

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 13th Avenue. The trail leading to 13th 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.

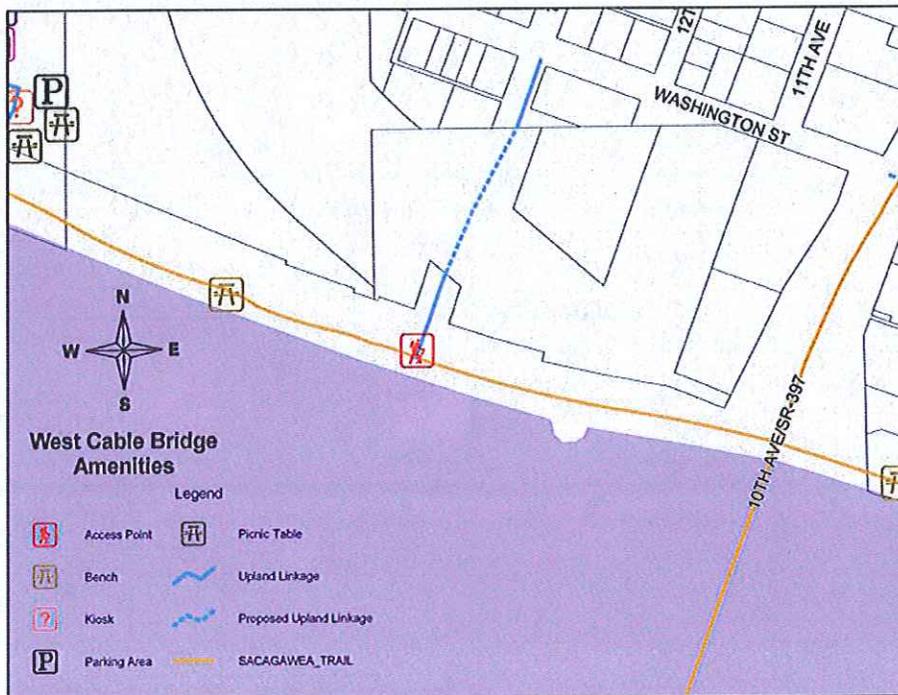
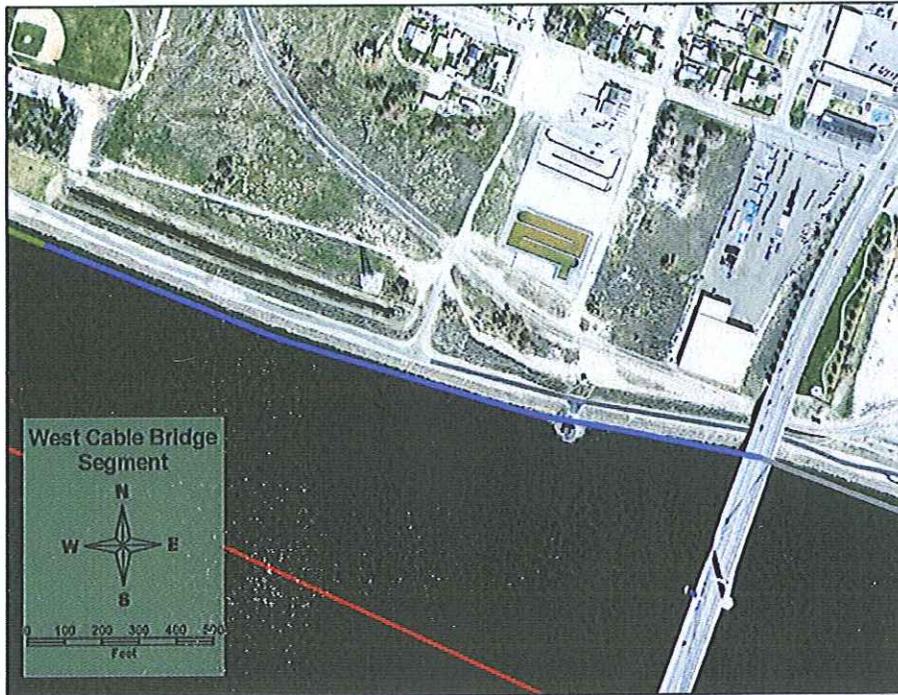
g) RECOMMENDATIONS:

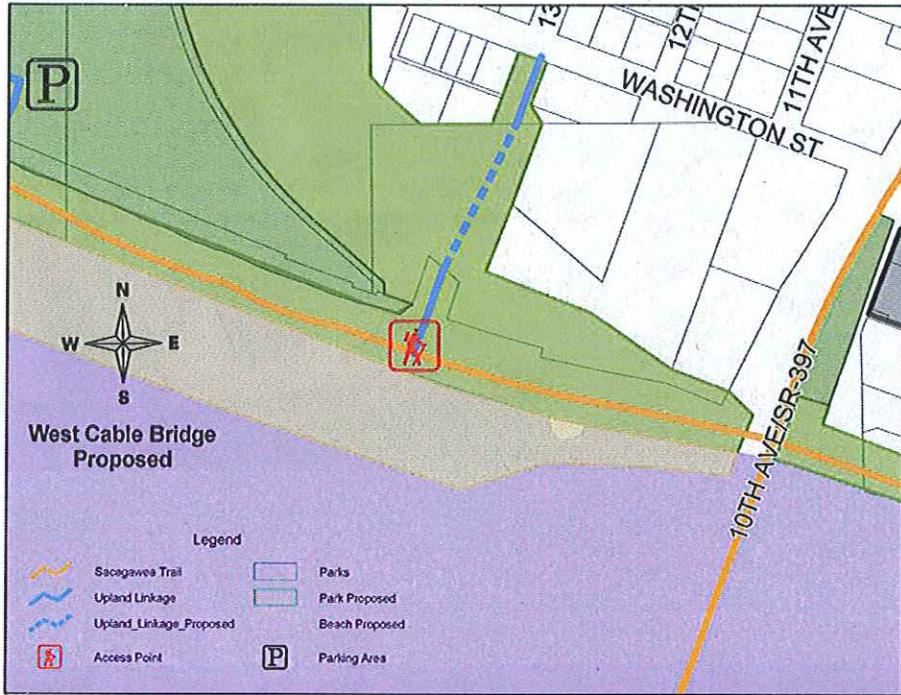
