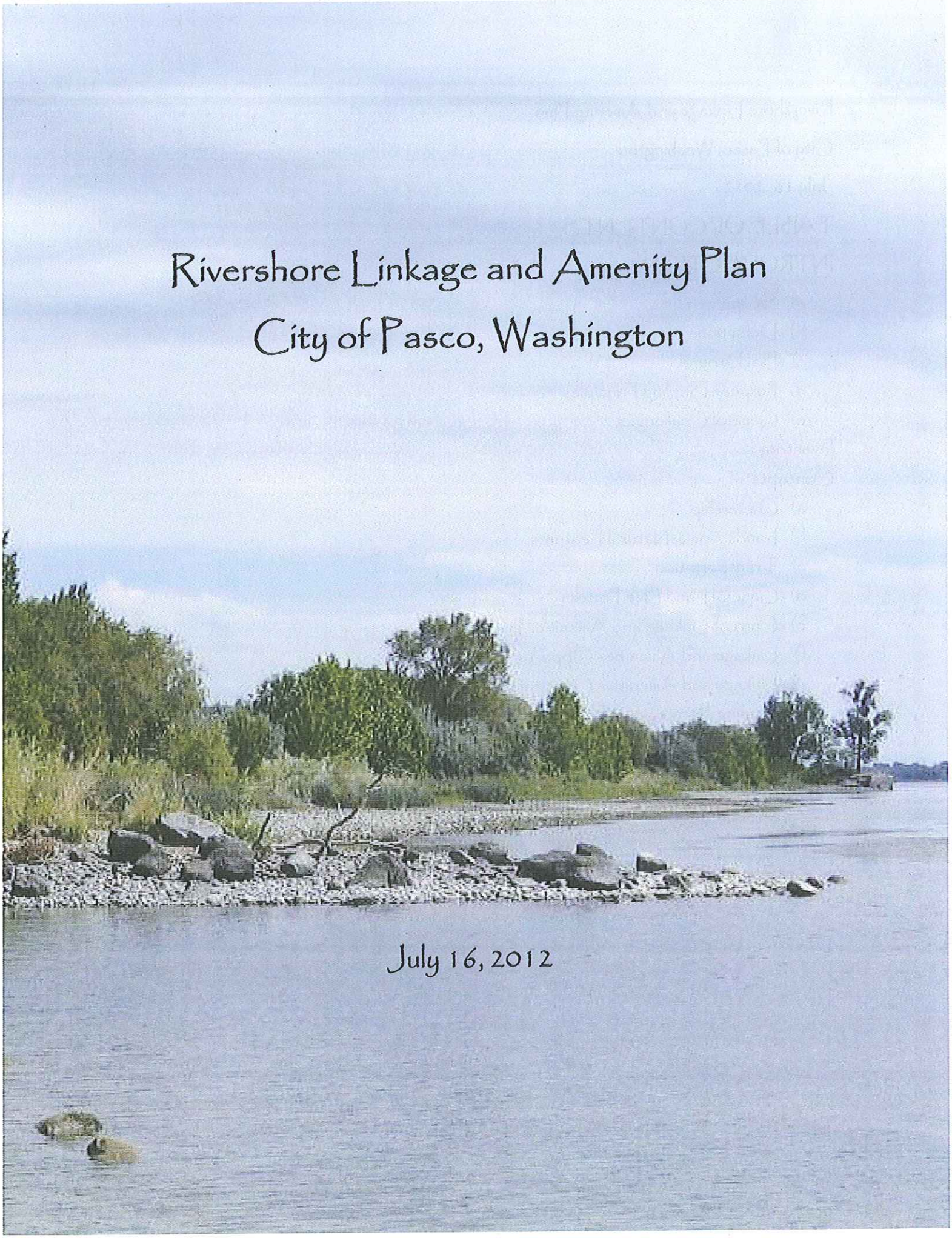
# APPENDIX C
# RIVERSHORE LINKAGE AND AMENITY PLAN, CITY OF PASCO 2012

# Rivershore Linkage and Amenity Plan

## City of Pasco, Washington



July 16, 2012

Rivershore Linkage and Amenity Plan

City of Pasco, Washington

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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

