# TRI-CITIES RIVERSHORE
# MASTER PLAN

TRI-CITIES
VISITOR & CONVENTION BUREAU

# ACKNOWLEDGEMENTS

# EXECUTIVE SUMMARY

The Tri-Cities Rivershore Master Plan builds on the past success of the Tri-Cities Rivershore Enhancement Council (TREC) and is a product of the community process led by the Tri-Cities Visitor and Convention Bureau. TREC, which includes representation from the region's three cities, three ports, two counties, the transit agency, and the U.S. Army Corps of Engineers, actively participated in the development of this master plan through its inception and development. All of the partnering jurisdictions provided base information to the project team, and followed that by actively engaging in the process step by step - participating in periodic meetings and providing critical reviews of iterative documents.

The direction and input TREC provided resulted in a consensus-based master plan that will guide future rivershore focused work for the region and the individual jurisdictions that form this vibrant area of southeastern Washington State. For example, this master plan provides each jurisdiction with the guidance they need to begin implementing a distinct set of projects that lie within their borders as soon as funding is secured. It also provides recommendations that will both benefit the region as a whole and require continued partnerships to achieve. In essence it is a road map to create an even more robust economic, recreational, and environmentally sensitive region for its residents and visitors.

The community envisions a rivershore that connects the region, provides recreational and economic opportunities, and increases environmentally responsive access to the Columbia, Yakima and Snake Rivers. The region, like so many others across the United States, turned its back on its rivershore for decades and is in the midst of turning around and embracing this incredible resource with a mixture of multi-use trails, open spaces, offices, restaurant and retail opportunities.

Above all, the Tri-Cities Rivershore will be a place where the community can live, work and play. Rather than being a place to turn away from, it will be an area that residents and visitors regularly engage. A series of active and passive public spaces will provide places to ride bikes, meet friends, hold events, or watch wildlife. Signage and wayfinding will increase visibility and access to the rivershore trail and provide opportunities to explore to new areas in the region. Amenities such as shelters and seating, restaurants and retail shops, offices and residential development will provide destination points along the rivershore.

The community's vision for the Tri-Cities Rivershore will be accomplished through a combination of public and private redevelopment and improvement efforts, and will model the efforts that TREC and its supporting jurisdictions have developed in the past.



*Above: An example of a seating area with views and shading.*

*Below: An example of carved tree art along the rivershore with historical themes.*

*Figure 1: Context Map*

# CHAPTER I. PROJECT OVERVIEW

## PURPOSE

The Tri-Cities Rivershore Master Plan is a collaborative effort among multiple stakeholders in the Tri-Cities region to develop a comprehensive master plan for the region's system of riverfront trails. Spanning the area from the confluence of the Columbia and Snake Rivers to north Richland in southeastern Washington State, the region's 30 miles of rivershore is managed by three ports, three cities, two counties, various state and federal agencies, each implementing various projects and programs along the rivershore. In December 2010, the Tri-Cities Rivershore Enhancement Council ("TREC") initiated a master planning effort for the Tri-Cities Rivershore.

Following on the past successes of TREC, the rivershore master planning process brought together municipalities, counties, agencies, organizations, citizens and other stakeholders in the region to define the future of Tri-Cities' waterfront trails system. The rivershore area's assets, issues and opportunities were assessed in the inventory phase of the planning process, and are the basis for proposals in the Rivershore Master Plan.

This Master Plan provides riverfront design concepts and recommendations on how to implement them. This plan presents ideas that each stakeholder agency can use to address gaps in the trail system, create a cohesive design pattern throughout the river corridor, better link the waterfront to Tri-Cities' destinations and neighborhoods, and improve eligibility for future federal, state and local funding.

## HISTORY

### TRI-CITIES RIVERSHORE ENHANCEMENT COUNCIL (TREC)

TREC is multi-agency collaborative working group managed by the Tri-Cities Visitor and Convention Bureau. Its mission is to act as a community catalyst for shoreline enhancement to achieve economic diversification and to improve quality of life. TREC pursues an integrated approach which incorporates land conveyance, master planning and review, research, pursuit of funding sources and development of marketing materials for linking parks and pathways. Representatives from Tri-Cities' ports, counties, municipalities, regional transit agency, and the U.S. Army Corps of Engineers compose TREC.

## PAST PLANNING EFFORTS & RIVERSHORE ENHANCEMENTS

TREC has successfully completed rivershore improvement projects in the recent past, notably the 23-mile long Sacagawea Heritage Trail that includes educational, recreational and interpretive facilities. The trail loop provides some of the region's best access to the riverfront on a combination of trail types and surfaces including Class I multi-purpose trails, sidewalks and painted or signed bike routes. The Sacagawea Heritage Trail also links other trails including seven miles of trails along the west side of the Columbia River through Richland. The Sacagawea Heritage Trail was the result of combined efforts between multiple Tri-Cities jurisdictions and other stakeholders. Other groups working on rivershore and trails projects include the Ridges to Rivers Open Space Network and the Tapteal Greenway Association whose trail planning efforts focus on the Yakima River, including its confluence with the Columbia.

A large number of local, state and federal stakeholders with jurisdiction over portions of the planning area have produced a succession of plans, reports and studies for improvements to the Tri-Cities' riverfront over the years. Given TREC's goal for a rivershore plan that is regional in nature, consideration and inclusion of previous efforts and contributions to rivershore planning are key components of this master plan. These previous efforts and contributions include:

- Developed and resufaced pathways – TREC efforts established the Sacagawea Heritage Trail, a 23-mile paved bike and pedestrian route.
- Added trail markers with inset interpretive signage – The markers, called "Pompy's Lessons" after Sacagawea's son, are found along the entire length of the Sacagawea Heritage Trail. Trail users learn about local wildlife, landmarks, historical figures, geographic features and waterways from a series of 64 concrete markers, fabricated to look like granite boulders. The markers were created and funded by Columbia Center Rotary.
- Increased signage – Trail signage additions have helped to address navigational gaps in the trail system, at sites where parking lots link up to trailheads, etc.
- Lowered levees for improved trail safety and view corridors – A portion of the rivershore trail system is located on top of the Columbia River levees. An effort to lower the levees in several locations has made it possible to widen trails to better support the needs of a diversity of trail users. One area remains in Pasco where the levee has not yet been lowered, between Road 54 and Road 70.
- Added lighting to the Cable Bridge.
- Established a Family Fishing Pond and Playground of Dreams.
- Secured funding to add Confluence Project *Story Circles* by world-renowned artist Maya Lin to Sacajawea State Park.

# RIVERSHORE PLANNING PROCESS SUMMARY

- Rivershore Inventory Study (2009) - TREC, with input from its multi-jurisdisctional members, identifies features in Tri-Cities that contribute to the rivershore experience. See Appendix 4 for Rivershore Inventory Index map.

- Rivershore Master Plan RFP (August 2010) - TREC issues RFP for Rivershore Master Plan. MIG, Inc. of Portland, Oregon is selected as the lead consultant.

- Consultant site tour led by TREC (December 2010)

- Review of existing planning documents and preparation of base maps (January - April 2011)

- Assets, Issues & Opportunities Memo (May - June 2011) - See Appendix 8.

- Development of three conceptual alternatives (July - August 2011):

  Recreational - This alternative included programs and capital projects that focus on the recreational use aspects of the rivershore area to better support activities such as boating, spectator events, fishing, bicycling, walking and running. See Appendix 5.

  Economic - This alternative included programs and capital projects that focus on the income generating potential of the trail system and its potential to support new and improved development for offices, commerical uses, hotels, restaurants and tourism oriented enterprises. See Appendix 6.

  Environmental - This alternative included programs and capital projects that focus on highlighting the unique environmental features of the Tri-Cities rivershore area by encouraging low-impact activities such as kayaking, birdwatching, stewardship activities and habitat restoration. See Appendix 7.

- Development of preferred alternative incorporating TREC feedback (September 2011)

- Draft Rivershore Master Plan (December 2011)

- Final Rivershore Master Plan (February 2012)

- Plan Adoption (February 2012)

- TREC review meetings - Held throughout the process before and after each consultant deliverable to provide guidance and feedback before moving onto subsequent steps in the master planning process.

*Figure 2: Rivershore Master Planning Process*

# CHAPTER II. THE RIVERSHORE PLANNING AREA

## PROJECT SCOPE AND AREA

The Tri-Cities Rivershore planning area includes all waterfront areas extending from the southernmost point at Sacajawea State Park to the northern point at Horn Rapids Road in Richland, WA and continuing east to Two Rivers Park in rural Benton County. While this master plan's primary effort is focused on rivershore trails, recreation amenities, community gathering spaces, development opportunities and wayfinding, land beyond the shore is also considered to make connections to downtowns and neighborhoods and establish or improve gaps across bridges, natural areas, railway tracks, roads and parks. For example, connections between bridge trails and rivershore trails will require project areas that extend a considerable distance from the waterfront depending on bridge height and how the structure connects to the shore. (See Aerial Map, Appendix 1)

## JURISDICTIONS AND AGENCIES

Eight jurisdictions and two agencies are involved in the Tri-Cities Rivershore Master Plan effort. The eight jurisdictions include:

- City of Richland - Nestled between the Yakima and Columbia Rivers, the City of Richland's rivershore area features a succession of waterfront greenways with existing trails that link urban and natural spaces.

- City of Pasco - Located along the Columbia River's northern shore, the City of Pasco has many residential neighborhoods that abut the Sacagawea Heritage Trail.

- City of Kennewick - Located on the south shore of the Columbia River east of the Yakima River delta, the City of Kennewick's waterfront includes a central riverfront park with pedestrian and trail facilities that extend along the entire northern border of the city.

- Benton County - Benton County is located west and south of the Columbia River and includes the Cities of Richland, Kennewick and nearby West Richland. The county has its own rivershore in unincorporated areas.

- Franklin County - Franklin County is located north of the Columbia River and includes the City of Pasco. Like Benton County, Franklin County also has rivershore land in unincorporated areas.

- Port of Benton - The Port of Benton serves the City of Richland and the Hanford site with barge facilities, two airports, a short line rail, and business and industrial leased building space. The Port of Benton owns significant sections of rivershore property in north Richland and other land in unincorporated Benton County.

- Port of Kennewick - The Port owns Clover Island where recent development includes the construction of a landscaped river walk, the Clover Island Lighthouse, Lighthouse Plaza, and a public marina. In addition, recent commercial, office and retail development at locations such as Spaulding Business Park has contributed to the area's employment growth.

- 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 rivershore.

Two agencies work alongside the eight local jurisdictions in considering the region's rivershore areas and trail system:

- 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.

- Ben Franklin Transit - Ben Franklin Transit is the regional provider of transit service in Tri-Cities serving Prosser, Benton City, West Richland, Richland, Kennewick and Pasco. At least five bus routes serve the Tri-Cities riverfront (26, 110, 120, 160 and 225). In addition, the agency's headquarters (including a transit center/park & ride and a bus yard) is located along the rivershore corridor.



*Above: Ben Franklin Transit provides bus service for the Tri-Cities. Its storage and maintenance yard is near the Yakima Delta on the Kennewick side of the Columbia River.*

*Below: The new Osprey Pointe Business Park is operated by the Port of Pasco.*



## RIVERSHORE ASSETS, ISSUES AND OPPORTUNITIES

Prior to beginning the master plan effort, rivershore assets (amenities, facilities, destinations and viewsheds) were logged, mapped and accounted for by TREC in a Rivershore Inventory Index. During this master planning effort, MIG worked with TREC to compile additional GIS data, the Rivershore Inventory Index, and other information from the jurisdictions to create a series of three project base maps: Aerial, Zoning & Land Use, and Amenities & Destinations Maps (See Appendices 1-3). The inventory was further developed to incorporate comments from all the planning effort's multiple stakeholders. This process identified a range of issues (constraints, gaps and deficiencies) that prevent the trail system from being fully utilized. The following is a summary of key rivershore assets, issues and opportunities.

## ASSETS

Many factors contribute to the enjoyment of Tri-Cities' rivershore. Amenities, facilities, destinations and views along the trail system are assets that draw trail users to the river over and over again. The following were identified as key assets to the Tri-Cities rivershore trail system (see Appendix 3: Amenities & Destinations Map).

- **Public Parks & Natural Areas** - The rivershore trail network is made up of a series of higher intensity nodes connected by greenways, urban parks, open spaces and natural preserve areas. Their diversity, quality and presence significantly contribute to users' trail experience. Significant parks include Sacajawea State Park, Chiawana Park, Columbia Park, Howard Amon Park and Columbia Point Marina Park.

- **Renewed Riverside Development** - Rivershore stakeholders have facilitated major redevelopment work along the Columbia River and improved the pedestrian experience in the process by adding new and replacing existing facilities. These publicly-initiated projects aim to reduce the risk and upfront cost of development and attract private investment. Projects include Clover Island, Washington State University's (WSU) Tri-Cities campus in Richland, Osprey Pointe Business Park and Columbia Point Marina Park.