Short-Term Recommendations:

- 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 10th Avenue, Washington Street, 9th Avenue, Ainsworth Avenue, and 4th 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 4th Avenue under the Ainsworth Underpass, and north along the BNSF main rail line to the City Center; and north on 10th 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

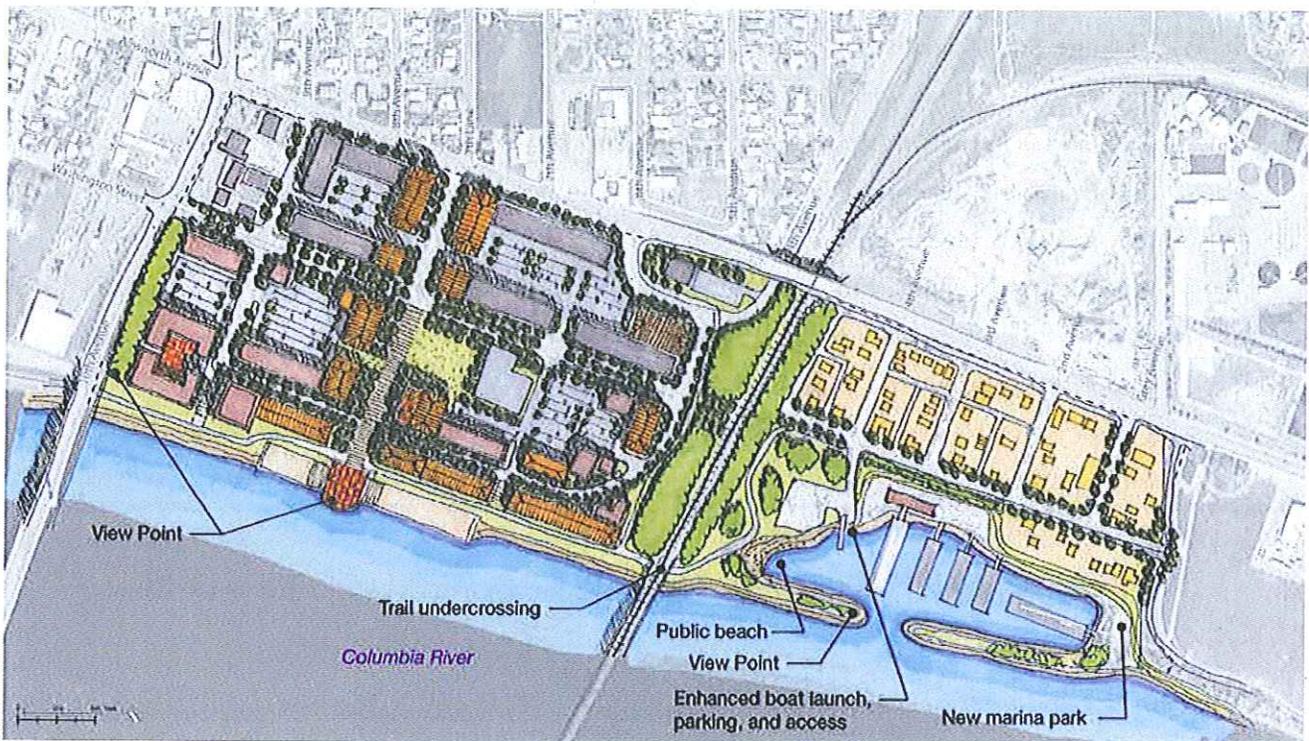
ii) Encourage/promote development as per the Boat Basin/Marine Terminal Plan.

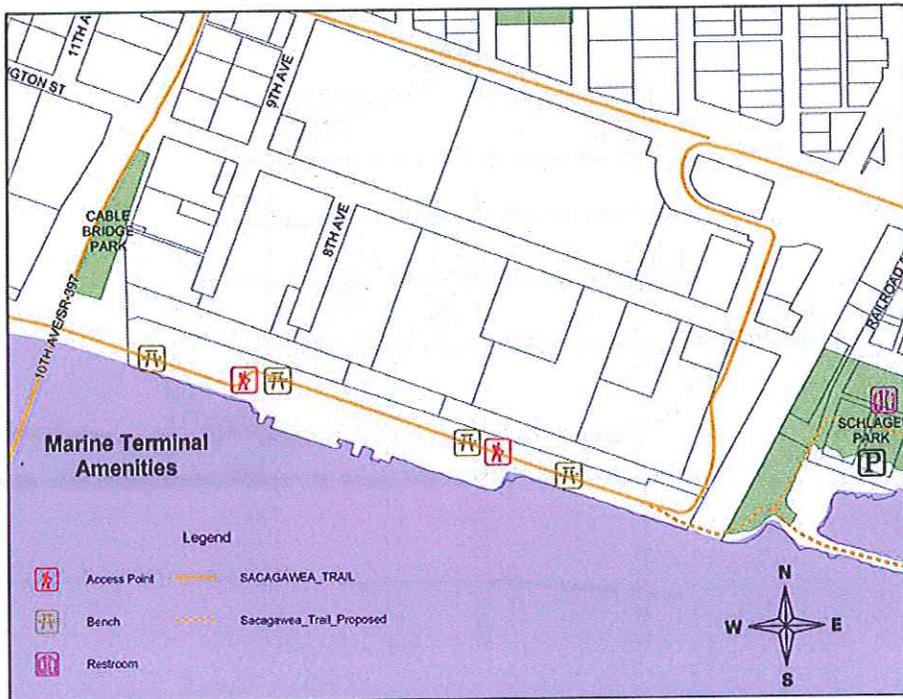
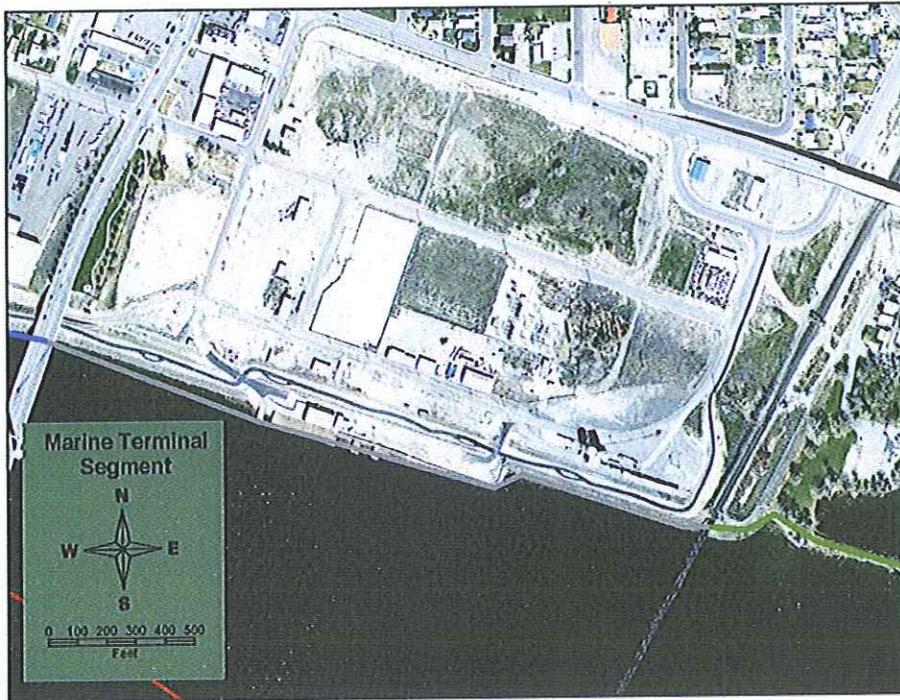