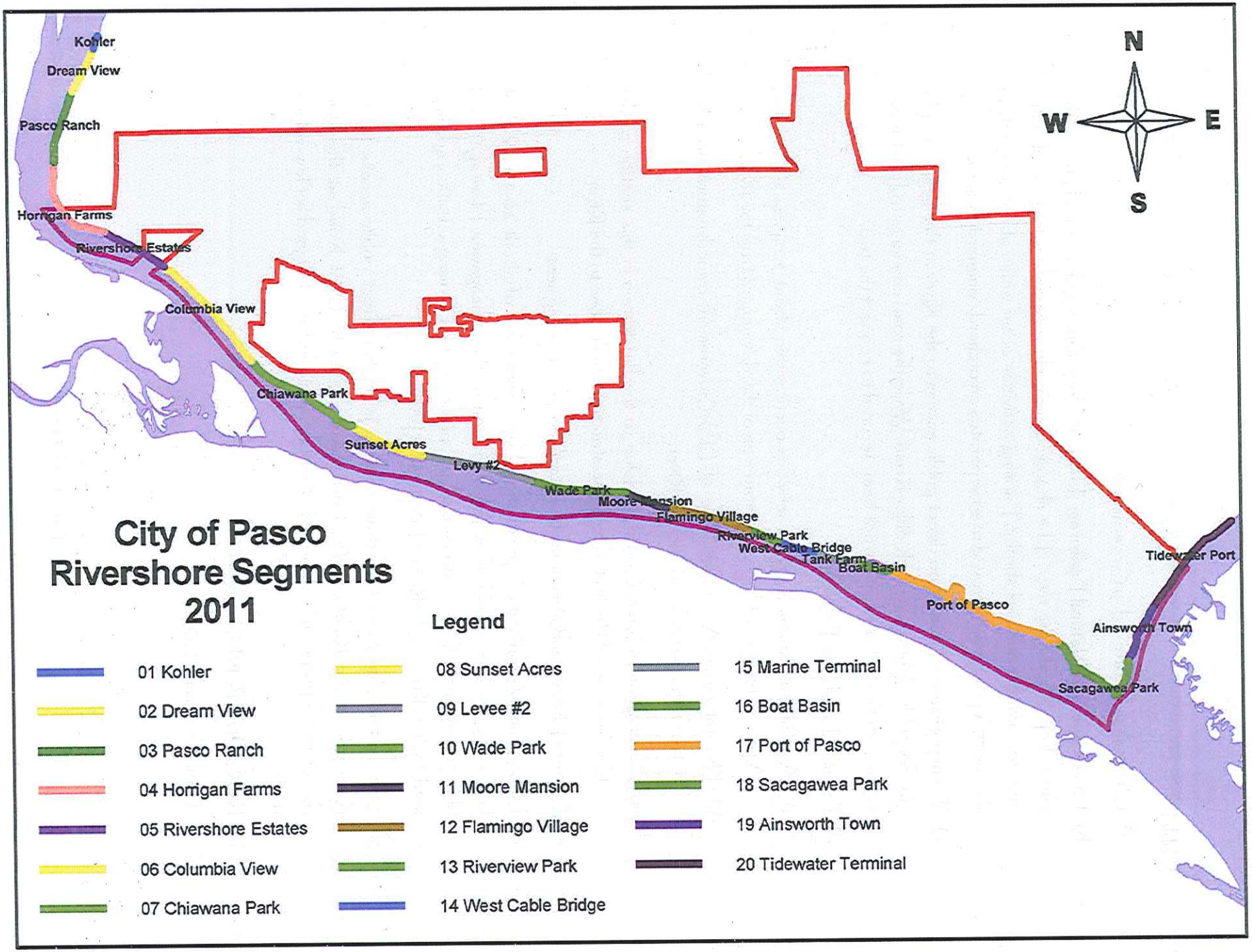
### Rivershore Segments

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


City of Pasco
Rivershore Segments
2011
Legend
01 Kohler
02 Dream View
03 Pasco Ranch
04 Horrigan Farms
05 Rivershore Estates
06 Columbia View
07 Chiawana Park
08 Sunset Acres
09 Levee #2
10 Wade Park
11 Moore Mansion
12 Flamingo Village
13 Riverview Park
14 West Cable Bridge
15 Marine Terminal
16 Boat Basin
17 Port of Pasco
18 Sacagawea Park
19 Ainsworth Town
20 Tidewater Terminal
Kohler
Dream View
Pasco Ranch
Horrigan Farms
Rivershore Estates
Columbia View
Chiawana Park
Sunset Acres
Levy #2
Wade Park
Moore Mansion
Flamingo Village
Riverview Park
West Cable Bridge
Tank Farm
Boat Basin
Port of Pasco
Sacagawea Park
Ainsworth Town
Tidewater Port
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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.

