

**Pendleton River Parkway
MASTER PLAN
August, 2013**

Master Plan Outline

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Provide access to River Parkway from every dead-end street

Provide additional ADA access at several points along the River Parkway

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Improve access to the Umatilla River from the River Parkway for Recreation

Improve river access at far-east end

Improve river access from UPRR Shelter area

Improve river access at 8th Street Bridge

Improve river access at Trail-Head Park

Establish and improve river access for a variety of recreational activities including kayaking and fishing together with provisions for handicapped persons and children

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EXECUTIVE SUMMARY

This report from the River Quarter Committee to the Pendleton Development Commission (PDC) is intended to provide ideas for future improvement of the Pendleton River Parkway so that it better serves a role in enrichment of experience for local citizens, in attracting tourists and new businesses to the Pendleton area, and in maintaining the present wildlife along the riparian areas of town. The report comes from a committee of eight local people (currently) who have shown deep interest in the river and the walkway.

Matters concerning security, maintenance, and cleanliness were referred to the City Manager in a letter which pointed out specific needs for improvements. The PDC also received a copy of this letter. The committee feels strongly that these issues must be addressed as a budgetary priority before any new large scale projects are undertaken.

The report shows that ADA accessibility is generally good on the west end of the facility but lacking on the east. A group of possible locations for artwork on or near the walkway are referred to the Pendleton Arts Commission via a letter. Specific places for access for kayaking, fishing, and other recreational activities are pointed out.

The report addresses ways to improve the aesthetics of the walkway by working with landowners to enhance plantings and/or install fencing with screens. Collaborations between organizations such as the Umatilla Basin Watershed Council and people who live and work along the walkway to help keep the area cleared of trash and of the worst noxious weed infestations is recommended as a way to develop more citizen buy-in for the care of the walkway.

Seven specific projects are presented. These include stabilizing the levee face adjacent to the Little League Park to decrease erosion of the asphalt walkway; sprucing up the Union Pacific Railroad shelter overlook area; beautification of the Bedford Pedestrian Bridge as a gateway to the convention center and the high school areas; restoration of wildlife habitat, especially along the north side of the river in order to maintain a diverse and abundant range of wildlife species for observation; possibly extending the walkway east and/or west, but only if sufficient funds are available to maintain and patrol the new areas; installing planned restrooms at Riverfront Plaza.

Current Members of the River Quarter Committee are:

David King, Chairperson
Betty Klepper, Vice Chairperson
Karen Hill, Secretary
Alan Kendrick, Parks Commission Representative
Jerry Lewis
Ron Martin
Greg Silbernagel
Jeri Taylor

Dave Byrd, City Staff Liaison

INTRODUCTION

In the spring of 2011, the Pendleton Development Commission directed the Riverquarter Committee to develop a master plan for the future of the Pendleton River Parkway (riverwalk.) This document is the result of that effort.

For the purposes of this report, the "Riverwalk" is defined as the area from the southern toe of the levee to the natural area of vegetation along the north bank of the river, inclusive. It includes the levee, the asphalt walkway, the river, and the riparian areas along both the south and north banks. The "Riverwalk" begins at Trailhead Park on the western end (although the walkway actually crosses the old Highway 30 bridge over to the Rudy Rada Skate Park and circles around behind the Bob White baseball field up to Despain Avenue), and it extends eastward approximately 2.8 miles along the Umatilla River to a point just west of the Highway 11 bridge (east of the Ken Melton Little League baseball park.)

During the process of trying to decide how to actually accomplish this task, the committee walked the entire length of the current Riverwalk together. This was done in sections over several months, and gave all members a chance to jointly observe portions that they may or may not have been familiar with. It also gave us an opportunity to discuss issues and potential projects as we walked. These strolls helped provide a common basis of understanding of the Riverwalk area, and contributed to meaningful discussion while developing the plan. In addition, members of Pendleton City Staff from Parks and Recreation and Public Works were invited to attend committee meetings, and provided useful perspective concerning their roles and responsibilities in dealing with the parkway and the Umatilla River.

The committee decided (after much discussion) to concentrate on what we believed the future could potentially hold for the Riverwalk and not get too hung up on the current state of the parkway. We recognize that some of these visions are "pie in the sky" and may never occur. We are more than aware that the level of political discourse with the local citizenry and various public and private entities would be difficult as would securing funding to make some of these ideas become a reality. As residents of the City, we, too, are very concerned about those subjects. We believe, however, that all of these proposals would greatly enhance the future livability and attractiveness of the City both for local residents as well as tourists and potential businesses looking to locate in this area. Other cities such as Boise and Moscow, Idaho, and Reno, Nevada, have made river parkways a major cornerstone of their communities and have seen great benefits from those investments.