iii) Build an improved trail connections between Pasco's urban center and the Boat Basin/Marine Terminal area

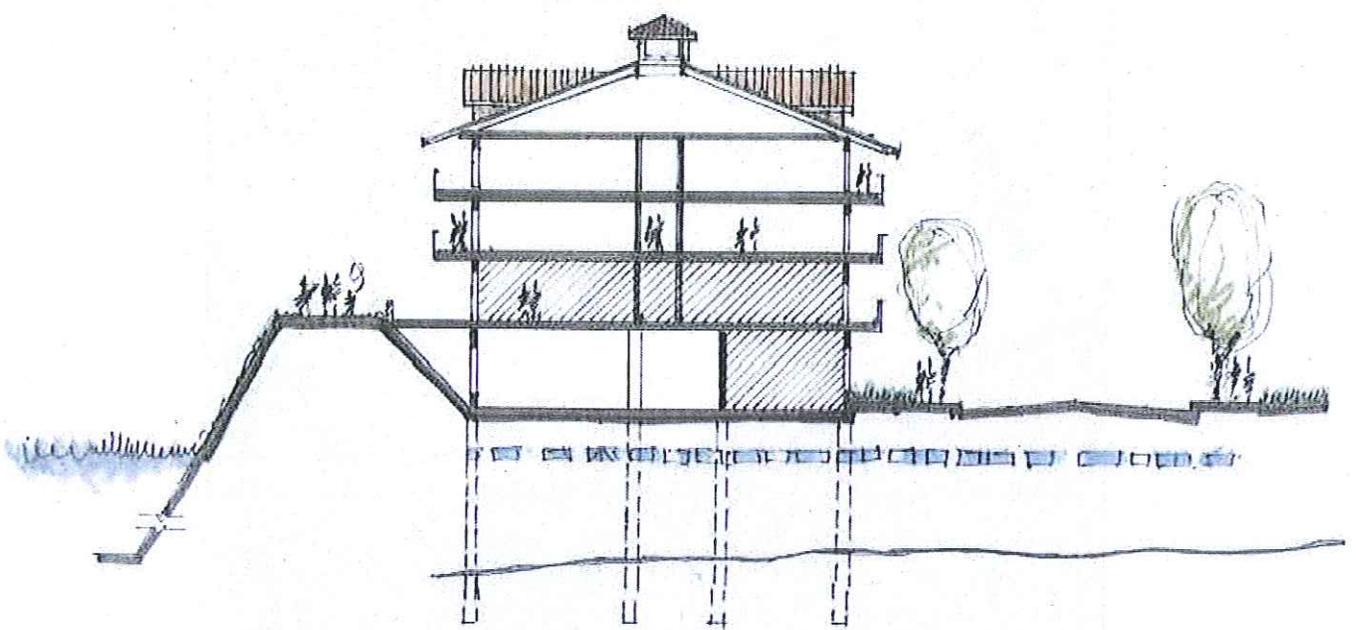
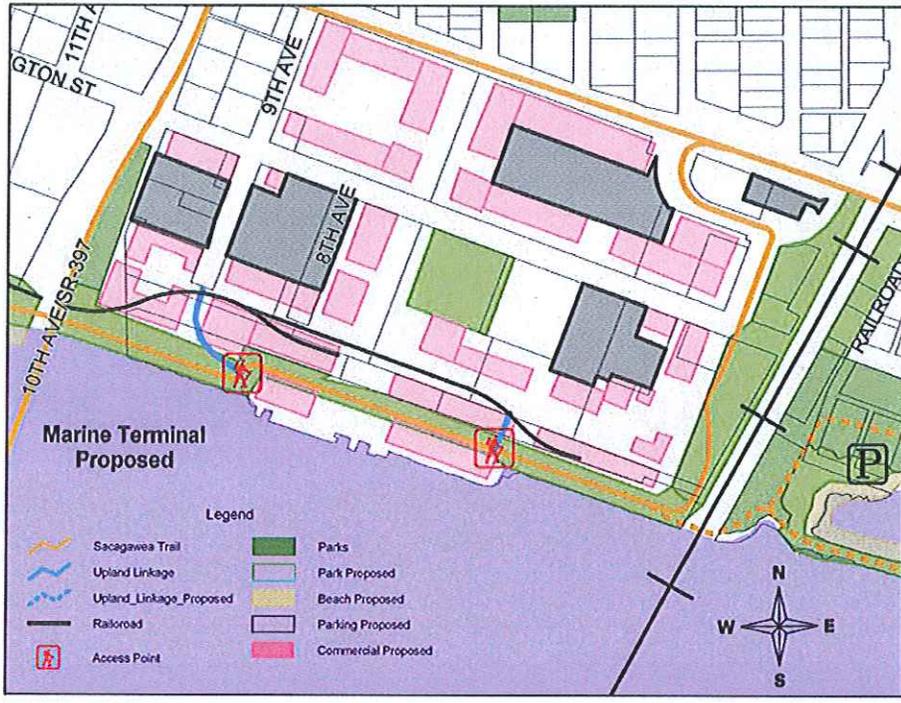
iv) Consider the possibility of a cantilevered pedestrian bridge built to the side of the BNSF bridge

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 2nd 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, 4th, 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 6th Avenue, thence circling east and north to 4th 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 Schlagel 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