- **Length of Trail and the Variety of Landscapes/Experiences Along It** - Spanning 30 miles in length, the Tri-Cities' rivershore trails includes a diversity of landscapes including parks, open space, industrial, commercial and residential land uses with both rural and urban character (see Appendix 2: Zoning & Land Use Map). Along the trail system one can interact with nature, observe a working industrial district, launch a kayak, take a group bicycle ride, stroll over the Columbia River or even enjoy upscale dining.

- **Incremental Approach to Building a Rivershore Identity** - Through the efforts of TREC, the participating agencies and local groups have worked together to coordinate rivershore enhancement efforts, resulting in incremental contributions that have helped shape Tri-Cities' regional identity around the rivers.

- **Destination Points** - There are many locations along the Tri-Cities rivershore that link communities to the water. The confluence of the Columbia and Yakima Rivers is a major draw for nature enthusiasts to the Chamna and Riverview Natural Preserves; the riverside WSU campus attracts students from across the southeast Washington region and beyond; Columbia Park hosts regular boat-based recreation and spectating events; Maya Lin's *Story Circles* installation at Sacajawea State Park is a significant contribution to the larger Confluence Project effort; lastly, the proposed Hanford Reach Interpretive Center will be a major regional attraction (within Columbia Park as a gateway to the Hanford Reach National Monument and the Manhattan Project B Reactor site north of Richland).



*Above: Trees planted along the shoreline in Sacajawea State Park.*

*Below: Clover Island is operated by the Port of Kennewick and features a marina and tourist serving businesses.*

## ISSUES

As we recognize the rivershore trail system's outstanding assets, we must also recognize its issues and the gaps that affect its ability to fully achieve its potential. In particular, physical obstacles such as lack of directional signage, presence of rail crossings, constricted bridge crossings and substandard path design can impede the enjoyment of the trail system. Combined, these issues affect the Tri-Cities' rivershore trail system and can deter use due to the perception of safety risks, poor navigability or lack of public investment.

- **Wayfinding** - The rivershore area lacks a cohesive signage and wayfinding system that responds to current navigational and interpretive gaps along 30 miles of waterfront trails. The trail system should better address local heritage, commerce and nature with creative use of interpretive features, programming, signage, functional artwork and gateways as part of a comprehensive wayfinding hierarchy. Trail segments that intersect with large infrastructure (bridge approaches, overpasses and underpasses) need additional wayfinding features that coherently guide users through and along complicated transitions.

- **Connections to Businesses and other Destinations from Trails** - Few connections exist to link Tri-Cities' 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 surrounding communities. Projects to consider include improved trail connections between Pasco's urban center and Osprey Pointe Business Park; better trails and gateway features between the river and downtown districts of Pasco, Kennewick and Richland; and the WSU trail that connects the waterfront campus to the river and surrounding residential and business areas.

- **Levees** - Flood protection levees create visual and physical separation between the rivershore and developed areas. Remaining trail segments that can be safely lowered should be prioritized as needed trail improvements to establish visual access to the river. Where this is not possible, art or interpretive elements can serve as proxies.

- **Crossing the River** - The I-182, Blue and Cable Bridges provide crossing points for pedestrians, each with their own limitations in terms of trail width, accessibilty and safety. The effort to provide state of the art separated Class I multiuse paths over the Blue, Cable or BNSF bridges should be explored 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.

- **Railroad Infrastructure** - Rail rights-of-way and rail-only bridge infrastructure create obstacles along the rivershore in the Cities of Pasco and Kennewick. The BNSF railroad



*Above: Sparsely signed trail junction on the Kennewick/Richland border.*

*Below: Cable Bridge (foreground) and Burlington Northern Santa Fe railroad bridge*

bridge on the Pasco side, in particular, requires pedestrians traveling along the rivershore to go around and over it, forcing people away from the water. Solutions to improve navigation along rail corridors will require working closely with the railroad.

- Salmon Habitat & River Environmental Issues - The implication of the presence of spawning salmon on future rivershore improvements is unknown. However, the diversification of the river edge in conjuction with levee bank alterations would provide opportunities to create salmon supportive habitat, as well as enhance the trail user experience. Riffles, gravel bars, backwater sloughs and small islands can provide visual interest along the trail and locations for interpretion.

## OPPORTUNITIES

Opportunities for potential program elements and trail enhancements can upgrade the rivershore's appearance, improve safety and foster vitality along and between rivershore destinations. Identified opportunities include:

- Provide potential links to commericial and civic districts

- Improve existing and build new trails to patch gaps in trail system

- Incorporate interpretive signage & informational plaques

- Encourage more boat and water-oriented activities

- 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.

- Guiding development of vacant land along trails

- Complement Pompy's Lessons trail markers

- Consider low-profile and night sky sensitive lighting at key gathering spots along the trail for improved safety and visibility

- Develop kiosks and gateway features



*Above: Clover Island Riverwalk and Lighthouse*

*Below: West Pasco from the I-182 Bridge pedestrian trail.*

# CHAPTER III: RECOMMENDATIONS

## INTRODUCTION

Through the planning and analysis process, TREC members considered different future directions, and agreed on ten overarching recommendations to enhance the recreational, environmental and economic development potential of the rivershore. These recommendations will enhance the visibility, safety, aesthetics and usability of the rivershore and include capital projects, programmatic elements and guidelines.

An overarching goal articulated during the planning process was to develop facilities and programming that face and embrace the river, rather than turning away from it. In order to accomplish this goal and ensure the rivershore's sustainable future, the community will need to consider other criteria for development such as access, targeted markets, project lifespan, economics, and partnership potential, etc. This chapter, *Recommendations*, outlines each of the ten overarching recommendations and describes their scope, physical appearance, program elements and needed jurisdictional support where appropriate. A summary of the recommendations and associated map is on the following page.

The ten overarching elements are:

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

1. **Improve wayfinding and identity**
   a. design and create a distinctive rivershore-wide wayfinding system distinct from existing signage using a combination of elements - signage, interpretive elements, planting, lighting, art, etc.
   b. develop signature gateways with associated routes linking historic downtowns and other destination areas to the rivershore. **Pasco:** 4th Ave & Lewis St, I-182 & Road 68, 20th & Sylvester. **Kennewick:** Washington St & Kennewick Ave, N Columbia Center Blvd & Quinault Ave. **Richland:** George Washington Way & Newton Ave.

2. **Integrate and interpret arts, culture, commerce, heritage and environmental features**
   a. highlight Big Pasco's working port and businesses as a trail exhibit
   b. design and build interpretive signage that describes living river concepts as related to shoreline development
   c. develop trails in Sacajawea State Park for opportunities to learn about native wildlife, geological features and the Confluence Project
   d. develop a series of themed smart phone tours to highlight Tri-Cities' history, architecture, environment and culture

3. **Create "place" through viewpoints, seating areas, and user amenities**
   a. reinforce the rivershore identity with distinctive seating areas, viewpoints and overlooks using a combination of elements - shelter, signage, interpretive elements, planting, lighting, art
   b. identify and develop future riverside dining venues with scenic, recreational or cultural attributes
   c. redevelop vacant parcels along the rivershore that have potential to build on existing rivershore assets
   d. improve appearance of fallow lands with landscape improvements as interim uses

4. **Enhance water-oriented activities and recreation**
   a. build on the success of hydroplane event with rowing or dragon boat events
   b. develop new locations for kayak and bicycle rental and related user services along the Columbia River
   c. work with anglers to identify new rivershore features that promote visibility and safety of fishing recreation

5. **Increase opportunities for birding and wildlife viewing along the rivershore trail system**
   a. improve Riverview Park (Pasco) and Duffy's Pond area (Kennewick) for waterfowl and elevated bird watching along the rivershore trail, adding nature trails as needed
   b. improve nature trails on Bateman Island

   c. enhance vegetated buffers on Bateman Island's south shore to mitigate noise and visual impact from marina

6. **Enhance linkages to and from the rivershore, across the river, and through historic downtowns and inland destinations/opportunity areas**
   a. construct new loops and safer bridge crossings that provide more choices for trail users
   b. improve access between rivershore trail and Tri-Cities historic downtowns and destination areas along designated corridors (see 1b for routes)
   c. coordinate with BNSF to construct a Sacagawea Heritage Trail undercrossing beneath the railroad
   d. explore option to design/construct a cantilevered bridge crossing between Kennewick and Pasco

7. **Enliven the rivershore with formal and informal programming**
   a. attract local and regional races for running, walking, paddling and bicycling with the improved path system
   b. sponsor a kite event at Columbia Park
   c. develop food and drink venues along the rivershore that acknowledge the regional role of Columbia Valley wine and local food producers in the Tri-Cities

8. **Strengthen the connection with the Yakima River Delta**
   a. designate the Yakima Delta as the environmental center of the Tri-Cities rivershore

9. **Re-engage the riverfront with balanced approaches to land use**
   a. amend zoning to allow compatible non-marine uses that orient to the rivershore and support public access

10. **Implement priority rivershore enhancement projects**
    a. create wider uniform trail surfaces, lower levee between roads 54 and 70 in Pasco, improve rivershore habitat
    b. further develop pedestrian/bike/marina-related businesses and tourism services on Clover Island
    c. improve the Pasco Boat Basin; identify marina businesses that will enrich the rivershore trail experience
    d. redevelop Duffy's Pond area to illustrate best practices for sustainable rivershore development in Tri-Cities
    e. improve public facilities at high volume areas like Columbia Park for safety, universal accessibility and energy efficiency
    f. allow businesses to adopt segments of the shoreline for enhancement, invasive species removal and other programs
    g. implement Columbia Park improvement plans
    h. implement gateway routes as feasible

    ♦ refer to map on next page for specific recommendation locations

## LEGEND

— PRIMARY ROUTE
— SECONDARY ROUTE
⇢ ROUTE CONNECTIONS
‖‖‖ FUTURE RAILROAD BRIDGE MULTI-USE TRAIL

○ GATEWAY
● HISTORIC DOWNTOWN
● DESTINATION/OPPORTUNITY CENTER

N

0   0.5   1   2 Miles

## RIVERSHORE GATEWAYS & ROUTES*

**A** RICHLAND'S GEORGE WASHINGTON WAY & NEWTON AVE GATEWAY
go east on Newton Ave to river (0.1 mi)

**B** PASCO'S ROAD 68 & I-182 GATEWAY
go south along Road 68 until the Sacagawea Heritage Trail (2.25 mi)

**C** PASCO'S 20TH AVE & W. SYLVESTER ST GATEWAY
go south along 20th until the Sacagawea Heritage Trail (.65 mi)

**D** PASCO'S 4TH AVE & LEWIS ST GATEWAY
go south on 4th, south along the rail tracks, under the Ainsworth St. overpass, and south to the Sacagawea Heritage Trail (0.9 mi)

**E** KENNEWICK'S KENNEWICK AVE & N. WASHINGTON ST GATEWAY
go north along N. Washington St, over the rail tracks, and north on Clover Island Drive to the Sacagawea Heritage Trail (0.5 mi)

**F** KENNEWICK'S N. COLUMBIA CENTER BLVD & QUINAULT AVE GATEWAY
go west on Quinault, turn north on N. Center Pkwy, go over vacated railway to Tapteal Drive extension, cross SR 240 via a new pedestrian and bike bridge, go through Island View area to the Sacagawea Heritage Trail (1.4 mi)

*These are potential locations for gateways and river routes. Upon further investigation and analysis, other routes may be more desirable and should be explored to identify the preferred gateway site or route alignment.

### Map labels

Horn Rapids Rd.
Geo. Wash. Wy.
1st St.
WSU Tri-Cities Campus
University
Stevens Dr.
Snyder St.
Columbia River
Leslie Groves Park
Richland Airport
Greenbelt Trail
RICHLAND
WEST RICHLAND
Swift Blvd.
Wright
Lee Blvd.
Gillespie
WE Johnson Park
Howard Amon Park
Kohler Rd.
Road 116
James Lawless Park
Greenbelt Trail
Queensgate
Columbia Point Marina Park
I-182 BRIDGE
Columbia Point South
Chamna Natural Preserve
Yakima River
Riverview Natural Preserve
Keene Rd.
Bateman Island
vacated railway
N. Center Pkwy
Quinault
N. Columbia Ctr. Blvd.
Columbia Park
Chiawana Park
Sandifur Pkwy.
I-182
W. Argent St.
Broadmoor Blvd.
Road 68
Tri-Cities Airport
Columbia Basin College
PASCO
N. 20th Ave.
W. Court St.
W. Sylvester St.
N. 4th Ave.
Wade Park
FRANKLIN COUNTY
Blue Bridge
Clover Island
Cable Bridge
S. Edison Ave.
W. Kennewick Ave.
W. 4th Ave.
KENNEWICK
BENTON COUNTY
Sacagawea Heritage Trail extension
Columbia River
Sacajawea State Park
Two Rivers Park
Snake River

Route/site markers: 7c, 6b, 1b, A, 7c, 5a, 8a, 5b, 5c, 6b, F, 1b, B, 1b, 6b, 3b, 10a, 3b, 10e, 7b, 5a, 1b, C, 6b, D, 1b, 6b, 10c, 10d, 10b, 9a, 6c, 6d, 7c, 10e, 1b, E, 6b, 2a, 2c

## HOW TO USE THIS CHAPTER

The following pages include a more detailed discussion of the concepts and recommendations for the rivershore. All pages are keyed to the Summary of Master Plan Recommendations (page 16). For example, "1B Gateways" corresponds to "develop signature gateways with associated routes linking urban centers to the rivershore." When projects or program recommendations are place-specific, they are also keyed to the Tri-Cities Rivershore Master Plan Recommendations Map (page 17).