The Riverwalk is distinctive in many ways. It is the longest (and narrowest) public park in the City (approx. 2.8 miles), which in itself creates unique issues for access, maintenance, security, and a host of other concerns. The walkway is constructed atop a levee which protects the central core of Pendleton from potential flooding by the Umatilla River. As such, two federal agencies (Corp of Engineers and FEMA) are thoroughly involved in the maintenance of the levee itself and the adjacent southern edge of

the Umatilla River floodplain. Their policies and regulations related to vegetation management, levee access for maintenance, and flood control greatly influence activities within this area. To further complicate matters, the Umatilla River is an anadromous fish stream, and the riparian areas on both sides of the river are important habitat for various mammals, birds, and other animals. Federal, State, Tribal, and other local governmental interests all have a strong voice in management of these wildlife concerns. Ownership of the southern (levee) side of the river is almost all public with adjacent private ownership generally beginning at the southern toe of the levee. A sizeable portion of the northern side of the river area is privately owned, interspersed between public ownership. The abovementioned and other issues make this an area that is complicated to deal with, but many of these same issues significantly contribute to the great potential and attractiveness of this oasis in the middle of the town.

The committee members are all concerned about the present state of disrepair to certain aspects of the walkway. The committee members have also heard many comments from the general public concerning the condition of the walkway surface. The first section of the Riverwalk was completed in 1985 (27 years old), and the last portion was completed in 2001. Very little significant maintenance has been done since the last section was completed. Areas of concern include asphalt breakage and degradation, poorly designed and maintained security lighting, and other issues. However, rather than including these concerns as part of this report, we chose to address those issues in the form of a letter to the City Manager (sent and acknowledged: Addenda A and B.) The committee strongly believes that these issues need action in the near future so as to preserve the improvements that are currently in place, and that any future projects must include planning for and securing stable funding sources for any future maintenance.

Funding is always an issue with public projects such as these. We believe strongly in looking for partners in these endeavors, and in making strong attempts at securing grant funding for enhancement and expansion projects. There are numerous governmental, corporate, private, and philanthropic organizations that may be interested in helping with one or more of these proposals. One such example of sponsored art is the "Courting Herons" sculpture that was placed in Riverfront Park. Another possibility could be working with any future developer of the property west of WalMart to pave and landscape the already existing levee structure that borders the Umatilla River at that location.

The Riverwalk is a great asset to the City, both currently as well as in the future. It offers recreational opportunities, a transportation corridor that avoids motorized traffic, wildlife habitat, opportunities to display local art, nature, and historical information, and many other aesthetic and practical resources to enhance the livability of the City. Most community members don't realize how fortunate we are to have this asset running through the middle of town. This committee would like to see more effort devoted to instilling a greater sense of community pride and appreciation for the Riverwalk. This can be accomplished by maintaining and improving the existing parkway, cleaning up and improving adjacent derelict properties, expanding access both to the Riverwalk and to the Umatilla River, looking for opportunities to create new attractions that would draw locals and visitors to the walkway, and even eventually expanding both east and west.

ACCESS PROJECTS

Improve Existing and Increase Access Points to the Pendleton River Parkway

Provide access to River Parkway from every dead-end street

While providing safe and reachable access from every dead end street would be expensive, the committee believes that more strategically located access points should be developed. However, improved beautification and maintenance of all dead ends, with or without parkway access, should be a part of our long-term plans. We need to interact with the neighborhoods adjacent to the dead end streets and encourage them to be an important part of the planning for these areas. By getting their help in developing these areas, we will automatically have some sort of local community effort and ownership in helping to keep them neat and attractive. This could provide the centerpiece of a community-volunteer force. We suggest that in the plan we should look closely at current access locations, and prioritize additional development from the available dead end streets.

Provide additional ADA access at several points along the River Parkway

This expands upon the previous mission by making sure that an appropriate portion of the additional access points are ADA accessible. While the goal would be to make all access ADA compliant, it is important to note that by law not all entrance locations need be fully ADA accessible as long as reasonable accommodations and/or alternatives are made to allow persons with disabilities the opportunity to use the walkway. Over time, we would expect that the number of fully accessible locations would steadily increase until all points were compliant. (See Addendum C: Access to the Pendleton River Parkway)

Extend River Parkway asphalt walkway both east and west

There has been talk of extending the existing River Parkway both east and west. An eastward expansion could eventually allow the walkway to be extended to the Mission area on the Umatilla Indian Reservation. This would impact the Riverside area, as well as private, public, trust and tribal lands along the Umatilla River east of the town boundaries. A westward extension could provide walking and non-motorized access to the expanding commercial shopping area around SW Court Ave. and SW 20th. In the far future, this could even extend as far as the McKennon Station/Reith area, if so desired.

