

PUBLIC COMMENT/RESPONSE SUMMARY: PASCO DRAFT SHORELINE MASTER PROGRAM

Public Comment Period: August 2 to October 15, 2015

Planning Commission Public Hearing Date: October 15, 2015

Comment Number	Comment Topic	Commenter	Comment	Local Government Response and Rationale
Comments received during the Public Comment Period: August 2 to October 15, 2015				
1	Shoreline Ownership Mapping	Nancy Herres, USACE – Walla Walla Real Estate Division Email dated 10/6/2015	<p>Shoreline reaches bulleted below are owned by the Federal Government and managed by the US Army Corps of Engineers. According to our records, none of the shoreline is private. Land upland may be, but the actual shoreline is not.</p> <ul style="list-style-type: none"> • Reach 1, 2, and 4 • Reach 5 with the exception of the portion of the shoreline lying under the US 395 bridge • Reach 8 with the exception of the shoreline under the US 12 bridge <p>The Port of Pasco owns the shoreline of 6c. The shoreline of 6a and 6c are owned by the Federal Government and managed by the US Army Corps of Engineers. The Port of Pasco has reserved rights in the Federal government acquisition for subreach 6a.</p> <p>The majority of the acreage of Sacajawea State Park (+/- 289 acres) in reach 7 and subreach 8a is owned by the Federal Government and under the management of the US Army Corps of Engineers. The state holds a lease for the portion of the park they do not own.</p>	<p>These comments are related to ownership shown in the Map Folio, Appendix B from the Inventory, Analysis, and Characterization Report.</p> <p>Land ownership will be verified at the time of project application.</p> <p>It may not have been clear to the USACE that the mapping included upland ownership. Shoreline jurisdiction includes land within 200 feet from the ordinary high water mark. Ownership data used in the Map Folio are a combination of several sources, including Washington State Parks and Recreation Commission, Franklin County, and USACE ownership, and based on the interpretation of the “Rivershore Linkage and Amenity Plan.”</p>

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2	Economic Development Policies	Garry Ballew, Port of Pasco Emailed letter on 10/12/2015	<p>We suggest the following language be added to the Shoreline Management Program update.</p> <p>Section 4.1 Economic Development</p> <p>(1) Goals:</p> <p>(d) Recognize the role of the rivers as a transportation corridor that facilitates trade and economic growth. Protect and expand the assets necessary in the rivers and on the shoreline to utilize that transportation corridor to promote economic development.</p> <p>(2) Policies</p> <p>(d) Dredging of the rivers and shoreline transportation assets is a necessary component of maintaining the capabilities of the rivers to serve as a transportation corridor for both inputs and outputs of industries within Pasco and surrounding areas.</p>	Added to SMP per Port of Pasco comment.
3	Shoreline Uses	Garry Ballew, Port of Pasco Emailed letter on 10/12/2015	<p>We suggest the following language be added to the Shoreline Management Program update.</p> <p>Section 4.4 Shoreline Uses</p> <p>(1)(b)(vii) Recognize the statewide interest in keeping the Columbia and Snake Rivers adequately dredged and maintained to facilitate trade.</p> <p>(2)(d) Change "Ensure proposed shoreline uses do not infringe upon the rights of others, upon the rights of private ownership, upon the rights of the public under the Public Trust Doctrine or federal navigational servitude, and treaty rights of Native American tribes" to "Ensure proposed shoreline uses do not infringe upon the rights of others, upon the rights of private ownership, upon the rights of the public under the Public Trust Doctrine of federal navigational servitude, and treaty rights of Native American tribes"</p> <p>(7)(d) Dredging to support industrial development and to</p>	Added to SMP per Port of Pasco comment.

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			maintain existing transportation corridors is a necessary and critical component of shoreline management.	
4	Shoreline Uses	Garry Ballew, Port of Pasco Emailed letter on 10/12/2015	We suggest the following language be added to the Shoreline Management Program update. 29.01.400 (17) Barge terminals are a particular use that can include docks, piers and industrial moorage. These facilities must demonstrate those items as provided in paragraph (16) but this plan recognizes that barge terminals require specific development regulations, including hardening of the shoreline, dredging, and no setback areas.	Added to SMP per Port of Pasco comment.
5	FEMA Mapping	Garry Ballew, Port of Pasco Emailed letter on 10/12/2015	At Osprey Pointe, the Port was recently successful in removing a portion of Osprey Pointe that is now above and outside of the flood plain from the Federal Emergency Management Agency (FEMA) 100 year flood plain map. This area is in general the large grass area referred to by the Port as the Osprey Pointe Commons. Attached is the Letter of Map Revision from FEMA. The Port also requested that Permit Surveying provide updated information to the City for inclusion in the City's GIS system.	Noted. Shoreline GIS data will be updated once the information is available from FEMA and the FEMA letter of Map Revision can be referenced until such time that the FEMA map layers are updated.
6	Critical Areas	Garry Ballew, Port of Pasco Emailed letter on 10/12/2015	The other item also deals with Osprey Pointe. A previous state analysis identified an area of Osprey Pointe as a geological hazardous area, which in turn forced the City's Comprehensive Land Use Plan to identify this site as a critical area. The state analysis was based on macro scale soil mapping which showed that any site near the river in this area was subject to liquefaction during seismic activity. The Port had further analysis conducted by a geotechnical firm, which found that the geologic structure of the Osprey Pointe site was not subject to liquefaction. The Port requests that these findings be used to alter the critical areas designation of Osprey Pointe.	Noted. Shoreline GIS data will be updated once the information is available electronically. The Port study can be referenced until such time that the map layers are updated.

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			This only effects the Shoreline Management Program in as much that some of this critical area also lies within the jurisdiction of the Shoreline Management Program. This report will be provided to the City and the Port will submit a Comprehensive Land Use Plan Amendment Request during the next review cycle.	
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7	City Limits Mapping	Jeff Adams, City of Pasco Email dated 10/16/2015	It has been brought to our attention that the City of Pasco SMP maps do not reflect the latest annexation activity (see attached), most notably the large area west of Road 80. Could you please make sure the necessary updates are included?	Environment Designations maps were updated to include the latest city limits map.
8	SMP Mapfolio	Carl Holder Email dated 10/16/2015	Regarding the SMP maps, "such a volume does not lend itself to layman review. I did attend the Draft meetings and submitted my input, I have not been able to see that my draft plan input was being considered and if is included here. It is really difficult on the Maps section to give clarity for smaller viewing screens."	Noted. The maps can be viewed at the City in greater detail using Geographic Information System (GIS) data files. There may be an opportunity to improve the resolution the information is projected at during SMP implementation.

Notes:

FEMA = Federal Emergency Management Agency

GIS = Geographic Information System

SMP = Shoreline Master Program

USACE = U.S. Army Corps of Engineers