For each, a general discussion of the concept is provided (e.g., "What is Wayfinding?"), followed by more detailed guidance on implementation. Images are included, some from the Tri-Cities and some from other locales to illustrate concepts. Photo information is available in Appendix 10. Punch lists in the page's outer column draw out important elements that need to be emphasized or list supporting information that helps further explain the concept.



*Right: Duffy's Pond area at a time before construction of the Clover Island Gateway and pocket park off the levee.*

# 1A WAYFINDING

**sacagawea heritage trail mileage post**

## Recommended Program Elements

1. Color coded signage system that recognizes each of the major jurisdictions

2. Mileage chart at major trail access points that display distances and routes between major rivershore destinations

3. Develop a series of smart phone self-guided tours using QR code technology with local partners such as Benton County Historical Society and the Tapteal Greenway Association

4. Use of art and sculptural features along the rivershore that provide wayfinding cues

## WHAT IS WAYFINDING?

Wayfinding is the process of using visual information to navigate through physical space, interpreting features and elements found along the way, and using that information to reach the desired destination and continue beyond. A wayfinding system for the Tri-Cities will encourage people to comfortably and seamlessly explore the rivershore, learn about their surroundings, and establish identity and sense of place for the rivershore. It will also provide a recognizable image for the rivershore which will remain consistent and identifiable from one municipality to the next. Wayfinding improvements can bring economic benefits, as well, by educating visitors about what the community offers and the high quality of life found in the Tri-Cities, as well as directing them to local businesses and attractions.

## SITE RECOMMENDATIONS

- Design and create a distinctive rivershore wayfinding system using a combination of elements - signage, interpretive elements, planting, lighting and art. An environmental graphics specialist should be consulted in the development of this system. As with the Rivershore Master Plan, all TREC members should participate in the decision-making since the system will only work if all agencies implement the new wayfinding and signage guidelines.

- The rivershore wayfinding system and features should be unique from existing city, port, county or other jurisdictional wayfinding elements in the Tri-Cities. Characteristics such as color, symbololgy, scale, placement and materials should stand apart and be focused on the river.

- Rivershore wayfinding features should respect the integrity of the visual environment and relate to the river and landscape. Public art, information, lighting, and
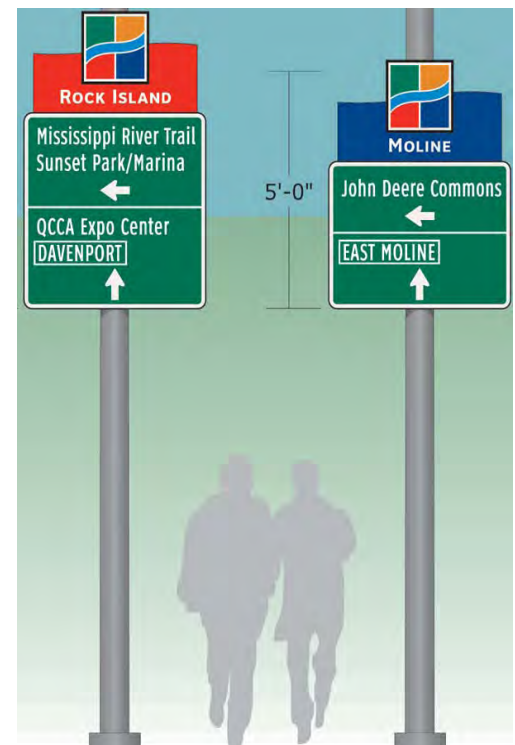
reflections integrated into functional components such as walls, paving, and adjacent development can offer non-verbal and poetic approaches to conveying information with minimal clutter.

- The wayfinding program should be flexible so that signage can be added, altered or eliminated as needed as routes are changed and refined, yet still conforming to design requirements of USACE for those signs in areas under their jurisdiction. In addition, the program should allow different levels of investment while still retaining a cohesive look and feel for the entire corridor.

- The wayfinding program and all new signage, artwork and kiosks should be universally accessible (beyond ADA compliance, which is required at minimum). Accessible signage should be designed to aid people with vision and mobility challenges. A transition plan should be developed for existing wayfinding features to bring them up to current standards.

- The wayfinding system should include standards and guidelines for directional, identification, informational, regulatory, special feature, interpretive and welcome signage, including location criteria.

- Ensure the approach to wayfinding does not create visual clutter or multiple disparate assets requiring maintenance. The system should reduce the overall number of signs, eliminate repetitive or outdated signage and make each signage location more economic by providing the maximum amount of information that may be desired by users.

- Each jurisdiction will be responsible for implementing the wayfinding system within its segment of the Sacagawea Heritage Trail and associated gateways. Maintenance will also be the responsibility of the host jurisdiction.



*Below: The rivershore wayfinding sign system of Quad Cities, a four city-region with 380,000 people along the Mississippi River, uses common conventions and assigns each city an identifiable color.*

# 1B GATEWAYS

**clover island gateway**

### Recommended Program Elements

1. High-quality facilities for bicycles and pedestrians

2. A range of standard signage that creates identity for the rivershore

3. Functional or interpretive artwork

4. Overhead structures for visual appeal that provide shade

5. Drought tolerant landscaping

6. Climate and condition appropriate street trees

7. Seating and trash receptacles, as needed

## WHAT MAKES A GATEWAY?

Gateways help people know they are approaching a destination, stopping point, trailhead, new district or distinct landscape feature. For the rivershore, key gateways represent major entry points to the Sacagawea Heritage Trail system. Gateways should be addressed in the wayfinding system, but may also include elements such as interpretive signage, overlooks, overhead structures, artwork, special pavement, seating and distinctive landscape planting. Gateways should be strategically sited at well-traveled locations with excellent visibility and access to the intended destination. Gateways should pull pedestrians and vehicles towards rivershore destination points, trailheads, parks, and other features while creating a sense of place and identity by improving streetscape character, signage, vegetation and lighting. Successful gateways will demonstrate their relationship between developed areas and the rivershore.

## SITE RECOMMENDATIONS

- Develop signature gateways with associated bike routes linking historic downtowns and other destinations/opportunity areas to rivershore. (Gateway are listed on following page and located on the Recommendations Map.)

- Gateway designs should incorporate the rivershore wayfinding system but can also incorporate identity elements for each jurisdiction.

- The gateways should incorporate traffic calming measures to slow motor vehicle traffic and "anchor" existing or future development. Avoid creating a gateway that is an island within a sea of vehicle traffic.

- Each jurisdiction will aim to design and construct a signature gateway as a priority within their individual capital improvement plans.

• Design of gateway should assume limited budget for maintenance - plantings should be drought tolerant to eliminate need for watering once established; furnishings should be weather and vandal resistant; artwork should be highly visible and structurally integrated into the gateway's overall design; new lighting can utilize the latest technologies for solar or renewable energy sources and be sensitive to night sky initiatives.

• Gateway plantings should be chosen for hardiness, longevity, ease of maintenance, movement, seasonal color, architectural form, as well as drought tolerance. Beyond street trees, ornamental grasses, yuccas, phormiums and native flowering perennials adapted to Tri-Cities' climatic conditions are suitable choices.

• Gateways that span both sides of a road or street can include curb extensions, decorative or texturized pavement, bike lanes, sculptural lighting, statement plantings, sculptural artwork or landforms, and other features that provide visual interest while encouraging safe traffic flows.

Below is a list of potential gateway locations. Upon further investigation, other gateway sites may be more desirable or may better meet the criteria outlined in Recommendation 1B. If this is the case, alternative locations to meet criteria outlined in Recommendation 1B should be explored.

Proposed Rivershore Gateway Locations:

• N. 4th Avenue and W. Lewis Street, Pasco

• N. Road 68 and I-182, Pasco

• N. 20th Avenue and W. Sylvester Street, Pasco

• N. Washington Street and Kennewick Avenue, Kennewick

• N. Columbia Center Blvd. & W. Quinault Avenue, Kennewick

• George Washington Way and Newton Avenue, Richland

*Top: Location of proposed central Pasco rivershore gateway and bicycle and pedestrian link to Sacagawea Heritage Trail. The route should be in the general vicinity of 4th Avenue in order to link the historic downtown to the rivershore.*

*Right: Schematic sketch for Pasco's rivershore gateway. Proposed features include intersection bulb-outs, texturized/colored concrete crosswalks, new street trees, seating, gathering areas, art installation anchor, dedicated bicycle lanes along 4th Avenue and bicycle parking.*
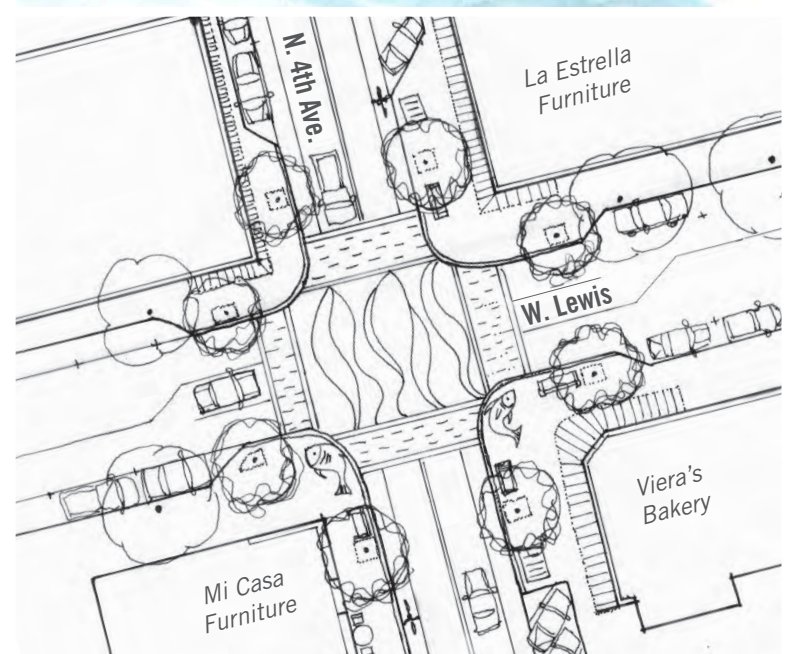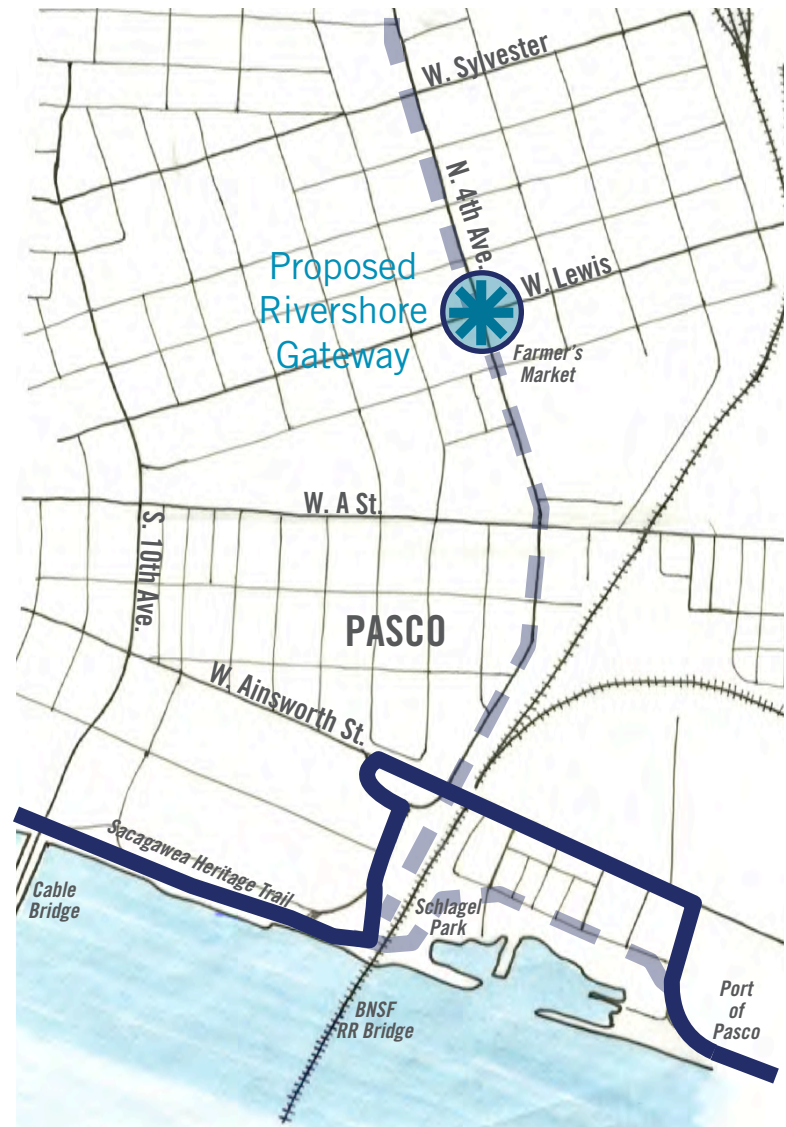
# 2A HIGHLIGHT BIG PASCO

INTEGRATE ART, CULTURE, HERITAGE, & ENVIRONMENTAL FEATURES



wind turbine blade storage

## TENANTS AS TRAIL EXHIBIT

The Port of Pasco's property spans nearly 2 miles of levee-free rivershore between the Cable Bridge and Sacajawea State Park. The Sacagawea Heritage Trail weaves through the property offering many opportunities to highlight the working port facility and variety of tenants operating there. An interpretive trail exhibit should be developed to help visitors gain a stronger sense of the Port's history, role and impact in the region. Anchor tenants should be recruited for a shoreline habitat sponsorship program that links their presence to nearby restoration projects.

