.
- x) Build a park along the River between the Boat Basin and Osprey Pointe, thematically connecting the two developments.
- xi) Consider the possibility of a cantilevered pedestrian bridge built to the side of the BNSF bridge









## Port of Pasco

- a) **Ownership:** Port of Pasco
- b) **Landscape & Natural Features:** gently sloping to increased slope, scrub vegetation with thick tree growth along river edge (NOTE—Trees have recently been thinned around the Osprey Pointe development to the west).
- c) **Transportation:** The port of Pasco is a hub of industrial River, rail, and truck transportation. The Port owns a barge docking and loading facility on the Columbia River, which leads out to the Pacific and to markets in the Pacific Rim and beyond. This barge facility is located just east of the Osprey Pointe development. Several rail-spurs access the BNSF main lines through the Port from both the northwest and northeast. Ainsworth and Oregon Avenues provide quick access for trucking to major highways heading in all directions. The Trail has been developed through the Port property; along the river of the Osprey Pointe area and then inland along Ainsworth Avenue to the last block of warehouses, and then back south to the river. The Trail ends at the Sacagawea State Park access road.
- d) **General Land Use Pattern:** The Port of Pasco has a mix of WWII-era warehouse facilities and vacant lands, and is zoned for heavy industrial use, though Osprey Pointe is planned as a higher-end business park.
- e) **Linkage and Amenities Opportunities:** The completion of the first Osprey Pointe building (the Port of Pasco office) and utilities infrastructure has set the stage for further office development in the park. The Port has designed the building as an example of the design standards expected of future buildings on the site. Landscaping (including the removal of dead trees and undergrowth along the River) is professional and aesthetically pleasing, as well as drought-resistant. The rest of the Port will remain heavy industrial into the foreseeable future.
- f) **Linkage and Amenities Constraints:** Trail location is constrained by industrial uses in the area. The Trail currently follows Ainsworth Avenue through the heaviest industrial use areas, leaving the river to avoid the barge loading facility and some outdoor warehousing. One river view access trail weaves between some outdoor storage areas down to the River, but does not subsequently join up with the Trail.

g) **RECOMMENDATIONS:** (See Port of Pasco Osprey Pointe Business Park Plan).