Both of these projects have considerable pros and cons. A separate, non-motorized, all-weather path between the listed communities could be highly desirable both for commercial as well as recreational purposes. Discussion with the City's Economic Development Consultant indicates that amenities such as the Riverwalk are important factors influencing companies' decisions to locate. With the Tribes' emergence as a leading economic force and employer in this area, it is more than feasible that some folks might chose to bicycle to the CTUIR administrative building, the casino or Cayuse Business Park via

the eastward route. Both routes (east and west) would add diversity and interest for recreational walkers and bicyclists, and could be a draw for tourists. Pedestrians could have better walking access to present and future shopping opportunities. Better community health and lower use of automobiles could also be achieved.

On the other hand, both proposals would have major funding, engineering, political, and right-of-way issues that would have to be overcome before becoming realities. At this point, the committee feels lukewarm about these propositions because we are concerned that maintaining, improving and providing security for the existing walkway are already taxing the City budget. However, if there was a strong desire by either the CTUIR, the City, or a developer, and a reliable source of funds was procured to plan, construct, maintain, and patrol either or both of these expansions, we would support extension. The committee looked at highly successful river recreation paths in Boise and Moscow, Idaho and Reno, Nevada. All three projects received high marks for making their communities more livable, with the added benefit of attracting plenty of tourist use. Community livability is a factor in the economic development of a community – this adds more weight to expansion efforts as well.

Improve Access to the Umatilla River from the River Parkway for Recreation

Improve river access at far east end of walkway

Currently, there is a relatively shallow-grade dirt path that leads to a popular swimming/fishing hole at this location. This proposal would minimally improve (reduce slope directly next to levee; rock pathway) and provide signage to this location. This could also be a potential input site for kayakers with parking located at the end of SE Byers Ave. (Additional improvements could also include extending the lighting system to this part of the walkway and paving the parking area at the end of SE Byers Ave.)

Improve River Access from UPRR Shelter area

Currently, there is a relatively shallow-grade dirt path that leads to a popular swimming/fishing hole at this location. This proposal would minimally improve (reduce slope directly next to levee; rock pathway) and provide signage to this location. This could also be a potential input site for kayakers with parking located at the end of SE Alexander Ave. (Paving a short section of street, the parking area, and providing directional signage to this location would also benefit this resource.)

Establish river access at 8th Street Bridge

The land near the Eighth Street Bridge down by the river is gently sloping enough to provide access for fishing, boating, and wading. The river flows through that area in a straight path. During flood stage, it does not carve out new channels and thus structures should be stable. Access could be provided similar to the underpass at the SW Tenth Street Bridge, but with a ramp into the river for the use of people wanting to launch canoes and kayaks. If we could provide a gentle down slope for safe access of wheelchairs, we might be able to use this area for handicapped fishing or for special youth fishing

ponds. This would also allow for people to avoid crossing Eighth Street at the levee height level since they could take the low road in safety. Parking would be available on the street and, if permission were granted, at the Knights of Pythias Lodge.

Improve river access at Trail-Head Park

At the far west end of the walkway just before the old Highway 30 bridge, the city has created a small park area (Trail Head Park) with restrooms and seating. Directly adjacent to this on the north side of the levee, there is a small, grassy, natural flat area next to the river that could be minimally developed to include seasonal picnic tables and seating areas for small groups of people. This would create a more natural, park-like setting for family and group activities that would be relatively easy to access with no structural degradation of the levee system. Parking and restroom facilities are already in place at the cul-de-sac.

Establish and improve river access for floating

During the spring and early summer seasons, the Umatilla River provides opportunity for kayakers, drift boaters, and rafters looking for nearby areas to test and hone their skills. This proposal seeks to provide safer conditions and better control over put-in and take-out locations for these folks. This would include adequate off-street parking, primitive trails to the river's flood plain, and appropriate signage. There are several possibilities for these locations along the walkway. Some of the potential locations for these activity sites include the far east terminus of the walkway at the end of SE Byers Ave., the Union Pacific shelter location, the area near SE 8th Street bridge (if parking could be arranged with the Knights of Pythias Lodge), Stillman Park, Roy Raley Park, and Trail Head Park. Signage could include pathway directions and assumption of self liability statements. (Note: expansion of the walkway to the east would afford more put-ins and longer runs. Expansion to the west could open up longer runs and alternative take outs. For example, the ODFW office east of town on Mytinger Lane has a public put-in next to the fish acclimation ponds that can add roughly 1/2 mile of accessible water.)