### Tenants of Big Pasco

1. Parsons Constructors & Fabricators, engineering design services
2. KIS International, family-owned warehousing and distribution company
3. Mid Columbia Warehouses, providing general warehousing & storage
4. Lampson International LLC, world-wide industrial crane manufacturer
5. Zen-Noh Hay, a Japanese farming cooperative processing hay & alfalfa for animal feed
6. Dura Plastics Products, distributors of plastic plumbing fixtures
7. Inland Empire Distribution Systems, a family-owned general warehousing & storage company

## SITE RECOMMENDATIONS

- Assess the condition of existing directional and interpretive signage along the trail on Port lands; supplement and replace with updated rivershore wayfinding signage.

- Use the trail and rivershore access as marketing features for Big Pasco as a locational choice for industry. Highlight connections to the trail within Port property.

- Work with tenants to hold an annual open house event that invites the public to learn about the goods and services passing through the Port.

- Develop interpretive signage and programming to highlight port industries, the importance of shipping and distribution facilities in the Columbia Basin and how the region's ports (Pasco, Kennewick, Benton) relate and work with each other.

- Assess visibility and safety of rail crossings along the Sacagawea Heritage Trail through Port of Pasco lands; improve crossing points with high contrast, reflective paint.

INTEGRATE ART, CULTURE, HERITAGE,
& ENVIRONMENTAL FEATURES

# 2B INTERPRETIVE SIGNAGE

## TRANSLATING THE RIVERSHORE

The Tri-Cities rivershore area's unique setting has a rich, diverse and complex natural history with an enormous potential to engage visitors. Making the rivershore's legacy legible to the public has been an ongoing effort illustrated by the Pompy's Lessons trail markers. Further efforts to expand the range of accessible interpretive material could address rivershore management, natural flood processes, impacts of manmade levees, and habitat conservation and restoration projects. Captivating interpretive signs and exhibits can become destinations in their own right, drawing visitors and residents to the rivershore and strengthening awareness of Tri-Cities' cultural and natural resources.



pompy's lessons

## SITE + PLANNING RECOMMENDATIONS

• Develop an interpretive plan for the rivershore. This plan should complement the rivershore's new directional wayfinding program, existing Pompy's Lessons and the engraved stone Sacagawea Heritage Trail markers. It should also be coordinated with the interpretation planned for the Hanford Reach Interpretive Center and the Manhattan Project B Reactor site.

• Design and construct signage that educates, informs, entertains, inspires a feeling of stewardship and prompts people to become involved with the rivershore.

• Ensure that interpretive signage elements are strategically located to reach the most potential visitors with minimal risk of vandalism, weather or wildlife damage.

• Interpretive elements should respect minimum USACE requirements for signage when installed on levees and areas under their jurisdiction.

• Consider renaming the Sacagawea Heritage Trail to better represent how it connects the communities of the Tri-Cities.

### Interpretive Rivershore Topics:

1. History of approaches to flood control

2. Living river concepts - The river as a dynamic expression of its watershed, climate, geomorphic, engineered and ecologic history

3. Vulnerability of development adjacent to levees

4. History linked to the river - Ice Age Floods, tribal history, European settlement, Atomic Age, WWII Tank Farm & Marine Terminal

5. Manhattan Project

6. Triton Submarine Sail at the Port of Benton

7. Old Ferry Crossing at Columbia Point South

story circle



# 2C EXPAND STORY CIRCLES

INTEGRATE ART, CULTURE, HERITAGE, & ENVIRONMENTAL FEATURES

## DESCRIPTION

Maya Lin's *Story Circles* installation at Sacajawea State Park contributes an important chapter to the larger Confluence Project, drawing visitors from across the region. Themes presented in the installation - native culture, flora, fauna, geology and natural history - can be further developed along the park's existing and future loop walking trails with interpretive elements and displays to add layers of information that enrich the park's learning experience. Features should complement the *Story Circles'* minimalist aesthetic and tie into the rivershore's greater wayfinding system. In addition, this approach to site-specific art should be considered for other locations linked to the trail and rivershore.

## SITE RECOMMENDATIONS

- Adapt existing maintenance and access drives in the park as soft surface walking trails, adding new trail spurs where needed to reach viewpoints or wildlife observation areas. Refer to recommendation 5B for trail concept.

- Work with tribes to draft and develop appropriate interpretative narratives to be used on trails.

- Develop a QR code smart phone tour to add more depth and detail to wayfinding and interpretive materials developed alongside trails.

- Develop interactive interpretive features that allow people to help track and record wildlife viewings in Sacajawea State Park and other parks along the Sacagawea Heritage Trail.

- Protect delicate habitat areas in the park with low-profile fencing.

- At viewpoint locations, install seating (a variety of natural material benches, sunken tree rounds, earthen mounds) that creates inviting spaces for people to stop off the trail.

## INTEGRATE ART, CULTURE, HERITAGE, & ENVIRONMENTAL FEATURES

# 2D SMART PHONE TOURS

## WHAT IS A QR CODE TOUR?

Quick Response (QR) codes are unique, scanable barcodes that can be "read" by smart phone devices installed with free QR code reader software. New and most older smart phones carry this capability. For a tour application, a barcode mounted to a simple sign is scanned and directs users to websites that host information about the featured topic in text, audio or video format. Technology brings location and information together on demand. QR code tours can be useful at sites where it is preferred to keep the landscape free of large, permanent signage and displays.



blue bridge

## PROGRAM RECOMMENDATIONS

- Encourage jurisdictions to work with local partners and volunteers to develop tour site narratives and accompanying online content.

- Pilot QR tour program with one or two narratives and content paired with simple, temporary signs as pictured above.

- Develop online features to gather tour feedback from public so that the tours can be improved and enhanced.

- Adopt a rivershore QR code sign standard to ensure legibility and recognition as people travel from site to site.

- Ensure that posted signs conform to ADA standards.

- Make online content for all QR code rivershore tours available on the Tri-Cities Visitor and Convention Bureau website, or another designated single online repository.

- Create educational materials to supplement tours that can be downloaded and distributed to students for teaching purposes.

### Possible QR Code Tours

1. Big Pasco Industrial Center
2. Mid-Century Modern Buildings
3. Gold Coast Alphabet Homes tours, Richland
4. Tri-Cities' Bridges
5. Sacajawea State Park Interpretive Center and *Story Circles*
6. Wildlife of Bateman Island and Yakima Delta
7. Flood control and levees
8. Rivershore tribal history
9. Pompy's Lessons trail markers
10. Pacific NW National Laboratory

# 3A SEATING & VIEWS

CREATE "PLACE" THROUGH VIEWPOINTS, SEATING AREAS & USER AMENITIES



**typical table & shade structure**

## DESCRIPTION

Along 30 miles of rivershore trails, Tri-Cities provides amazing access to views of the Columbia, Snake and Yakima Rivers, bridges, open space and rolling hills of Eastern Washington State. Places to stop off the trail are plentiful, but most have a generic character and do little to inform the identity of the rivershore. Future seating and gathering areas (or retrofit of existing features) should include a combination of elements that reference inland rivershore gateways, such as the planted and detailed gathering point east of the Bateman Island causeway, pictured opposite top right.

## SITE + PLANNING RECOMMENDATIONS

- Rather than continue to distribute identical seating and shade structures along the rivershore trails, consider placing grouped seating areas at key points to take advantage of significant views of shoreline, bridges, land formations, marinas or other locations where trail users naturally congregate. Develop criteria for the proper siting of seating and related elements along the rivershore. Site seating areas in locations with good visibility, foot traffic and high potential for repeated use. Avoid locating seating in areas with limited foot traffic, low visibility or lack of a visual focal point of interest.

- Site seating areas where there is enough space to allow bikers and pedestrians passage along the trail, without interrupting those resting in the seating areas.

- Incorporate greater variety in the seating areas – some should be larger, incorporating interpretation, picnicking and bike parking, while others may be simple benches. Site-specific art should be considered for some seating areas or integrated into the seating itself.

- Select furnishings that are vandal resistant. Install furnishings in locations with exceptional visibility.

### Features for Seating Areas

1. Interpretive elements - signage, art work, QR code stop

2. Seating - benches, tables, ledges, platforms, stoops, earthen mounds

3. Overhead shade structures

4. Drought tolerant plantings where feasible

5. Lighting at appropriate locations for improved safety

6. Site specific art and river-themed functional art pieces

7. Variety of seating options along the trail: size, views, character

- Special consideration should be given to the design of seating areas on levees, where there are a number of restrictions and where USACE oversight is required.

- Consider revitalizing the "Friends of Our Trail" sponsorship program or create a new program to link businesses, schools and community groups to the upkeep and care of rivershore seating areas or to provide recognition in exchange for maintenance funding. In addition to the sponsorship program, consider developing a donation policy to allow memorial and other commemorative seating areas. This policy should establish levels of funding that incorporates capital development costs as well as long term endowment for maintenance.



metal bench

- Incorporate a drought-resistant planting palette to seating areas to add movement, texture and seasonal interest to seating areas with minimal maintenance.

- Provide additional shade along the trail with sun shades, canopies, awnings, shade trees or other elements to make the trail more usable and inviting to pedestrians and bicyclists.

- At seating areas for groups, consider the addition of moveable seating to better address user needs.

- Important rivershore view sheds should be protected and highlighted with properly scaled seating or gathering places where they currently do not exist. Notable view sheds and areas include: Blue Bridge, BNSF Railroad Bridge, Cable Bridge, Yakima Delta, open shrub-steppe landscape and ridgelines of Badger and Rattlesnake Mountains.

# 3B CONCESSIONS + DINING

CREATE "PLACE" THROUGH VIEWPOINTS, SEATING AREAS & USER AMENITIES



**building in columbia park**

## Recommended Program Elements

1. Bicycle parking

2. Water fountain

3. Restrooms

4. Refreshments such as water, coffee, tea, to-go fare, fruit, juice and ice cream

5. Bicycle repair and air station

6. Outdoor patio with formal or informal seating and river view

7. Information point to orient visitors to nearby destinations and approximate travel distances

## DESCRIPTION

The wide range of all-season recreation taking place along the rivershore suggests demand for dining and shelter options where people can seek refuge from the heat or cold, get a refreshment, use restroom facilities and regain momentum to continue their journey. Along the Sacagawea Heritage Trail, there are several sit-down dining establishments but fewer options that serve as rest areas. There also may be demand for sit-down dining on the Pasco side of the river, as well as seasonal carts or mobile vending options throughout the network. The "Warming Hut" (above) along the shores of San Francisco Bay is an example of such a facility. An old Army shed, the simple building gives an immediate sense of identity for this popular segment of the waterfront and provides a gathering point, respite from weather, concessions and related amenities. A project of this variety would be appropriate for a high traffic location such as Columbia Park.

Depending on demand and market conditions, introducing higher-end destination dining can diversify the offerings found along the rivershore, draw new visitors and enhance the sense of place.

## SITE + PLANNING RECOMMENDATIONS

- Evaluate the potential of retrofitting existing buildings along the rivershore to support a cafe, information point, mobile food vendor pod and restrooms serving trail and park users. The program could also include a location for an outfitter (e.g. paddling tours) or equipment rental (bikes, kayaks).

- Evaluate potential dining locations based on their proximity to highly utilized segments of the rivershore and other popular destinations. Locations at the west end of Wade Park and Columbia Park have the potential to succeed given their highway

access, proximity to Pasco and Richland, and an existing population of boaters, cyclists and anglers that frequent the parks.