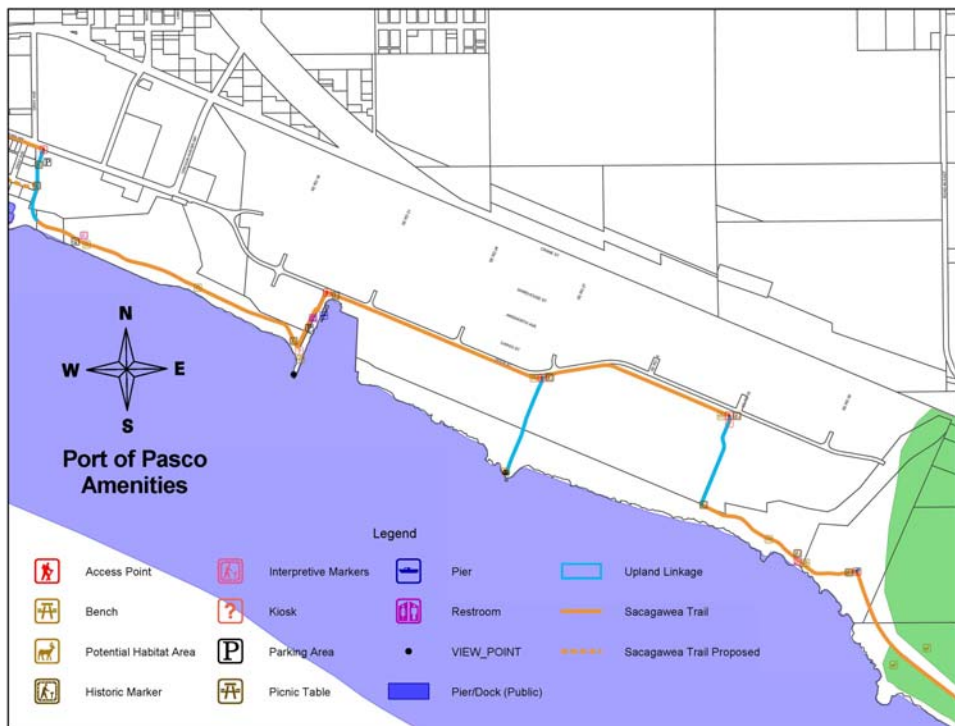
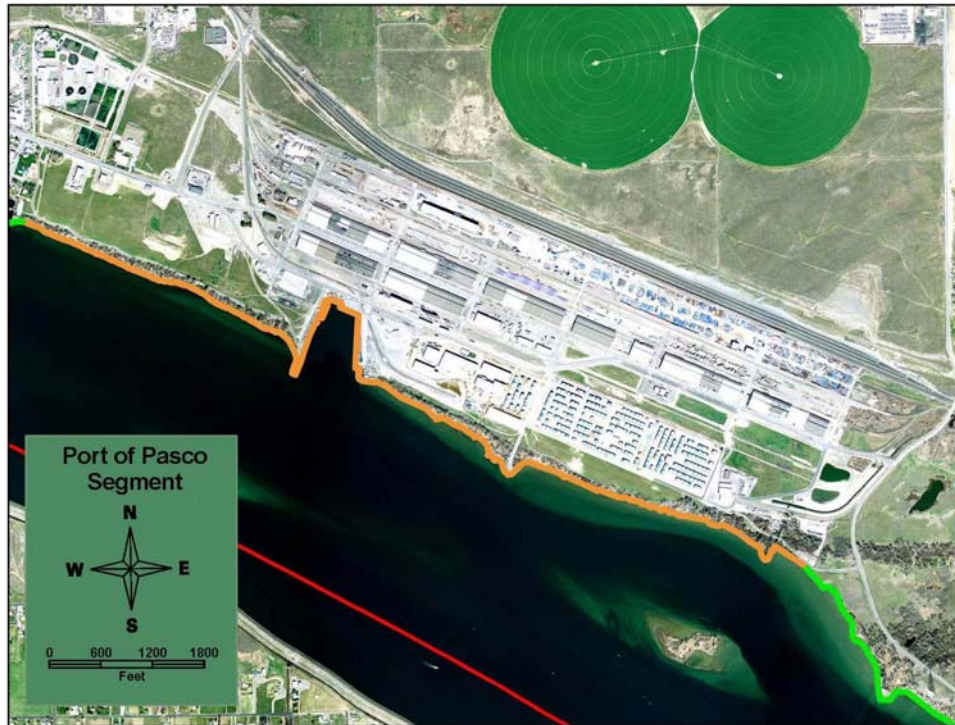
**Short-Term Recommendations:**

- i) Continue development of Osprey Pointe as planned.
- ii) Connect Lookout point trail to main Trail along the River.
- iii) Provide self-guided smart phone tours addressing unique history, culture and environment of the Port of Pasco; Highlight Big Pasco's working port and businesses as a trail exhibit

**Long-Term Recommendations:**

- iv) Build a park along the River between the Boat Basin and Osprey Pointe, thematically connecting the two developments.
- v) Build an improved trail connection between Pasco's urban center and the Osprey Pointe Business Park.









## Sacagawea Park

- a) **Ownership:** Army Corps of Engineers/Wash St Parks & Recreation
- b) **Landscape & Natural Features:** State park; mostly flat, mix of native and non-native (park) vegetation; beach areas; docks; boat launch; historic Ainsworth Town site.
- c) **Transportation:** Access to the Park is limited to a single two-lane road entering the park from the northwest. The Trail ends at this road. An undeveloped path/road meanders through the historic Ainsworth town site.
- d) **General Land Use Pattern:** This area is partially developed as a state park with patron amenities such as parking, family and group picnic areas, a boat launch and docks, and a beach. There is housing for park staff and a museum/interpretive center. The balance of the park is vacant, with the exception of some high voltage power lines utilities crossing the Columbia River at the south shore.
- e) **Linkage and Amenities Opportunities:** Sacagawea State Park is partially developed and contains the only developed beach within Pasco city limits. This park rests at the confluence of the Snake and Columbia Rivers and is historic for its role in the Lewis and Clark Expedition, and contains a museum and interpretive center. The park is periodically used for sternwheeler riverboat docking as they come up river from the Pacific coast. While this may be an ideal site for summer food vending, any commercial activity would need to be sanctioned by the State Parks Department. The Park is just south of the historic Ainsworth town site, and the only public access to the site. The Sacagawea Trail should continue through the park along the north border of the access road and developed park areas, continuing along the meandering Ainsworth access road, and then north up along the Snake River. Many areas of the park are ideal for local camping and scouting/wilderness club-type activities. The balance of the park area is undeveloped and amenable to wildlife viewing. Future development should allow for a few “look but don’t touch” viewing trails in appropriate parts of the park.
- f) **Linkage and Amenities Constraints:** Because the park is owned and operated by the State Parks Department, the City of Pasco has limited influence over its development. As well, the Ainsworth town site is an historic site and may be difficult