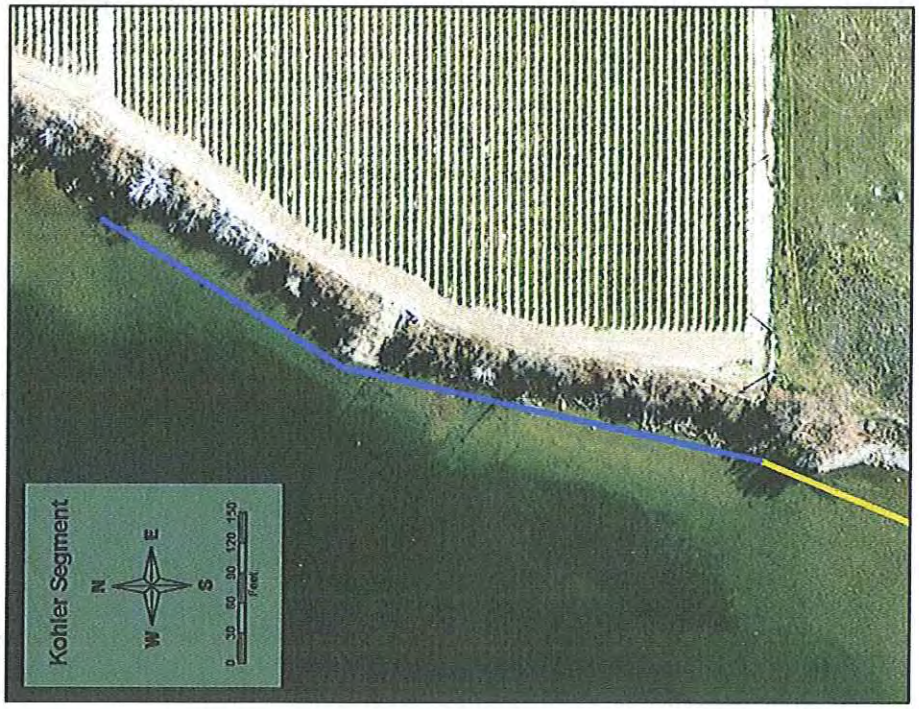
iii) Include *bona fide* river access points/future parks along this section of trail which connect to Kohler and Dent Roads.

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.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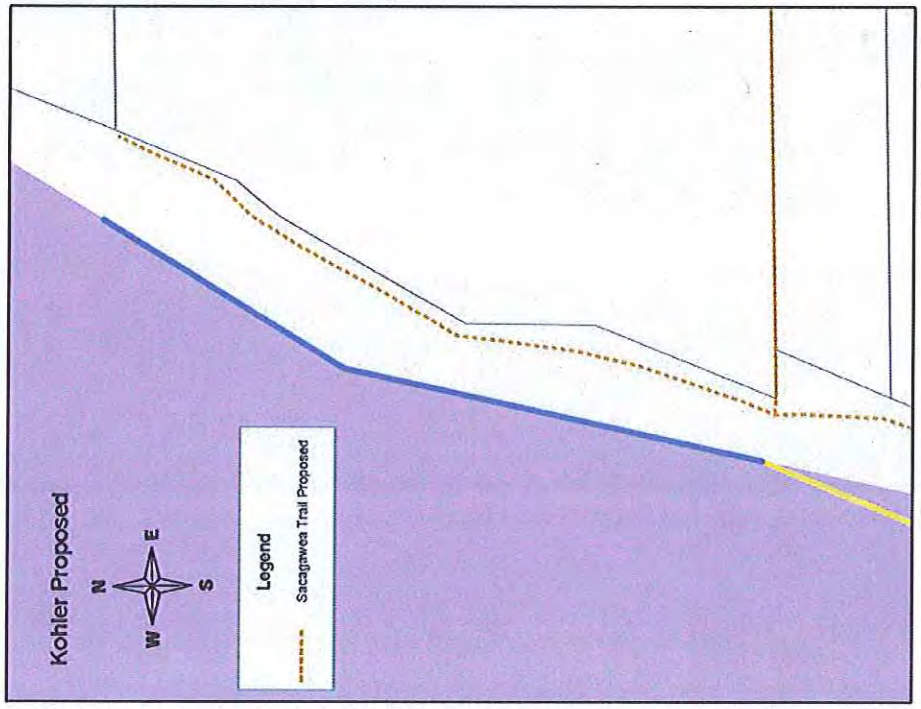
Kohler Proposed
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Legend
Sacagawea Trail Proposed

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:

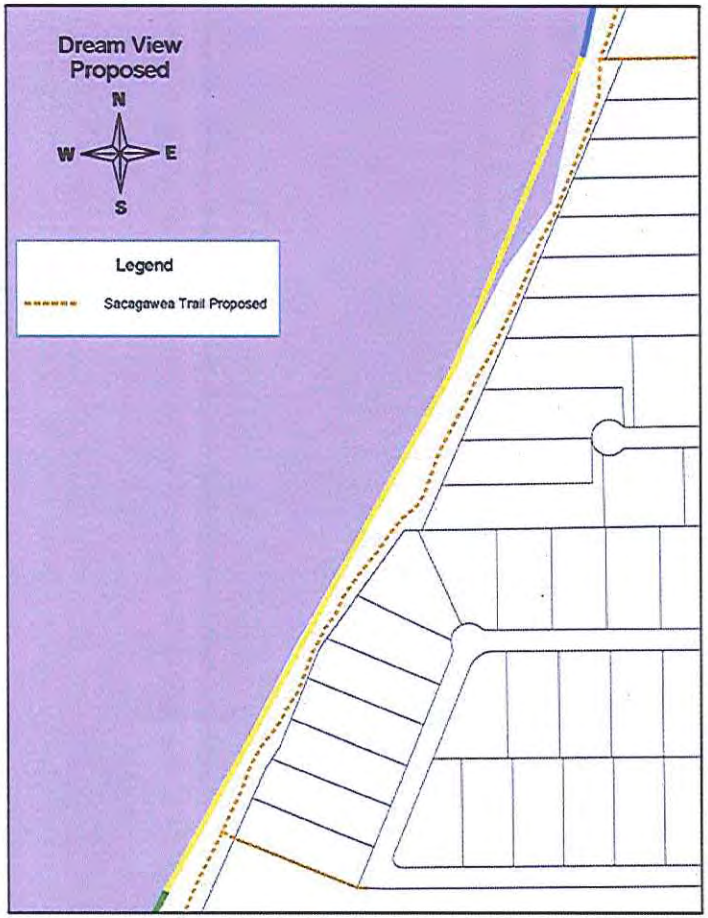
i) Work with Army Corps, the County and property owners to design and build a continuation of the Sacagawea Trail north to the Urban Growth Boundary (UGB) line. Obtain ROW for access to the Trail.

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;


Dream View
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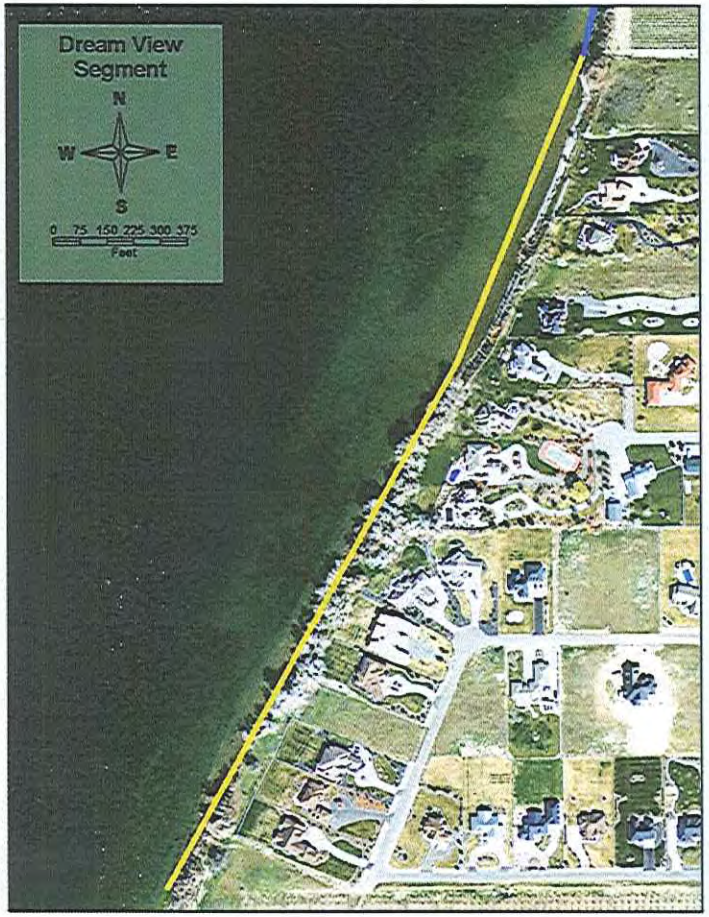
Sacagawea Trail Proposed