- Consider the idea for a wintertime Warming Hut - summertime Cooling Hut concept in Columbia Park.

- Make it possible for mobile vendors to provide food services to trail and river users at locations where it makes sense - Columbia Park, Chiawana Park, Clover Island and Columbia Point Marina Park. This includes opportunities to enter into seasonal leases of small scale sites and vacant rivershore buildings. While visibility is needed for successful vending, traffic, parking impacts and competition with existing businesses should be factored into determining vending locations.

- To encourage smaller, lower overhead mobile vendors where desired, make facility improvements to support food service. This includes running water, food, garbage and cooking waste collection, group picnic tables, electrical service, adding storage areas and upgrading electrical systems.

- Ensure that mobile food vending pods meet the needs of mobility challenged customers.

- Higher-end destination dining projects may prefer new construction, but rehabilitating historic buildings should be considered.

- The design and siting of a destination dining venue should relate to its rivershore surroundings and incorporate flexible rental space for events such as weddings, parties or family reunions. An event venue could be considered as a stand-alone facility, without a full-service destination dining establishment being developed.
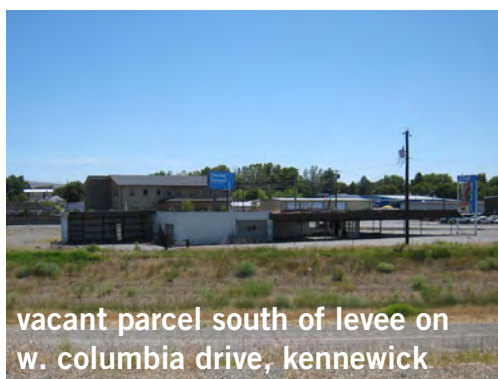




*Top: The west end of Wade Park may be appropriate to support a destination dining location, a first for Pasco's rivershore.*

*Above: Mobile food vendors could provide convenient food and drink services currently unavailable in some areas along the rivershore.*

# 3C REDEVELOP PARCELS

CREATE "PLACE" THROUGH VIEWPOINTS,
SEATING AREAS & USER AMENITIES

**vacant parcel south of levee on w. columbia drive, kennewick**

## DESCRIPTION

The wide open character of the Tri-Cities' rivershore is a notable attribute, but opportunities shouldn't be missed to redevelop fallow commercial or vacant industrial lands that detract from the experience of being near the water. For example, land along W. Columbia Drive between the Blue and Cable Bridges could be redeveloped into a resort hotel, residential, office, retail or dining uses connected by shared pedestrian facilities oriented to the river. Recent examples of succcessful redevelopment efforts can be seen at Osprey Pointe and Clover Island. Future redevelopment along the water should strive to address unmet community needs, create economic opportunity and provide access to the rivershore and existing development nearby.

## SITE + PLANNING RECOMMENDATIONS

- Continue the planning process for Duffy's Pond area to ensure project readiness once development climate is favorable.

- Redevelop the Pasco Boat Basin and Marine Terminal to create a mixed-use community with rivershore hotel site. Identify marina businesses that will enrich the rivershore trail experience.

- Develop and use evaluation criteria for rivershore redevelopment proposals. Ascertain a project's potential to contribute something new to the rivershore experience while not diluting the strengths already present. For example, a resort hotel proposal should seek to fill unmet demand for upscale lodging, on-site personalized services and customized tour packages.

- Encourage development that ties into existing infrastructure (roads, parking areas, etc.) to minimize costs and coordination efforts.

- Encourage redevelopment that produces energy efficient buildings using recycled materials.

### Potential Redevelopment Sites

1. W. Columbia Drive: Former car lot properties are visible from the levee trail
2. Boat Basin and Marine Terminal
3. Continued redevelopment of Clover Island
4. Duffy's Pond area: potential for mixed use development and habitat enhancement
5. Osprey Pointe Business Park: amenitized location for professional services and business development
6. Island View District anchored by Spaulding Business Park
7. Research District, North Richland
8. Between Blue & Cable Bridges on the Pasco side of river

CREATE "PLACE" THROUGH VIEWPOINTS, SEATING AREAS & USER AMENITIES

# 3D UPKEEP FALLOW LANDS

## DESCRIPTION

The redevelopment of underutilized lands along the rivershore will be an incremental process given the current economic climate. During periods of waning development potential, basic landscape enhancements on fallow or underutilized lands using meadow-like, drought tolerant, low-maintenance landscape materials can soften the surrounding landscape of the trail and the rivershore's developed edge, improve soil quality, promote groundwater infiltration, create habitat for shoreline wildlife, and provide a better visual experience of landscape along the river. Planting enhancements can also improve neighboring real estate values.


w. river street, marine terminal
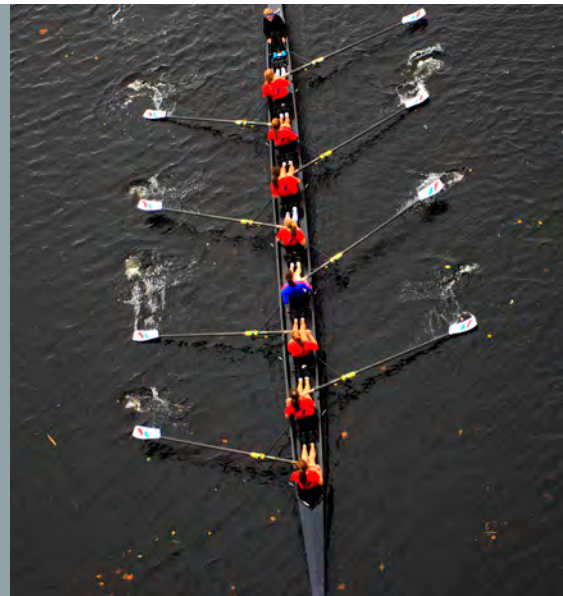
## SITE RECOMMENDATIONS

- Work with jurisdictions on pilot program to provide incentives for both remediative and aesthetic landscape improvements on public and privately-owned fallow land along the rivershore.

- Develop palette of plant materials suited to a variety of soils and site conditions found in the Tri-Cities. Minimize the need for maintenance, maximize soil remediation, provide interim wildlife habitat and a pleasing visual aesthetic. Levee limitations must be considered.

- Include materials such as gravel or "found" industrial relics for locations where plants are not suitable.

- Develop a monitoring program to assess remediation effectiveness of plantings used on contaminated soils. Locate partner organizations or groups to assist with monitoring effort. Require use of plant palette and participation in monitoring program to receive program incentives.

- Create partnerships with local nurseries and suppliers in Benton and Franklin Counties to make available approved materials.
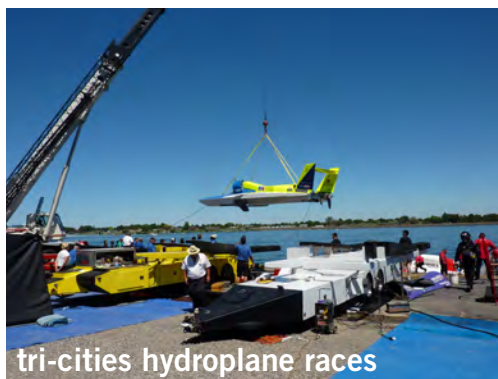
### Recommended Program Sites

1. Pasco Marine Terminal

2. Pasco railyard perimeter

3. Fallow parcels along West and East Columbia Drive, Kennewick

4. Kennewick railyard perimeter

5. From Wade Park west to Chiawana Park, areas for undergrowth control/improvements

# 4A NEW BOATING EVENTS

tri-cities hydroplane races

### Recommended Program Elements

1. Upgrades to existing or new docks that conform to needs of competive rowers

2. Shade structures provided for summer spectator events

3. Designated food vendor areas near spectator areas

4. Portable restrooms for event days

5. Accessible seating areas and circulation

## NON-MOTORIZED TEAM COMPETITIONS

Boating events and facilities in the Tri-Cities are successful ventures along the rivershore, and there is opportunity to expand the reach of events to include non-motorized competition and recreation. Dragon boat racing, which uses canoe-like paddle crafts, requires open water stretches that average 500m for competitive events that take place between March and October. Teams are co-ed, open age and organized by nonprofit sports clubs. Similarly, crew-style regatta events could be organized at Tri-Cities given the number of colleges, universities and secondary schools that are located in the region. These varieties of team boating events will activate the rivershore more regularly with a diversity of spectator events and bring new visitors to enjoy what Tri-Cities offers.

## PROGRAM + SITE RECOMMENDATIONS

- Work with City of Richland to optimize planned improvements at Columbia Point Marina to support non-motorized boating recreation and organized events.

- Identify sites with the existing infrastructure (boat ramps, docks, loading/unloading areas, parking lots, restrooms, concessions, changing rooms, seating areas) and the most potential to serve competitive groups. Examples: Chiawana Park, Columbia Point Marina Park, Wade Park, Clover Island and Columbia Park.

- Upgrade restroom facilities along rivershore for accessibility, safety and energy efficiency.

- Continue to support and encourage a full variety of boating activities (motorized, non-motorized, spectator events, recreational and competitive angling) to encourage use of the rivershore.

- Partner with groups such as the Columbia Basin Outrigger Canoe Club.

# 4B EQUIPMENT RENTAL

## EXPANDING BIKE AND BOATING OPPORTUNITY

Convenient, affordable and attractive bicycle and kayak equipment rental locations will attract more visitors and residents of the Tri-Cities to the rivershore. Bike rental businesses make use of the trails an option for visitors or residents. Properly sited, vendors can make attractions along the rivershore within easier reach for casual or organized group exploring. For kayaking, renting allows people new to the sport to have the opportunity to "test-run" equipment to see if the activity and gear is suited for the individual, as well as allowing teaching, touring and use by visitors who don't have their own equipment.



**kayaks at yakima delta**

## PROGRAM RECOMMENDATIONS

- Rental business should be located as close to the rivershore in central activity areas with significant pedestrian traffic, other tourism-oriented services, public parking, nearby restrooms and clothes changing areas.

- Bicycle rental businesses should provide renters with high-quality, well-maintained equipment with accessory or finish features that identify it with the rivershore (color, markings, helmets, special lighting, basket or other accessories). This will help deter theft and help publicize new amenities along the rivershore.

- Options include mobile/satellite rental operations for existing local businesses, concessionaire or lease space within a new structure or development, and unstaffed, automated bike rental (e.g., the B-Cycle program offered in Boulder, Colorado). Use QR code technology to share information about rental terms, pricing and hours.

- Bike, kayak and other rental locations require secure storage areas that keep equipment safe from theft or vandalism and prevent damage from wind, rain and sun exposure. Unstaffed, automated bike rental and return facilities must be located in well-traveled, well-lit and safe locations.
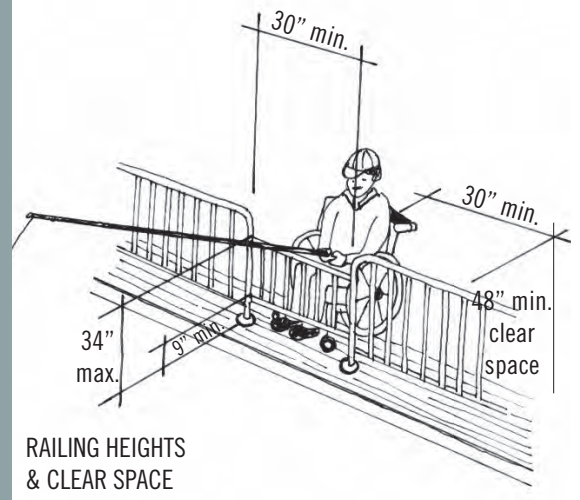
### Current Locations

1. Greenies, Richland: 1/4 mile by bike/foot to rivershore
2. Benita's Bicycle Rentals, Columbia Park: 0 miles to rivershore
3. Columbia Kayak Adventures, Richland: 1/4 mile by bike/foot to rivershore

### Proposed Locations

4. Clover Island, Kennewick
5. Marine Terminal (once redeveloped)
6. West end of Wade Park to Chiawana Park
7. Columbia Park West, see Master Plan for proposed equipment rental locations

30" min.

30" min.

48" min. clear space

34" max.

9" min.

RAILING HEIGHTS & CLEAR SPACE

# 4C FISHING RECREATION

rivershore fishing

## INCREASING VISIBILITY OF URBAN ANGLING

Angling/sports fishing is a popular recreational activity in the Tri-Cities, often taking place informally at the river's edge. Professional bass fishing tournaments also draw crowds to the Tri-Cities. There are opportunities to make fishing easier, safer and more visible with help from angler groups to identify needed improvements to existing and new facilities. Making angling more accessible to those with mobility challenges should be a priority in the future design and construction of facilities dedicated to fishing recreation.