Establish and improve river access for fishing including handicapped persons and children

There are at least two different aspects to this issue. The committee believes it is appropriate to look at ways to provide fishing opportunities to all community members, including folks who cannot climb over rocks or walk down the levee to the river's edge. The first part of this issue is partially addressed in the previous section on access from the walkway to the river. All of the areas mentioned are locations along the river that have natural deep water holes that hold fish at various times of the year. Additional work could be done on the primitive trails that would allow persons with limited mobility the chance to get down to these locations. Another way to accomplish this would be to construct "fishing piers" at locations along the river that would allow access above the level of the water. These structures are possible to create, but would require serious engineering and probably be difficult to construct so as to meet Corp of Engineer levee protection requirements.

The second part of this proposal would create an impoundment adjacent to, but separate from, the river using groundwater and/or supplemental City water that would be an accessible ADA and children's fishing pond. Successful implementation of this project would require major input and cooperation from ODFW, Water Resources, and Corp of Engineers as well as numerous other natural resources agencies. The committee supports this possibility if it is feasible. The idea would involve finding a suitable area to create a pond, excavate, and stock it with catchable sized trout so that disabled persons and children under a certain age would have a place to fish. If groundwater was insufficient to fill and maintain the pond, city water could be used to supplement the flow. Myriad issues would need to be considered including water rights, flooding, stocking, prevention of non-native species introduction, access, liability, etc.

High quality handicapped and youth/family fishing opportunities within the river corridor and walkway would prove valuable to local residents and visitors. Trout fishing is the most popular type of fishing in Oregon due to its relatively low cost to participate and high success rates. An estimated 84% of all fishing license holder's fish for trout at least once during the year. Fishing hosts an economic impact to Eastern Oregon at 87 million dollars annually. (ODFW, 2008) This includes travel generated and local recreational expenditures. It is a relatively easy species to keep young children entertained with little to no experience necessary. Fishing opportunities significantly declined in the late 1990's when the Umatilla River was no longer stocked with hatchery trout for recreational purposes. This was due to the negative impact to wild salmon and steelhead. These hatchery fish are still stocked in high mountain lakes and ponds – many miles from Pendleton. Salmon and steelhead fishing opportunities are available seasonally but the cost of this sport is high in comparison to trout, with moderate to high level of fishing experience necessary to be successful.

Due to threatened and endangered species that reside in the Umatilla River, it is suggested development of a pond near the river walkway, not in the river, would be the best route for success of this project. It is imperative to acknowledge water quality concerns such as temperature, oxygen levels, and algae growth during the planning phases. Several locations have been identified (see map) that have the potential to be hydrologically connected to the river. The land would need to be acquired, excavated and developed. The City of Pendleton Public Works department should be contacted regarding possible use of a municipal water right to provide water.

Funding is available to increase fishing opportunities within the State of Oregon. Suggested funding opportunities are ODFW Restoration and Enhancement Board, ODFW Salmon and Trout Enhancement Board, Pendleton Foundation, and the Wildhorse Foundation. The Umatilla Basin Watershed Council may be able to provide project management or technical expertise. Trout stocking schedules could be arranged with the Oregon Department of Fish and Wildlife upon development of pond.

Map locations –

Bedford Bridge – The north side of the river, upstream of the Bedford Bridge may host opportunity for a developed pond. This land is owned by the Pendleton Roundup Association and City of Pendleton. At

this location, a water right would need to be secured with annual operating costs expected. (See Addendum "E"-West Map)

Highway 11 – The north and south side of the Umatilla River, just downstream of Highway 11, has the potential for hydrologic connectivity. Both areas are privately owned and would need to be acquired. (See Addendum "F"-East Map)

Keystone RV – The area just west of Keystone RV is historic Umatilla River channel. Construction of Highway 84 permanently moved the Umatilla River to the south side of the highway. This area still has high hydrologic connectivity to the river. This land is zoned industrial, estimated value of \$10,000-20,000 an acre, and has the opportunity for development of a pond. (**Note:** This location is outside of the priority area of the River Parkway. It is suggested as an alternative location for future consideration.)

Respect habitat by restricting/avoiding development on the north side of the Umatilla River

There have been suggestions that the River Parkway be extended to the north side of the Umatilla River. The committee looked at the land on the north side of the river and found that much of it is in private ownership. The north side also provides some of the richest habitat for wildlife along the city-bound riverside. Although one of our goals is to increase the use of the walkway along the south side, we strongly suggest that preserving the habitat on the north side will keep the River Parkway well supplied with interesting wildlife for users to view. We believe conservation and restoration to be the highest and best use of this area. Improving vistas and wildlife habitat by working with landowners on the north side of the river is an important part of the long-term plan for the Pendleton River Parkway. (See the projects section of this report, and see Addendum "D"-Public/Private Ownership Map)