to protect as an archaeological site, off-limits to scavenging. The northeast part of the old town site is swampy and any trail through the area may require footbridges or boardwalks to cross over the swamp areas.

**g) RECOMMENDATIONS:** (State of Washington Parks Department);

**Short-Term Recommendations:**

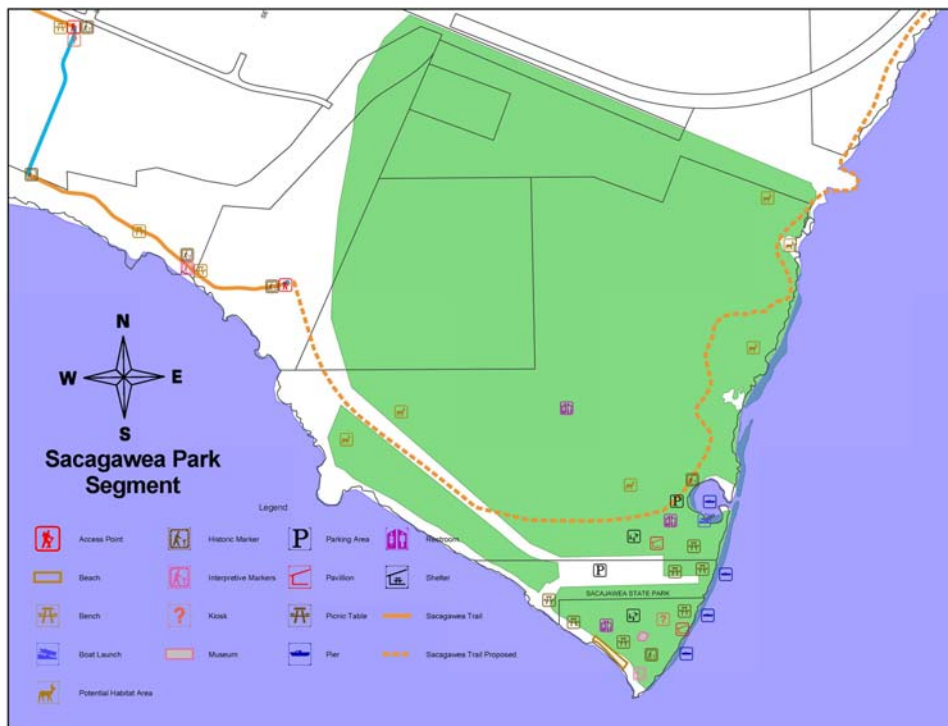
- i) Place drinking fountains, shade trees, and restroom facilities at strategic points;
- ii) Develop overnight camping areas throughout the park
- iii) Design a trail extension of the Sacagawea Trail through the Ainsworth Town site and beyond.
- iv) Develop trails in Sacajawea State Park for opportunities to learn about native wildlife, geological features and the Confluence Project
- v) Consider more summer fairs and activities and related food vendor opportunities