## SITE RECOMMENDATIONS

Existing Fishing Locations

1. Shores of Clover Island
2. Columbia Park Pond
3. Shores of Chiawana Park
4. Chamna Natural Preserve

Existing Boat Ramps

1. Leslie Groves Park (north end)
2. Howard Amon Park
3. Columbia Park (3 locations)
4. Wade Park
5. Chiawana Park
6. Schlagel Park
7. Clover Island
8. Columbia Point Marina
9. Two Rivers Park

- Identify popular fishing locations along the Tri-Cities rivershore; inventory and prioritize needed improvements and facilities. Work with advocacy groups and industry representatives to identify safety issues and solutions to improve recreational fishing in the Tri-Cities.

- At sites with nearby on-site parking, ensure availability of accessible parking spaces near fishing overlooks, piers or platforms.

- Ensure that fishing overlooks, piers or platforms have dispersed, adjustable railings that allow people in wheelchairs to comfortably fish. Railings should be 34" or less and located in several locations to offer a variety of chocies to mobility challenged anglers.

- Retrofit existing fishing overlooks, piers or platforms with adequate edge protection (extending 2" or more from deck surface) to prevent children or people using wheelchairs or mobility devices from slipping off.

- At popular fishing locations where it is not possible to provide handicap access, improve soft surface and drainage conditions along rivershore to prevent erosion, slope degradation and vegetation damage from foot traffic.

## INCREASE OPPORTUNITIES FOR RIVERSHORE BIRDING & WILDLIFE VIEWING

# 5A TRAIL BIRDWATCHING

## WHAT FEATURES ATTRACT WATERFOWL?

Many varieties of birds and migratory waterfowl call the rivershore area home. Mating, nesting, and migratory bird populations need access to water and protection from weather, wind, domestic pets and public access. Trailside water bodies at Riverview Park (Pasco) and Duffy's Pond area (Kennewick) should be enhanced for birding from the elevated levee. Below the levee, new trails can improve recreational access while steering foot traffic through sensitive areas. Birding enhancements will attract nature and wildlife enthusiasts and can be a resource for field science programs at local schools. Another location for rivershore birding is the Chamna and Riverview Natural Preserves at the Yakima Delta.

## SITE RECOMMENDATIONS

• Coordinate future birding enhancements to Duffy's Pond with the long term redevelopment and revitalization vision for the area.

• Provide supplemental nesting structures if quality of upland habitat is limited within 100' of ponds.

• Vegetation enhancements around ponds should use plant material known to attract waterfowl, wading and migratory birds such as tall grasses, forbs, sedges and bulrushes.

• Assess water for depth, clarity and temperature to attract dabbling ducks.

• Minimize use of (or remove) mown lawns near ponds to discourage Canadian geese where they are not wanted. Use taller grasses and shrubs in these areas.

• Plan and design for new nature trails that will connect birding features to the Sacagawea Heritage Trail.



riverview park pond edge, pasco

### Recommended Program Elements

1. Pond edge vegetation enhancements

2. Brush thinning or invasive plant removal

3. Trail landings or overlook areas where birders can step aside, observe and photograph without blocking through traffic

4. Interpretive signage that identifies bird species, adaptations, behavior, and seasonal presence

5. Bird blind structures

6. Soft surface nature trails with ADA accessible segments

# 5B NATURE TRAILS

bateman island trails

## BENEFITS OF TRAIL IMPROVEMENTS

Low-impact stabilized gravel nature trails can improve the appearance and safety of sensitive sites and make important areas of the rivershore more accessible to nature enthusiasts. ADA-accessible gravel trails must be stable, firm, slip-resistant and conform to minimum widths for passage of wheelchairs, strollers and other mobility devices. These requirements can be met while maintaining the nature-focused character of the rivershore at locations such as Bateman Island and Chamna Natural Preserve (where wood chips are currently used for trail stabilization). Trail improvements can address rivershore preservation goals by minimizing need for trail users to forge paths along higher and drier ground. Nature trail maintenance can be coordinated with volunteers and youth service groups.

## SITE + PLANNING RECOMMENDATIONS

- Covene stakeholders (American Indian tribes, USACE, citizens, cities, environmental groups, birders, ports, etc.) to draft action plans for nature trail improvements and needed expansions for the following rivershore sites: Bateman Island, Sacajawea State Park, Duffy's Pond area, Chamna & Riverview Natural Preserves.

- Develop a simple, low-impact, accessible, soft-surface standardized trail cross section that can be easily constructed and adapted to address on-site conditions.

- In locating nature trails, balance desire for optimal access with natural resource protection and cultural sensitivity to archaeological sites and tribal traditions.

- Recruit service groups to sponsor segments of trails, monitor for drainage issues, remove invasive or overgrown vegetation, and provide labor for related trail maintenance and improvements.

### Recommended Features

1. Stabilized gravel pathway improvements along primary route

2. Where dirt trails remain, repair drainage and grading flaws

3. Low-impact, low profile interpretive and directional signage in natural materials

4. Trailside gravel clearing point at signficant view or lookout for picnicking or assemby of group

5. Develop QR code smart phone tours as attractions along soft surface trails

**ACCESSIBLE TRAIL**      N.T.S.
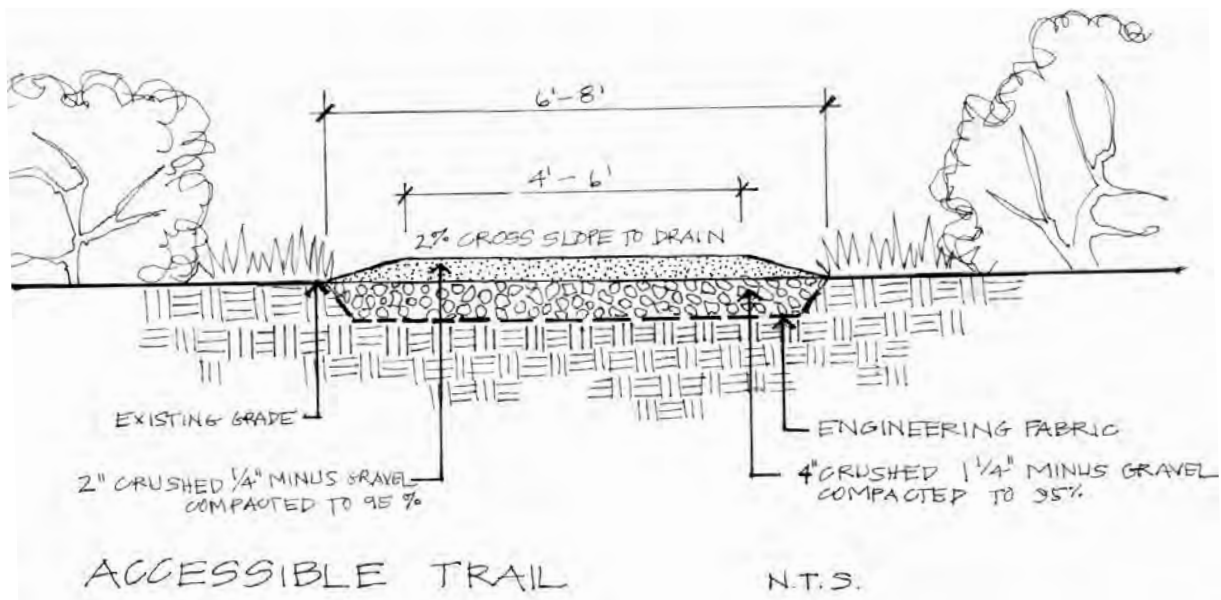
- Work with local historians, tribes, university researchers and naturalist groups to develop naratives for trailhead interpretive signage or QR code smart phone tours along new and improved trails. Possible topics include American Indian life on Bateman Island and Columbia Point; Columbia Basin plants; migratory waterfowl, wading birds and raptors of the Columbia River; settler history of Bateman Island as agricultural and grazing land.

- Limit or prohibit the use of bicycles on gravel trails to prevent erosion and damage to culturally sensitive lands.

- Where biking is permitted, use signage to clearly direct pedestrian and bicycle traffic onto approved routes during wet season. Bicyclists should yield to all pedestrians to minimize trail conflicts. Encourage minimum impact cycling - avoiding muddy trails, skidding, hard braking and shortcutting. Look to the City of Boulder's example of promoting ' leave no trace' trail practices for its Open Space & Mountain Park system.

# 5C MITIGATION BUFFERS

## INCREASE OPPORTUNITIES FOR RIVERSHORE BIRDING AND WILDLIFE VIEWING


moored boats at bateman island

## DESCRIPTION

Maintaining the delicate balance between boating recreation and natural areas along the rivershore is critical to preserving the river as a regional asset for future generations. Popular motor boating and anchoring destinations for swimming, fishing and sunbathing are located in areas protected from strong currents and have natural scenery, such as the Yakima Delta area. Noise and physical disturbance from boating in these and similar areas can be mitigated with public awareness campaigns, and, where appropriate, enhancement of native vegetation planting buffers for visual screening and noise control.

## SITE RECOMMENDATIONS

- Seek support from American Indian tribe representatives for noise and visual screening mitigation proposals on Bateman Island.

- Identify a low-maintenance native planting enhancement strategy for Bateman Island's south shore with high potential to provide visual screening, noise control and positive impact on existing flora and fauna.

- Work with Tri-Cities' boat marinas to promote noise awareness with regard to motorized boating activities and impacts to nearby wildlife and natural areas.

- Promote responsible, noise-sensitive motor boating and anchoring practices in and around Bateman Island and the Yakima Delta natural areas. As part of the rivershore wayfinding signage plan, install regulatory signs to be located near marinas and boat launch areas.
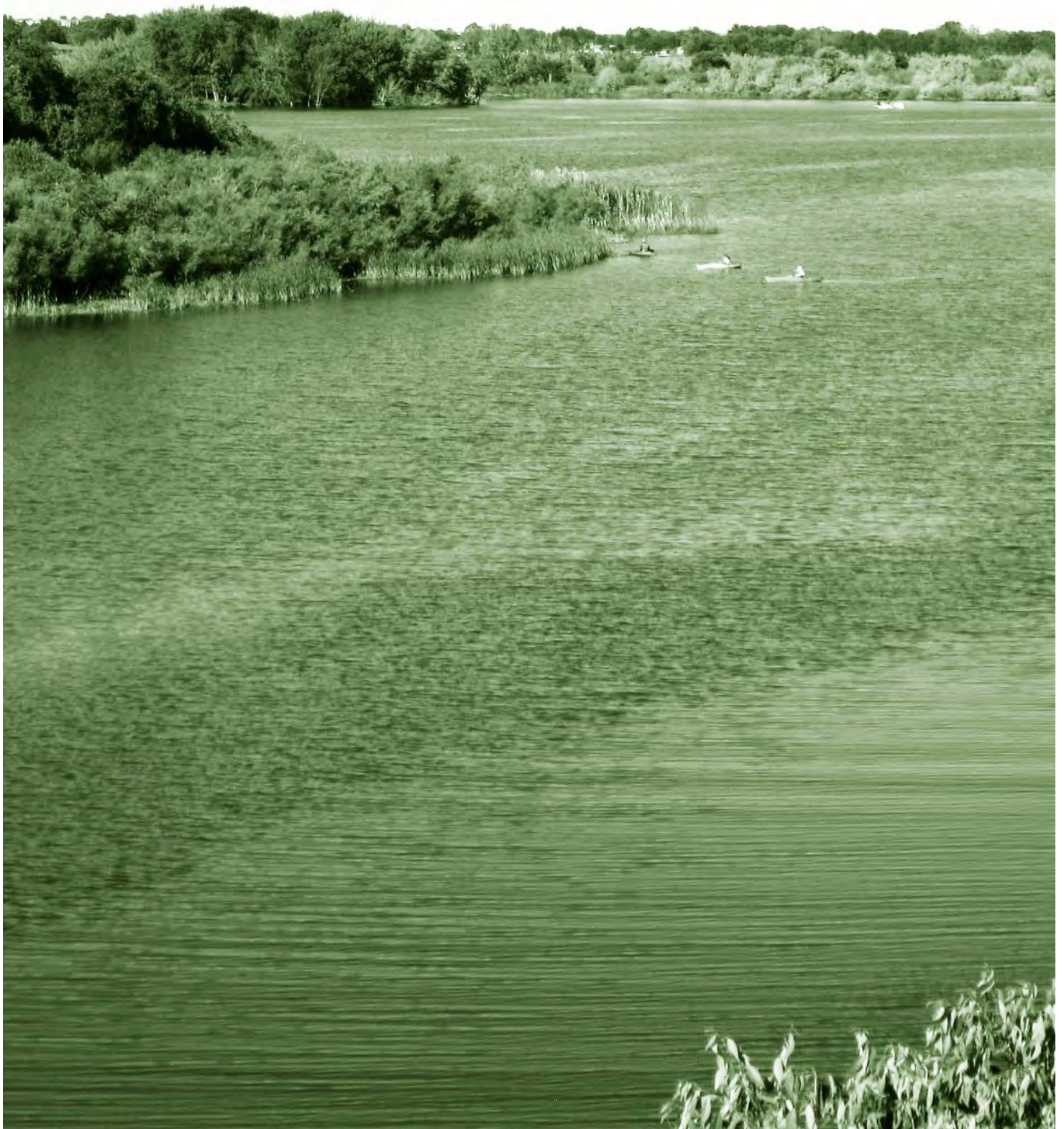
# 6A BRIDGE XINGS + INLAND LOOPS

ENHANCE LINKAGES TO AND FROM THE RIVERSHORE


cable bridge pedestrian zone

## Description of Existing and Potential River Crossings

1. I-182 Bridge: separated multi-use lanes on western and eastern spans, concrete wall separates ped and vehicles, steep grade change from river trail up embankment

2. Blue Bridge: sidewalk on east side of bridge, steep grade change from bridge along embankment

3. Cable Bridge: narrow sidewalks on both sides of bridge, exposure to passing traffic, sign poles interrupt path, bikers have to dismount to pass each other safely, steep grade change from bridge along embankment to trail

4. BNSF railroad bridge: potential new multi-use river crossing requires bridge retrofit (see 6D)

## DESCRIPTION

In the Tri-Cities, pedestrians and bicyclists have three crossing points over the Columbia River to choose from: I-182 Bridge, Cable Bridge and the Blue Bridge. The I-182 crossing is the safest option with two separated multi-use lanes; other bridge crossings should be evaluated for the potential of additional width and better physical separation from vehicle traffic, including the BNSF railroad bridge. Providing additional choices to pedestrians and bicyclists includes adding inland bike lanes and shared routes that loop and link developed areas to rivershore resources. Water transit options may also be considered. Not only will these improvements make it easier to access the rivershore, they also create opportunities for non-motorized trips between home, job and commercial destinations. See Recommendations Map for proposed loop routes.