PROJECTS TO IMPROVE VISUAL AESTHETICS ALONG RIVER PARKWAY

Vegetation or Decorative Fences

A number of properties that abut the River Parkway are aesthetically unappealing because of deteriorating structures, garbage-strewn spaces, and general upkeep/clutter. The overall goal is to get voluntary cooperation in cleaning up, maintaining, and otherwise improving the visual appeal. In some cases, other solutions involving visual screening may be more appropriate. The properties that have either tall vegetation (e.g. Oregon grape and taller shrubs) or chain link fencing with slats give privacy to the dwellings and a more appealing experience for those using the River Parkway. For those properties with elevations lower than the River Parkway tight planting of fast-growing shrubs, poplars or taller trees could ensure privacy and screening for the property occupants and River Parkway user. This is likely to create a need for assistance to landowners concerning location of property lines and fences, consultation on appropriate vegetation types, plant location, and even, in some cases, purchase of plantings. Both the Corp of Engineers and FEMA would need to be involved if the screening could impact the levee or access to the levee.

Trash and Smoking Receptacles

Serious thought should be given to increased numbers and better placement of durable, aesthetically pleasing trash and smoking receptacles. More trash containers located at logical places (i.e. seating areas, access points, etc.) could help encourage higher use. Better designed and appropriately wind-aligned light pole mounted containers that hold the disposable plastic liners in place would also encourage better use. Smoking receptacles at benches and other high use areas could reduce the number of cigarette butts littering the entire length of the walkway.

The committee has also heard numerous comments about the abundance of pet waste along portions of the walkway. Solutions to this issue include increased police patrols, higher level of personal responsibility by pet owners, and additional waste bag dispensers at key locations along the walkway.

Partnership Opportunities for Landscape Improvement

The committee believes there are numerous opportunities to promote partnership opportunities with adjacent landowners, both commercial and private, to enhance the landscaping along the walkway. Not only would this perk up the character of the walkway, it would improve the appearance and value of the private property. Public recognition in the media, contests, and posted on-site community award notices could help provide incentive to improve and maintain those properties.

One area in need of landscaping extends from the Round-Up grounds' Indian Village west to the Bedford Bridge, behind the horse corrals and Fallen Field. Currently, the area is an unappealing mix of excess dirt, weeds, and broken fence. It is reasonable to think that a partnership between the City and the Round-Up/Happy Canyon Associations could evolve that would include weed control and planting trees along the north side of the Round-Up property that would provide a vegetation screen, more shade and an improved visual experience.

Another beautification effort is recommended along the north/south route from Pendleton High School, across the Bedford Bridge, and along Fallen Field sidewalk to the Pendleton Convention Center. This would include better lighting for pedestrians attending evening events, and aesthetically more pleasing views along SW 18th Street that could be accomplished with trees and regular removal of wind-blown garbage. Encouraging people to park on the north side of the river and walk across Bedford Bridge to events at the Convention Center could also help relieve traffic congestion along Westgate.

A third area ripe for further improvement is at the kiosk behind the Round-Up ground Indian Village. The area in question consists of a slatted-roofed seating structure and large rocks around the structure that can be used for seating. There are nice trees in the vicinity and a few shrubs. We propose that the area be more fully landscaped with trees and that more large flat rocks be located for a seating area overlooking the water.

Other possibilities include partnerships between some local group and the businesses which abut the Parkway. Currently some businesses take excellent care of their property next to the walkway and some do not. It would take a special effort by some local group such as the Umatilla Basin Watershed Council

to work with local businesses that abut the Parkway to make each property an asset to the facility rather than a liability. Special funding could be obtained to assist businesses in making plantings or fencing that will shield the view between them and the walkway.

Finally, previous efforts to develop formalized systems for periodic cleanups of the Parkway need to be revitalized and developed into a more nearly year-round effort. The Umatilla Basin Watershed Council has been given the use of the name, "Stewards of the Umatilla River Environment (S.U.R.E.)" and its logo. This council has continued the May annual cleanups in collaboration with the US Bank which provides a free BBQ for the event. Local organizations such as Rotary, Umatilla County Juvenile Services, Veterans of Foreign Wars, Arts Council of Pendleton, Pendleton Bird Club, Round-Up and Happy Canyon have cleaned the Parkway in large sections. These types of organizations could be asked to clean their section an additional three times a year on their own; possibly in August, November, and February. It would be helpful if Parks and Recreation Department could identify the sections cleaned by these organizations by plaques on either end of their sections.

Similar programs could be created to include community patrols to help keep an eye on the area (with appropriate training and communication), institute anti-littering campaigns, and provide informational hosts for out of town visitors during special events in town.