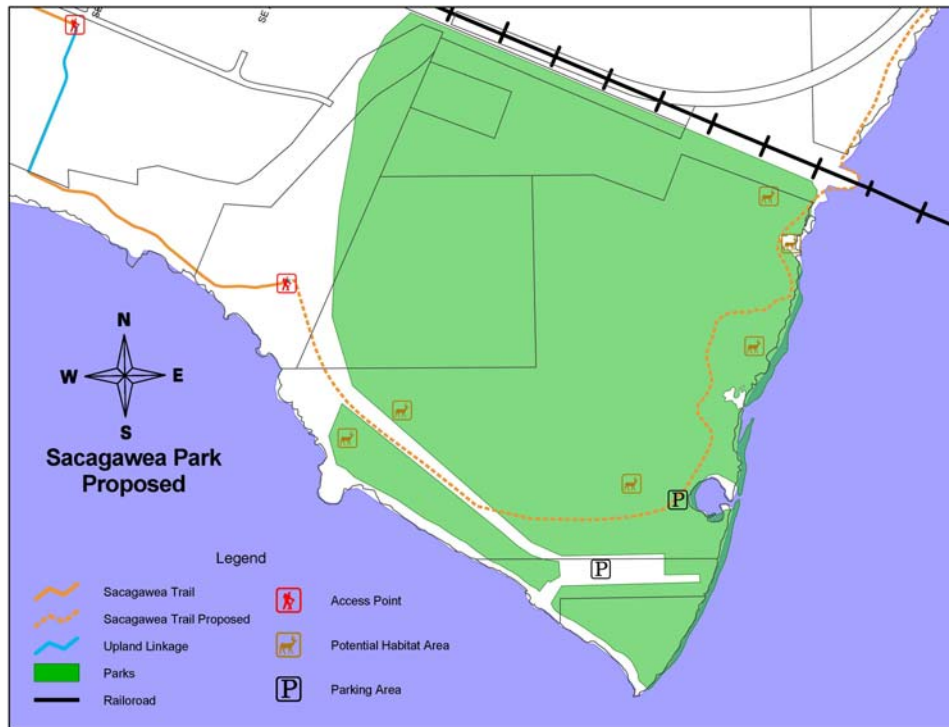
**Long-Term Recommendations:**

- vi) Develop the Sacagawea Heritage Trail through park and towards the Columbia Plateau/Ice Harbor Dam trail linkage;





















## Ainsworth Town

- a) **Ownership:** US Government
- b) **Landscape & Natural Features:** steep slope areas, BNSF R-O-W with trestle bridge; overgrown with mostly non-native vegetation, salt deposits and marsh/swamp areas
- c) **Transportation:** There are no direct public access points to this point. An undeveloped, meandering path extends north from Sacagawea State Park to the site.
- d) **General Land Use Pattern:** Vacant with an undeveloped archaeological site from the former Town of Ainsworth.
- e) **Linkage and Amenities Opportunities:** The Ainsworth Town site could be developed as an historic site. The undeveloped path which winds through the site could easily be developed into an extension of the Sacagawea Trail as it converges with the Columbia Plateau trail along the Snake River.
- f) **Linkage and Amenities Constraints:** Much of the proposed Trail path lies in Railroad right-of-way. Any trail development would be dependent upon vacation of existing rail uses and cooperation of the railroad.

