



Pasco Ranch
Irrigation Pumps



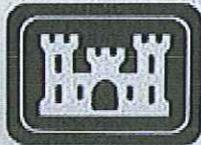
Pasco Ranch
Boat Dock

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 Horigan Farms area. The text of the Broadmoor Area Plan indicates the following for the Horigan 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.