Art Installations & Murals

The City has an arts commission that is charged with various duties including funding and placement of art in the community. As such, it is more appropriate that specific recommendations for art work along the River Parkway come from that group. However, the committee believes that art is an important part of the River Parkway experience, and strongly encourages the Arts Commission and the community to continue to support additional installations along the walkway.

Works of art such as statuary, interactive installations, and murals add to the aesthetic of the River Parkway and give voice to the area's history and wildlife. Potential locations for sculptures and other artwork that the committee has identified are: the north and south ends of the Bedford Bridge, Roy Raley Park and the Little League Park/UPRR overlook area.

As with other aspects of the walkway, repair and maintenance of existing amenities are of great importance to the committee. Repairing the existing wildlife mural at Byers Avenue and SW 1st Street and continuing to address vandalism at the historic mural on the Horizon Project building are also of importance to this committee. These recommendations are being forwarded to the City's art commission for consideration. (See Addendum "G": Letter to Pendleton Arts Commission)

Night time decorative lighting along the River Parkway

The committee has heard numerous positive comments about the year-round lighting on the trees at Riverfront Plaza. It adds a touch of glamour to the location, attracts positive attention to the area, and

(we think) has been a factor is decreasing vandalism. We would suggest that additional lighting opportunities be pursued.

Security Lighting

The Committee heard several comments about security and safety concerns along the walkway, particularly at night. While the perception may not actually mirror the situation, we believe that a well lighted River Parkway is an important component to support use of the walkway by all demographics of the community.

Current security lighting along the River Parkway needs maintenance and thought should be given to future improvement. Exposed electrical conduits, inadequately designed and constructed foundations that allow the poles to fall over, poles and fixture bases that need extensive cleaning and repainting, and inefficient, non-directional lighting are just some of the concerns. The committee would like to see City staff aggressively pursue possibilities for grants or other energy efficiency assistance to help improve lighting standards along the walkway. As a minimum, **all** current light posts should be evaluated for structural stability and repairs made as necessary, exposed conduits should be covered, and bulb types should be evaluated for energy efficiency. Thought should also be given to future conversion to styles of poles and fixtures that provide more directed illumination of the walkway, less maintenance, and greater reliability.

LARGE SCALE PROJECTS

The following projects are offered as major improvements that could greatly enhance the appeal of the Riverwalk. It is important to note, however, that the Committee strongly believes that these projects should only be undertaken once the previously discussed access and visual aesthetic projects have been addressed, and the existing Riverwalk facility is repaired and maintained at a stable level.

UNION PACIFIC RAILROAD OVERLOOK

Landscape city-owned triangle just west of the Union Pacific shelter

There is a small plot of city owned property along the walkway just to the west of the Union Pacific shelter. Currently, this property is unkempt and overgrown with weeds. It is also just adjacent to a piece of privately owned property. There is a bench close to this property that provides a resting site as well as a place to view the river and wildlife. This area could be minimally landscaped and maintained using rocks and xeric (low water) landscaping principles. Not only would this improve the appearance of the area, it could encourage private property owners to: (a) take pride in and better maintain their own properties; (b) reduce the city- owned weedy areas along the walkway; and (c) see what can be accomplished without major investment in irrigation systems. This location might also have potential as an area for future art installation. This project could be combined with a project providing improved access to the river for recreational purposes.

Union Pacific shelter restrooms

Members of the committee have heard comments about the lack of restroom facilities along the east portion of the River Parkway. In some cases, this strongly discourages certain citizens from accessing this area. This proposal would add permanent-type restroom facilities to the area near the Union Pacific shelter. This could be combined with the landscaping and bench projects in the same area to create a fully integrated facility. Parking is already in place, although paving the parking area and the short access road would be a great improvement. This area also overlooks the Little League baseball field, and is used extensively during the season by game observers.

The shelter was built using a grant from Union Pacific Railroad, in part to commemorate the bridge that crossed the Umatilla River at this location. Few people other than long time residents know the history of the bridge or the spur line that connected Pendleton to the towns north of here, and fail to recognize the significance of the shelter. Perhaps there is another opportunity to work with UPRR to seek funds to help provide these restrooms as well as possibly create some kind of interactive historical kiosk outlining that portion of the Union Pacific system.

Plant trees on parking lot border

In an effort to improve the aesthetics of this area planting a row of trees bordering the UPRR area parking lot would add definition and shade to the area and would add to its overall appearance and importance.