## SITE + PLANNING RECOMMENDATIONS

- Work with WSDOT and other jurisdictions to ensure pedestrian improvements are included with periodic bridge upgrade packages.

- Aim to provide 8' wide (minimum) bicycle and pedestrian crossings for two-way traffic; 5' wide (minimum) for one-way traffic.

- Use simple painted groundplane with reflective striping to identify pedestrian and bike zones on bridges. Pedestrian zone should be located on water side.

- Explore the option to expand the pedestrian zone on the Cable Bridge to provide more space for pedestrians and bicyclists. Alternatively, make crossings on the Cable Bridge one-way for bicyclists, relocate obstructions such as sign poles and add pedestrian initiated crosswalks at the embankment feet.

- Amend appropriate bike plans with new inland loop connections and bridge crossing information and prioritize them for planning, design and implementation.

ENHANCE LINKAGES TO AND
FROM THE RIVERSHORE

# 6B GATEWAY TO RIVER ROUTES

## DESCRIPTION

Improving pedestrian connections between proposed gateways and the rivershore is key to a better integrated trail system. These connections will also improve the vibrancy of urban, cultural and commerce centers of the Tri-Cities. Gateways should link to the rivershore via improved, expanded or new bicycle and pedestrian facilities punctuated with directional wayfinding elements at strategic points. Below are potential locations for suggested river routes. Upon further investigation and analysis, other routes may be more desirable and should be explored to identify the preferred alignment.



4th avenue, pasco

## SITE + PLANNING RECOMMENDATIONS

Proposed routes describe the general vicinity where possible alignments should occur:

• Pasco's route from 4th and Lewis gateway location is south on 4th, south along the rail tracks, under the Ainsworth St. overpass and south to the rivershore trail (0.9 mi).

• Pasco's route from Road 68 and I-182 gateway location is south along Road 68 continuously until the rivershore trail (2.25 mi).

• Pasco's route from the 20th Avenue and W. Sylvester Street gateway location is south along 20th until the rivershore trail (.65 mi).

• Kennewick's route from the Kennewick Ave. and N. Washington St. gateway is north along N. Washington Street, over the rail tracks, north on Clover Island Drive to the rivershore trail (0.5 mi).

• Kennewick's route from the N. Columbia Ctr. Blvd. and W. Quinault Ave. gateway is west on Quinault, north on N. Center Pkwy, through vacated railway to Tapteal Drive extension, cross SR 240 via new pedestrian bridge and through Island View area to rivershore trail (1.4 mi).

• Richland's route from gateway location at George Washington Way and Newton Ave. is east along Newton Ave. to the rivershore trail (0.1 mi).

### Recommended Features

1. Widened sidewalks with planting strip separating vehicle traffic

2. Painted bike lanes in a high contrasting color to improve bicyclist visibility

3. Flashing pedestrian-initiated crosswalks at foot of Cable Bridge embankments

4. Shared routes on low traffic streets, where bikes and motor vehicles share the roadway

5. Scramble crossings at key bike and pedestrian intersections

Image source: 2010 Boat Basin & Marine Terminal Plan



# 6C RXR UNDERCROSSING

**BNSF railroad bridge, pasco**

### Case Study: RXR Underpass

1. ASB Bridge Trail Underpass at the Riverfront Heritage Trail, Kansas City, MO. BNSF Railroad utilizes the railway bridge. The project was completed January 2010. Design is anchored by a proposed interpretive center, which will be an educational center and trail oasis.



**ASB underpass, kansas city, mo**

## DESCRIPTION

Trail users seeking a direct path along the rivershore are known to illegally pass over the privately held land underneath the BNSF railroad bridge. Other rivershore plans have proposed to work with the railroad and other jurisdictions to provide a safe passage beneath the bridge to link the Marine Terminal, Boat Basin and Schlagel Park. The underpass design will be constricted by the low clearance the bridge currently affords. Close proximity of the waterline is another factor. Support from BNSF, safety and uninterruption of rail operations will be important considerations of this proposal.

## SITE RECOMMENDATIONS

• Underpass design should strive to provide 8' minimum overhead clearance.

• Underpass design should feel open, well-lit, and safe. This can be achieved with light colored paint, lighting, and finishes even if clearances are tight.

• Materials used should be vandal resistant. Trail surface should be an ADA accessible asphalt (preferred) or gravel trail.

• Wayfinding signage should be placed at approaches to railroad bridge underpass to help inform pedestrians and bicyclists it is okay to proceed.

• Negotiation with BNSF will be required to secure access. Maintenance of the underpass will need to be addressed in the negotiations. Maintenance will include graffiti, leaf litter, and garbage removal, site monitoring and materials repairs.

# 6D RAILROAD BRIDGE CROSSING

## DESCRIPTION

For the rivershore's long term vision, TREC should explore the option of designing and constructing a new crossing along the BNSF railroad bridge connecting Kennewick and Pasco. Recent partnerships between railroads and the public have resulted in successful bridge retrofits, such as the cantilevered multi-use pedestrian and bicycle crossing on the Steel Bridge in Portland, OR. Such a connection would significantly improve the accessibility of the eastern portions of the rivershore. Additionally, the lower deck elevation of the BNSF bridge will not require pedestrians and bicyclists to climb steep embankments to cross the Columbia River.



**BNSF railroad bridge**

## SITE RECOMMENDATIONS

• Fund a study to assess viability and cost of creating a separated multi-use pedestrian crossing on the BNSF railroad bridge. While this would be a costly project and complex in terms of negotiation, it would greatly increase access at a cost and complexity far less than developing a new crossing.

• Design should aim to provide 8' wide (minimum) path for two-way bicycle and pedestrian use.

• On the Kennewick rivershore, add a 0.4 mile segment to the Sacagawea Heritage Trail between the Cable Bridge and the BNSF railroad bridge. Use the opportunity to begin planning for a future trail extension further east to Two Rivers Park.

• The Pasco approach should connect to Sacagawea Heritage Trail, the proposed underpass connection, Schlagel Park, and the boat basin and marine terminal with rivershore wayfinding signage and markers.

### Recommended Features

1. Electronic warning signals and automatic safety gate at lift deck juncture

2. 8' wide (minimum) path with nonslip surfacing

3. Safety railing free of sharp posts, edges or seams

4. Deck free of obstructions such as signage posts

# 7A ATTRACT PED RACES

2010 adventure challenge

## Example Events

1. Tri-Cities Marathon, Tri-Cities, WA

2. Iron Man, Coeur d'Alene, ID

3. Bloomsday, Spokane, WA

4. Susan G. Komen Race for the Cure, multiple locations

5. Discovery Walk Festival, Vancouver, WA

6. Sacagawea Heritage Trail Adventure Challenge, Tri-Cities, WA

7. Cable Bridge Run, Tri-Cities, WA

## DESCRIPTION

The Tri-Cities' rivershore is already a destination for organizers of local races such as the Tri-Cities Marathon, Half Marathon and other events like the Sacagawea Heritage Trail Adventure Challenge. As successive improvements are made to trails and supporting facilities, the rivershore will become a destination for larger events with regional draw. The area is particularly suited to hosting triathlete or mini-triathlete competitions, distance running, cycling and paddling events given its miles of paved shoreline trails, choice of assembly points with on-site parking and numerous boat launch locations.

## PROGRAM RECOMMENDATIONS

• Work with neighboring cities and counties to organize long-distance cycle events that begin or terminate in the Tri-Cities with 25-75 mile length options to attract a range of cyclists. For example, the distance between Yakima and Tri-Cities is 85 miles.

• All or multiple day cycling events can be run and promoted by area cycling clubs such as the Tri-City Bicycle Club (Richland) and the Chinook Cycling Club (Tri-Cities).

• Bring a weekend benefit walk event to the Tri-Cities that funds research and promotes disease awareness and prevention.

• Continue to use the Sacagawea Heritage Trail Adventure Challenge as an opportunity to promote new and established rivershore destinations, businesses and services.

ENLIVEN THE RIVERSHORE THROUGH
FORMAL & INFORMAL PROGRAMMING

# 7B KITE EVENTS

## DESCRIPTION

Miles of water and open shoreline create ideal kiting conditions in the Tri-Cities. Kite events already occur in Richland at Leslie Groves Park and Columbia Point Marina Park. There is opportunity to host additional community and formal competitive kiting events in other parts of Tri-Cities. Sites such as Chiawana Park (Pasco) and Columbia Park (Kennewick) have facilities that can support a range kiting events. Kiting is an activity that can bring different age groups together towards a common interest, building community and celebrating the outdoors.



## PROGRAM RECOMMENDATIONS

- Identify large open areas along the rivershore that are suitable for hosting small to large size kite events. Competitive sport kiting requires a 300' x 300' space free from wind blocking obstructions, powerlines and other hazards.

- Design a program series to appeal to a wide varity of kite competitors and hobbyists. Events such as homemade kite-making, flight training courses, illuminated night-flys, and kite fighting can attract a variety of participants. Non-competitive events - prizes for "biggest kite", "most unusual kite" and youngest/oldest kite fliers - will attract a wide range of participants and onlookers curious about learning more.

- Host "fun fly" open-age, open skill-level events at highly visible sites along the rivershore since they do not require as large of an event space.

- Host competitive sport kiting events at large sites clear of obstructions and with nearby access to parking, restrooms, concessions and pit and spectator areas set aside.

- Identify local potential sponsors for kiting events. Provide sponsors visibility at the events with promotional items (t-shirts, kites, kite accessories, etc).

### Recommended Program Elements

1. Electricity source for portable generator

2. Concessions

3. Water fountains

4. Restrooms and trash cans

5. Information and registration table

6. Sponsor recognition area

7. Golf carts to transport kites and other equipment to field if cars are not permitted access

# 7C PROMOTE REGIONAL FOOD + DRINK

**red mountain ava subregion**

## Wine Destinations & Events

1. Tri-Cities Wine Festival, est. 1979

2. WSU - Tri-Cities Wine Science Center, Richland (planned)

## Columbia Valley AVA subregions

1. Yakima Valley

2. Walla Walla Valley

3. Rattlesnake Hills

4. Horse Heaven Hills

5. Wahluke Slope

6. Snipes Mountain

7. Lake Chelan

8. Red Mountain

## DESCRIPTION

As an important economic force in the Columbia Valley, the wine industry is already a strong presence in the Tri-Cities. While much of the region's wine operations are inland-based, promotion of Columbia Valley wines and local farms along the rivershore can be an opportunity to reach new and potential customers with trail exhibits, at farmer's markets located along rivershore pedestrian routes, and through local food and wine bars located along the water. A unique feature of the wine industry authentic to Tri-Cities is the Washington State University viticulture degree program and planned Wine Science Center at the WSU campus in Richland. The campus' convenient location along the rivershore presents the opportunity to bring the public into the "classroom" to highlight features of the industry and the science behind wine.

## PROGRAM + SITE RECOMMENDATIONS

- Develop new and promote exisiting food and wine tasting locations that are accessible from the rivershore trail. Locations should anchor to development with high foot traffic such as Clover Island, The Parkway in Richland, and the Marine Terminal (once redeveloped).