## g) RECOMMENDATIONS:

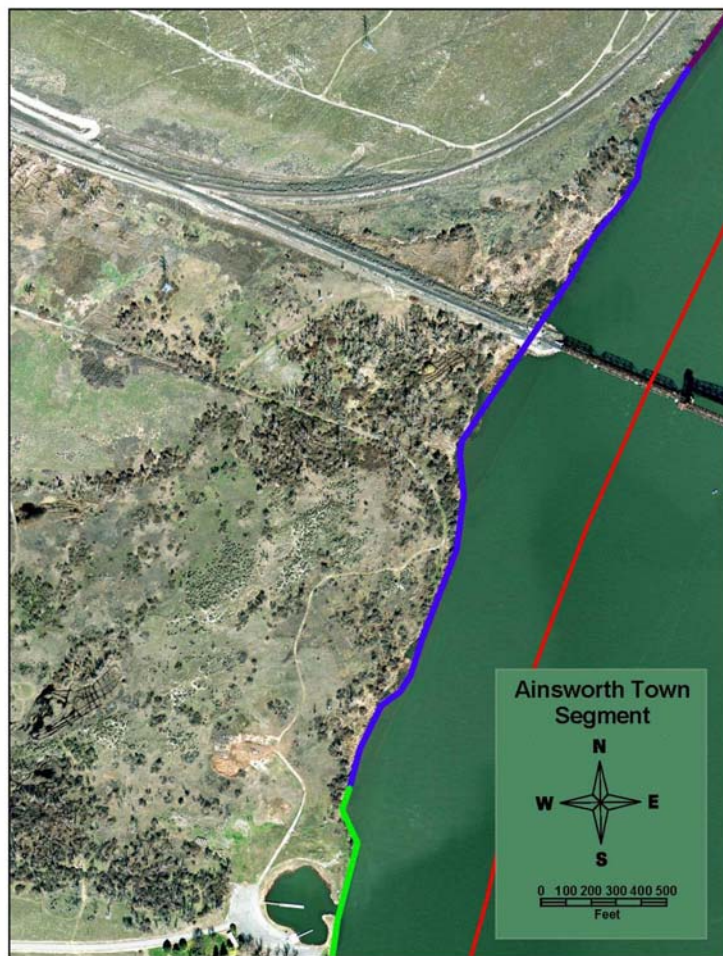
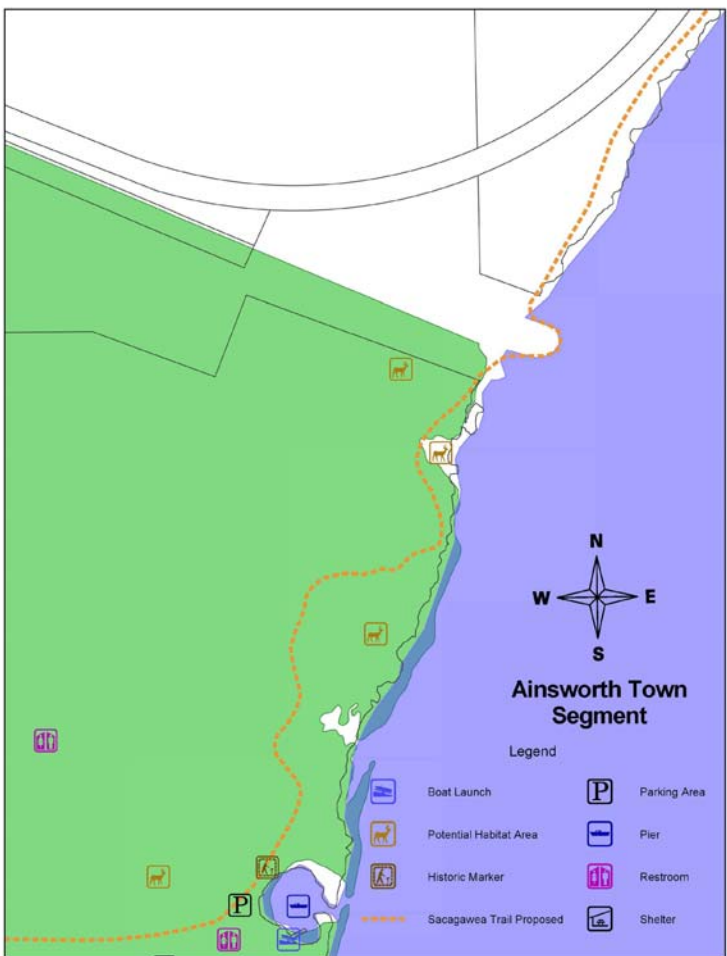
### h) Short-Term Recommendations:

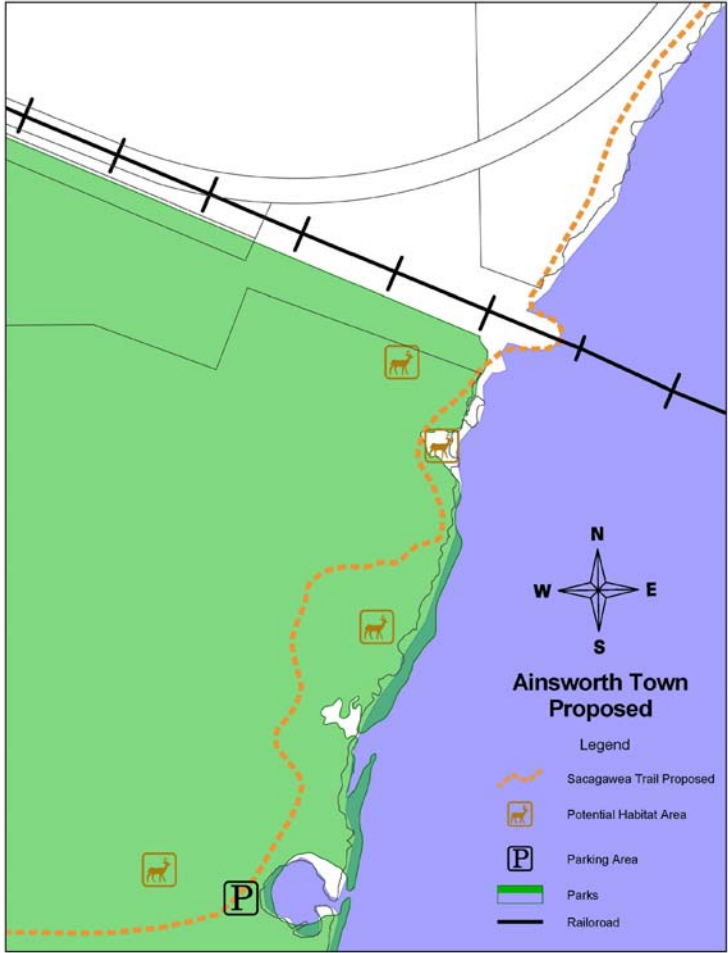
- i) Begin conversations with the State Park Service and BNSF Railroad.
- ii) Plan and design a Sacagawea Heritage Trail extension through the Ainsworth Town site.