LITTLE LEAGUE BALL FIELD EAST BANK

Erosion Control/Terracing Seating at Little League Ball Fields

The asphalt walkway edge is cracking, crumbling, and eroding in numerous places, particularly in the area adjacent to the Little League ball fields at the east end of the River Parkway. There are several reasons for this including the extreme angle of repose of the levee sides, the type of material that makes up the bulk of the levee structure (round river gravel and silt), pedestrian traffic climbing up the steep bank (at game sites as well as at various dead-end street access points), maintenance vehicles driving on or over the poorly supported asphalt edge, and others. This proposal would seek to help stabilize and preserve the asphalt walkway by creating a structural "edge" of concrete or other material along the perimeter. In addition, this could include using concrete "eco-blocks" or decorative blocks to create a terraced structure facing the Little League ball field. This would accomplish several actions. First, it would protect the edge of the asphalt. Second, it would help stabilize the levee banks. Third, it would cover and protect the currently exposed lighting electrical conduit. Fourth, it would create natural seating areas for game observers who currently set up lawn chairs on the asphalt walkway. Fifth, well designed, it could improve the appearance of the bare rock slope and discourage children from scrambling up and down the slope. Other benefits might include locations for sports related art work and easier/better access for weed control.

BEDFORD BRIDGE 'GATEWAY' BEAUTIFICATION

Make the Bedford Bridge access a "Gateway". The present entrances to the Bedford Bridge are plain dirt and unadorned. There is a nice heading on the signs over the bridge entrance, but no further fanfare. Because Round-Up, Happy Canyon, and Convention Center events rely on N.W. Carden Street parking, beautifying the Bedford Bridge entrances would provide an opportunity to highlight the Pendleton River Parkway by providing beautiful landscaped and a well-lit entry and exit.

For those exiting the Bedford Bridge and walking down SW 18th Street toward the Convention Center, additional lighting along Fallen Field would enhance their feeling of safety and security. It is a route that attracts blowing leaves and debris piles up against the fence – not an attractive welcome for visitors.

This project could be designed by the Pendleton Art Committee to fit their other gateway projects and is in the long-term plan as a priority item. Other ideas include involving the high school student body and the Round-Up/Happy Canyon Associations to help design and create, raise money for the improvements and take responsibility for some on-going maintenance of the area.

HABITAT RESTORATION ON NORTH SIDE OF UMATILLA RIVER

One of the uses of the River Parkway is to allow citizens easy access to a place where they can view wildlife. Recent work has documented 121 species of birds that have been identified on the river in town and at least eight easy-to-see mammals that use this space. The richness that these animals bring to a stroll along the river contributes to the popularity of this facility. Recent Corps of Engineers demands that levee sides be cleared of brush and debris in order to improve maintenance has degraded some of the south-side habitat for wildlife. This change has caused some deterioration in wildlife cover, food, and shelter on the levee side of the river. However, the north side of the river has plenty of areas where the riparian vegetation can be improved. This land is owned by private persons and the City of Pendleton. This project can be accomplished by partnerships between the landowners and such organizations as the Umatilla Basin Watershed Council. Generally grant monies are available for projects of this type and making use of these resources can improve the cover, food and nesting sites for local birds and small mammals. (See Addendum "D"- Public/Private Ownership Map)

EXTEND RIVER PARKWAY EAST & WEST

The possibility of extending the Pendleton River Parkway asphalt surface from Mission to Reith for the benefit of bicyclists, runners, walkers, and even horse-back riders is exciting! While the committee's first funding priority is maintenance and improvement of the existing walkway, the opportunity to expand recreation offerings is compelling and the economic benefits should not be overlooked. Long-term funding is the major issue standing in the way of dreaming big and making this 10 mile extension (in total) a reality. It should be noted that this proposal has strong support from the Tribe and local citizenry.

INSTALL RESTROOMS AT RIVERFRONT PARK

Riverfront Park is the new gem along SW Court Street. The original plan called for restrooms, but funding was inadequate to build them. The nearest public restrooms are located at Brownfield Park (east of Main Street) and at Roy Raley Park (west of NW 10th Street). Restrooms at this location would be convenient and appreciated by those (locals and tourists) who travel along SW Court Street or use the River Parkway.

SW COURT/UMATILLA RIVER PARKWAY ENHANCEMENT PROJECT (2008) & CITY OF PENDLETON RIVER QUARTER ENHANCEMENT PLAN (2011)

Both of these documents address Pendleton River Pathway issues, wants and desires – all of which could enhance livability, economic viability and aesthetic appeal along the Umatilla River. Please review these documents as you make plans for the Pendleton River Pathway's future.

Finally, once again it should be noted that the committee strongly believes that the current maintenance, security, and cleanliness issues mentioned earlier in this report need action in the near future so as to preserve the improvements that are currently in place. These concerns must be addressed and resolved prior to beginning any new large scale improvements. Any future projects must include planning and budgeting for regular maintenance and repair.