- Capitalize on the year-round presence of rivershore recreation users to promote Columbia Valley wines and healthy, local food markets accessible within reasonable distance from the rivershore. Ex: Wayfinding and signage should include directions to public farmers markets accessible from rivershore pedestrian routes.

- Encourage WSU to host more on-campus public events and exhibits directed at a public audience to learn about science and technology behind modern day winemaking and viticulture.

- Expand WSU's wine education seminars with opportunities to visit the program's campus demonstration vineyard at Sprout Road and George Washington Way.

RICHLAND
PASCO
columbia river
chamna natural preserve
riverview natural preserve
yakima river
bateman island
KENNEWICK

## STRENGTHEN THE CONNECTION WITH THE YAKIMA DELTA

# 8A ENVIRONMENTAL CENTER

## DESCRIPTION

The three cities of Richland, Kennewick and Pasco converge at a significant geographic location - where the Yakima empties into the great Columbia River. Here, the most important natural resources come together to form the environmental center of the Tri-Cities. TREC should pursue a public designation for the delta as such, recognized and promoted by rivershore jurisdictions. The designation will further define the identity of the Tri-Cities Rivershore as a place rich in environmental assets, a source of individual and community pride for residents and visitors.


chamna natural preserve

## PROGRAM + SITE RECOMMENDATIONS

• Develop a distinct brand identity for this segment of the rivershore trail system with a programmatic focus on ecology, habitat preservation, wildlife recognition, environmental stewardship and watershed awareness.

• Ensure that the Cities of Richland, Kennewick and Pasco are provided equal access to the environmental center of the Tri-Cities. Prioritize access to the area first by foot, then by bicycle, public transit and personal vehicle.

• With help from service learning groups such as Girl and Boy Scouts, organize annual clean up days (early spring/late summer) to keep a maintained landscape during high-use season.

• Limit the kind of recreation that can take place in the environmental center to low-impact, low-noise activities such as birdwatching, smart phone walking tours, picnicking and kayaking.

• Host annual events such as the Audubon Society's Christmas Bird Count at the Riverview or Chamna Natural Preserves.

### Resources & Interested Parties

1  Ridges to Rivers Open Space Network

2  Tapteal Greenway Association

3  Lower Columbia Basin Audubon Society

4  Washington Native Plant Society, Columbia Basin Chapter
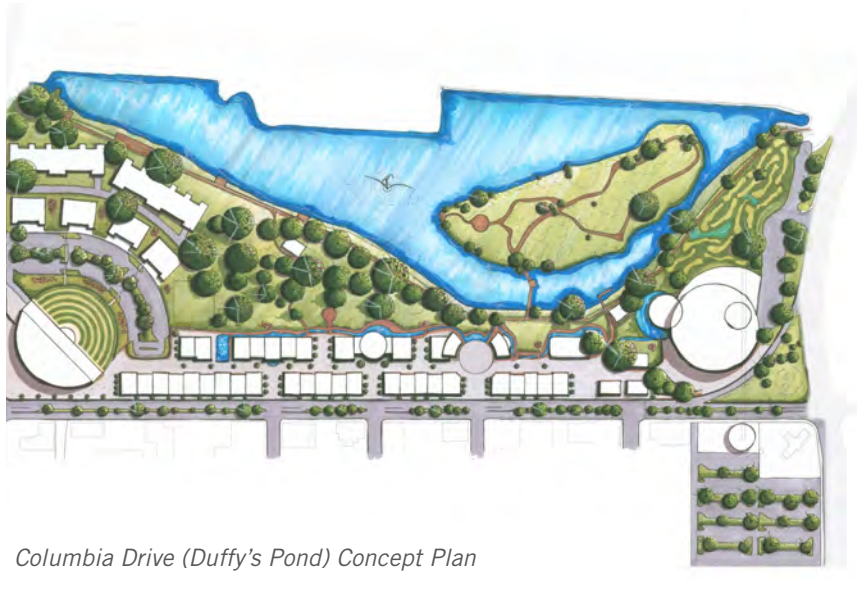
*Columbia Drive (Duffy's Pond) Concept Plan*



# 9A AMEND ZONING + REGULATIONS

**RE-ENGAGE THE RIVERSHORE THROUGH LAND USE**



clover island



anthony's home port, richland

## DESCRIPTION

The vision for the Tri-Cities rivershore places priority on giving residents and visitors many opportunities to re-engage with the shoreline through recreation, commerce and environmentally-focused activities. To achieve this vision, changes to land use classifications or permitted uses may be warranted, specifically along rivershore land with marine-only approved uses. Diminished demand for marina-only use areas calls for inclusion of compatible non-marine uses at sites with the highest development potential. Complex shoreline ownership and the regulatory framework that governs local rivershore development is another factor to consider. Soon, stakeholder jurisdictions will begin the process of updating shoreline regulations to comply with State requirements. In doing so, they should provide more flexibility to attract the kind of development that will enrich the rivershore experience without negatively impacting water dependent uses. In addition, zoning overlays requiring or encouraging river orientation will ensure that new development embraces the river and supports public access.

## PROGRAM RECOMMENDATIONS

- Encourage TREC members to update zoning codes to require river orientation of commercial structures, encourage river-oriented development, and consider design guidelines (materials, massing, use of glass, etc.) to support a river identity.

- Transportation plans and codes should be updated to require provision of access to the Sacagawea Heritage Trail, as well as the provision of local access points to the regional network within individual developments.

- While each jurisdiction is responsible for land use regulation within its boundaries, the three cities in particular should collaborate on developing a menu of river-oriented zoning options customized to each community's individual identity and needs.

- Improve the Pasco Boat Basin and redevelop the Marine Terminal.

IMPLEMENT PRIORITY RIVERSHORE
ENHANCEMENT PROJECTS

# 10A-H PRIORITY PROJECTS

## DESCRIPTION

There are a number of rivershore enhancement projects that should be prioritized in the immediate-term to allow future projects to come to being. Some of these projects are recommendations found in previous plans. They are briefly outlined below and in Chapter IV: Implementation.

## PRIORITY RIVERSHORE PROJECTS

- 10A: Create wider uniform trail surfaces, lower levee between roads 54 and 70 in Pasco, improve rivershore habitat.

- 10B: Further develop pedestrian/bike/marina-related businesses and tourism services on Clover Island and at other appropriate locations along the rivershore trail.

- 10C: Improve the Pasco Boat Basin. Identify marina businesses and services for the project.

- 10D: Redevelop Duffy's Pond area to illustrate best practices for sustainable rivershore development in Tri-Cities.

- 10E: Improve restrooms at high volume areas like Columbia Park for safety, universal accessibility and energy efficiency.

- 10F: Allow businesses to adopt segments of the shoreline for enhancement, invasive species removal and other programs.

- 10G: Implement Columbia Park improvement plans.

- 10H: Implement gateway routes as feasible.



**sacagawea heritage trail**



**clover island and cable bridge**

# IV. IMPLEMENTATION

## TREC COLLABORATION YIELDS RESULTS

The strength of the Tri-Cities Rivershore Enhancement Council is its regional voice. Though this working group does not have regulatory authority over the rivershore or the Sacagawea Heritage Trail, the on-the-ground results visible today are there because TREC members agreed on a course of action and worked together to advocate as a region. In addition, each member organization worked to make it happen within their communities.

## CONTINUE TREC'S REGIONAL COLLABORATION AND ADVOCACY FOR THE RIVERSHORE.

As with past efforts, this Master Plan, representing a common vision for the Tri-Cities rivershore, will be implemented by the collective efforts of TREC members in the coming years. TREC should continue to function as a regional collaborative. For several projects, the unified regional voice that TREC offers will be critical to implementation, as it is much more powerful than a lone agency. In particular, TREC's regional voice will be needed to advocate for levee lowering, the rail undercrossing and cantilevered pedestrian crossing, pedestrian/bike improvements on existing bridges, a possible new bridge, and locating major cultural and civic facilities on or near the rivershore.

## DEVELOP STANDARDS AND GUIDELINES FOR WAYFINDING AND SIGNAGE

TREC's next project should be the development of wayfinding standards/guidelines, including design of a logo, identity standards and standard signs. This should be moved forward as soon as possible, ideally in 2012, so that gateways being developed by jurisdictions can incorporate the new signage standards. As with the Rivershore Master Plan, each agency can contribute a small amount to an overall pool to fund the effort. Approximately $30,000 to $40,000 should be budgeted.

## BUILD GATEWAYS

Each agency should commit to building one gateway as identified within this plan within the next two to three years, implementing new wayfinding standards with the project.

## IMPLEMENT HIGH PRIORITY RIVERSHORE PROJECTS

Looking at the overall Sacagawea Heritage Trail, eight key capital projects are among the highest priorities for enhancing the overall network and providing a more cohesive experience.

*Top: Anthony's Home Port Restaurant at Columbia Point Marina*

*Middle: Bateman Island causeway*

*Bottom: Clover Island's Lighthouse plaque*

**Complete the Levee Lowering** (keyed on the Recommendations Map as project 10A) This project will create wider, uniform trail surfaces by completing levee lowering between Roads 54 and 70 in Pasco. This trail segment is the last remaining one-mile stretch of levee that was not lowered during recent trail improvements. Lowering this segment will establish a nearly uniform trail profile within Pasco and be consistent with levee lowering efforts throughout the rest of the trail system. In addition to increasing physical and visual connections to the river, the trail widening made possible will provide increased capacity to support larger trail events such as foot races and cycling competitions. Though this project is a complex undertaking requiring coordination with and approval from the USACE, its value to the trail system as a whole makes it a regional priority.

**Further develop Clover Island** (10B) As the Port of Kennewick's showcase redevelopment project, Clover Island should continue to refine and expand its offerings to achieve a balanced mix of uses that attracts year-round patrons. Further develop and promote pedestrian/bike/marine accessible businesses and tourism services on Clover Island. The recently completed river walk along the causeway elongates the island's gateway and welcomes visitors to linger and explore.

**Improve the Pasco Boat Basin** (10C) Identify marina businesses that will enrich the rivershore trail experience. Similarly, TREC should work with the Port of Pasco to identify a mix of compatible non-marina uses that allows a wider range of user needs to be met

on-site such as found on Clover Island. Design the site for ease of pedestrian/bicycle access and avoid overbuilding surface parking lots. Plan, design and construct a pedestrian and bicycle pathway underneath the rail bridge with collaboration and support from BNSF.

**Redevelop Duffy's Pond Neighborhood.** Context sensitive redevelopment of the Duffy's Pond area (10D), with the pond as an integral feature of new development, will provide an attractive redevelopment site. Designed with urban aesthetics and habitat resources in mind, the site will illustrate the balance between restoring riparian habitat for wildlife and the need to develop attractive places for sustainably designed riverfront residences, offices and river-related commercial businesses. As with Pasco's boat basin and marine terminal, Duffy's Pond area should be designed for ease of pedestrian and bicycle access.

**Improve restrooms at Columbia Park and along the rivershore trail** (10E) This project calls for improvement to public facilities such as restrooms in high-traffic areas for enhanced safety, ADA accessibility and energy efficiency. In particular, some restroom buildings in Columbia Park present safety concerns and accessibility challenges given their age and condition. Renovate or consolidate restrooms for convenience and energy efficiency.

**Explore establishment of an Adopt-a-Trail program** (10F) Encourage businesses, service groups, organizations and individuals to adopt segments of shoreline for restoration, invasive

species removal and other improvement programs. Focus on areas where there is a concentration of business entities clearly associated with a segment of the rivershore - Big Pasco, for example.

**Implement the Columbia Park West Master Plan** (10G) Adopted in August 2010, the Columbia Park West Master Plan outlines projects, funding and phasing to achieve the park's 20 year vision. Phase one projects that relate to the Rivershore Master Plan include general road and circulation improvements, design and construction of a non-motorized boat rental facility, establishment of a food truck court and upgrades for the Edison Street boat ramp.

**Implement gateway routes as feasible** (10H) Creating legible, safe and intuitive pedestrian and bicycle routes to connect residential neighborhoods, commercial areas and inland gatways to the rivershore trail system will enable more residents and visitors to access and enjoy public resources along the river. Establishing these gateway routes also reinforces the Tri-Cities' identity around the Columbia, Yakima and Snake Rivers. Each agency should implement enhancements to identified linkage corridors, as shown on the Recommendations Map. This can occur through annual agency capital improvement plans.

## DESIGNATE A REPOSITORY FOR RIVERSHORE INFORMATION

Designate a website for cross-jurisdictional information storage and access. TREC partner resources should be shared there, including this plan, a future wayfinding guidebook, and some of the data and background information collected as part of this project. This repository could be in a password-protected area of an existing website of one of the TREC agencies or shared through a resource like Google Documents. In addition, a point of access for public information about the trail system should be designated. The Tri-Cities Visitor and Convention Bureau website is one potential location. Information such as self-guided and QR code tours, trail maps, and a calendar of rivershore events should be accessible to the public.

# APPENDICES