### i) Long-Term Recommendations:

- i) continue Sacagawea path towards Ice Harbor Dam trail linkage;
- ii) place drinking fountains, shade trees, and restroom facilities at strategic points;
- iii) Develop Town of Ainsworth archaeology site
- iv) Consider the possibility of a cantilevered pedestrian bridge built to the side of the BNSF bridge







## Tidewater Terminal

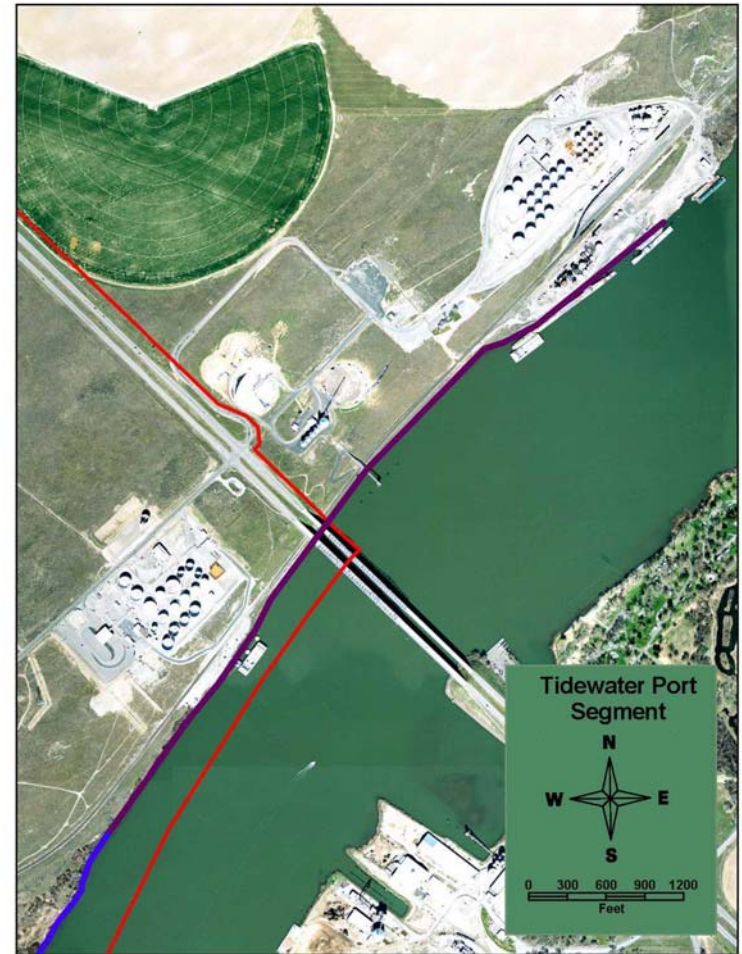
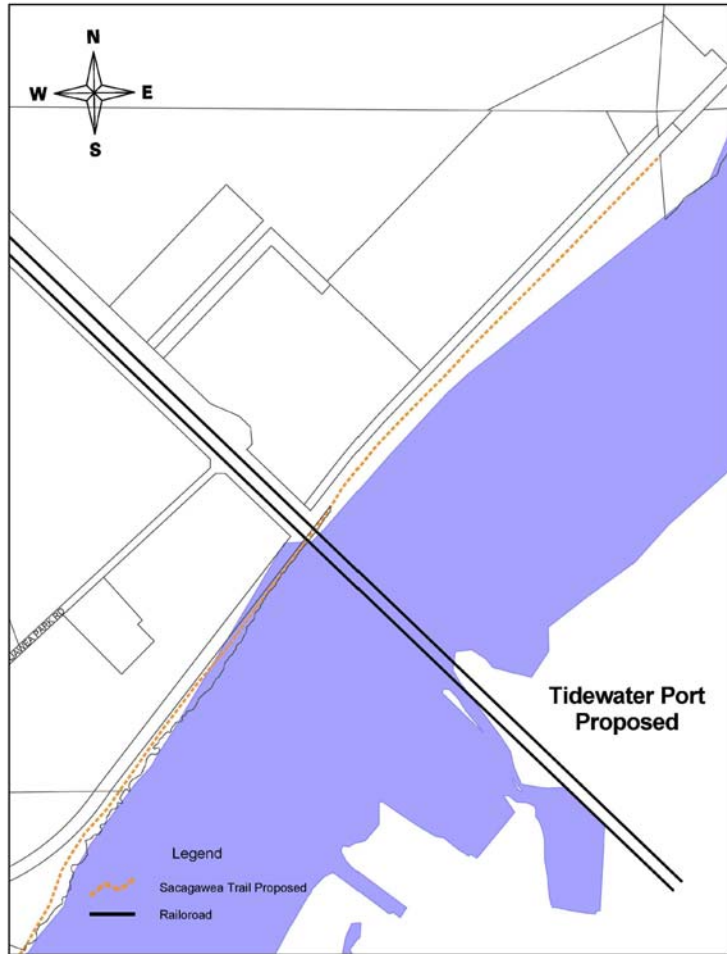
- a) **Ownership:** BNSF Railway/Tidewater Terminal Company/Washington State Parks and Recreation Commission.
- b) **Landscape & Natural Features:** Steep slope; BNSF R-O-W ; industrial uses; US-12 highway and bridge
- c) **Transportation:** There are no public access points to any portion of this segment. Plans are being considered to connect Sacajawea State Park with the Columbia Plateau Trail (CPT). Currently two existing, off-site fuel tank farms prevent a direct link between CPT and the park. While the Washington State Parks and Recreation Commission owns the former BNSF Railroad ROW just north of the Tidewater terminal, the Southern part of CPT to Ice Harbor has yet to be developed and the trail still has railroad tracks and is used for railcar storage. The Washington State Department of Transportation (WSDOT) is scoping a project to build an interchange over highway 12. The current WSDOT plans include a bridge wide enough to include a bike lane. One potentially identified route would follow Sacajawea Park Road up to the bridge and a route would have to be identified to connect from the bridge to the Southern end of the Trail.