Dream View
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Dream View
Cross-Section Concept
Dream View

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;

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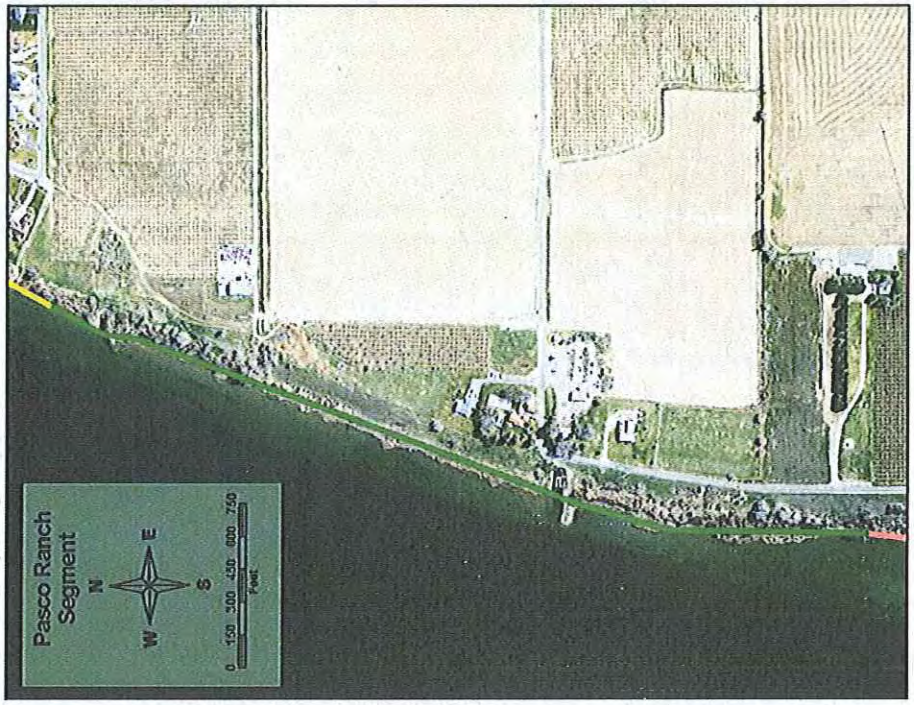
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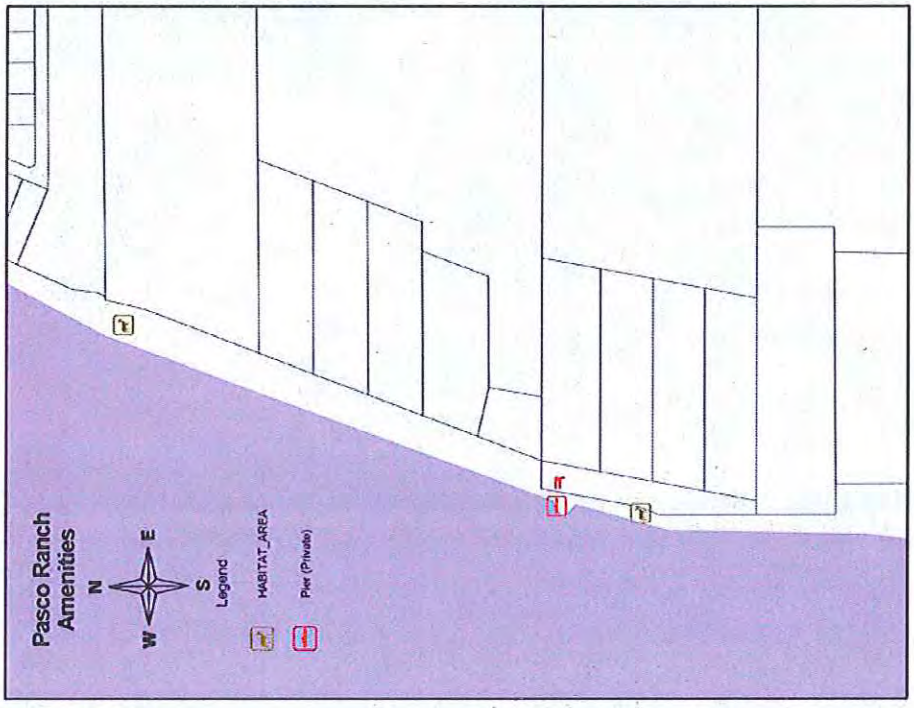
Pasco Ranch
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Legend
HABITAT_AREA
Pier (Private)