- d) **General Land Use Pattern:** this area is developed with two fuel storage tank facilities, with the balance of the land being vacant.
- e) **Linkage and Amenities Opportunities:** Plans are being considered to connect Sacajawea State Park with the Columbia Plateau Trail (CPT). The Washington State Parks and Recreation Commission owns the former BNSF Railroad ROW just north of the Tidewater terminal. WSDOT is scoping a project to connect Sacajawea Park to the CPT via Sacajawea Park Road up to an interchange over highway 12, including a bridge wide enough to include a bike lane.
- f) **Linkage and Amenities Constraints:** Two off-site fuel tank farms prevent a direct link between the Columbia Plateau Trail and the park. While the Washington State Parks and Recreation Commission owns the former BNSF Railroad ROW just north of the Tidewater terminal, the Southern part of CPT to Ice Harbor has yet to be developed and the trail still has railroad tracks and is used for railcar storage.



## g) RECOMMENDATIONS:

### Long-Term Recommendations:

- i) Continue the Sacagawea Trail/Columbia Plateau Trail towards the Columbia Plateau/Ice Harbor Dam trail linkage;
- ii) Install drinking fountains, shade trees, and restroom facilities at strategic points;
- iii) Consider the possibility of a cantilevered pedestrian bridge built to the side of the BNSF bridge



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