October 1, 2012

Mr. Robb Corbett, City Manager/PDC Executive Director
City of Pendleton
500 SW Dorion Avenue
Pendleton, OR 97801

RE: Pendleton River Parkway Master Plan

Dear Mr. Corbett,

The River Quarter Committee (RQC) has been charged by its parent organization, the Pendleton Development Commission (PDC), to develop a master plan for the Pendleton River Parkway (a.k.a. the river walkway). In preparation for the task, committee members walked the length of the Pendleton River Parkway to assess its current condition and to look for potential projects to improve the safety, security, aesthetics, interest, and usefulness of the walkway. City staff from Public Works and Parks participated in some of our discussions, and accompanied us on some of these walks.

During the course of our walks (and our discussions with staff) we noted some maintenance and landscaping issues, some departmental coordination and management concerns, some locations where we think art work might be appropriate, and some areas where we will recommend capital projects in the master plan document. Since the master plan primarily addresses future vision and capital projects, we thought it more appropriate to bring other issues to your attention via this letter.

Overall, we found the parkway to be well used, generally safe and inviting, and a great asset for Pendleton. It is a facility well worth preserving and enhancing to make it more inviting to our citizens, to encourage families to use it for recreation, and to create an attraction for visitors and tourists.

Citizen Ownership:

One important facet is a need for more community involvement with the walkway. Citizen "ownership" would go a long way toward keeping the parkway looking kempt and inviting. This includes citizens removing noxious weeds such as puncture vine, Scotch thistle, and yellow star thistle, cleaning up and maintaining personal properties that abut the south side of the levee, and possibly building informal community coalitions of neighbors, businesses and volunteers who organize to keep properties that abut the walkway in a condition that is not a public eyesore. At present, the Umatilla Basin Watershed Council does one spring cleanup of the river and the parkway each May. This activity was inherited from the now defunct Stewards of the Umatilla River Environment. Individual citizens still do a lot of trash pickup, but organized activities like these need to be encouraged and increased. We can foresee leveraging community coalition efforts to obtain grant resources to help owners enhance their properties. We also recognize the need for professional advice to help identify plantings that might work best to beautify properties. Working with owners and renters, we might be able to bring volunteers from community organizations out for "fix-up afternoons" where minor tree and shrub trimming, mowing of weeds, and gardening could be accomplished. Beautification projects will need the City's help with code enforcement in a few recalcitrant cases where public health and safety are involved.

Department & Agency Coordination:

During the course of our work, we have seen a need for better coordination amongst the various city departments who deal with the walkway. Historically, the levee was a U.S. Army Corps of Engineers project which required that the City maintain the levee in such a way as to allow inspection of all parts of the structure, to keep large woody plants off of the levee proper, and to work with the Corps to maintain the integrity of the levee. Local citizens began a "grass roots" effort to pave and convert the graveled levee top to a walkway. Eventually, the Pendleton River Parkway involved Pendleton public works, parks, facilities, and security (police and fire) as well as at least two federal agencies (Corps of Engineers and FEMA). Other state, tribal, and local agencies also have strong interests in the river corridor. It seems that duties and responsibilities of the various City departments were "loosely" assigned, and there has never been a clear, well defined, and coordinated plan for the departments to operate by. We heard several examples of department "X" not having any idea what department "Y" was doing along the river corridor, or even what role they played in the parkway. We think that a coordinated and jointly communicated effort with all City departments involved in the River Parkway would greatly benefit the maintenance and operation of this facility as well as eliminate duplicated efforts and improve staff ownership of the property. (We would also suggest that the concerns of the other stakeholders be considered in this effort.)

Security:

Concerns about security, particularly in the evening, are something we have heard numerous times. Although bikes and a cart were purchased for police patrols, these are rarely seen on the parkway. The river walkway is a central conduit for people to walk to various locations in the City, run, ride bikes, and walk dogs. It is currently one of the most used "parks" in the city, with people using it in all seasons of the year and at all times of day and night. It is unfortunately also a haven for a rougher element of the community. Even if actual security related incidents are few and far between, perception can be more difficult to change than the reality. Citizens might feel more comfortable using the walkway if a security presence was visible on a regular basis.

Maintenance:

Finally, we have attached a list of specific maintenance issues we observed in our inspection. Most of these are self-explanatory, but we would like to discuss one of the most important. The integrity of the asphalt layer presents several problems including both edge breakdown and damage from expanding tree roots. Basically, someone with an engineering background needs to look at ways to stabilize the sides of the walkway that are sloughing off-- a concrete side bar, a thicker layer, or some other solution that will help keep our asphalt investment intact. Some of the damage comes from city vehicles using the walkway for maintenance access, and some, especially at the Little League Park, comes from game observers climbing up and down the gravel incline. Plantings of shallow-rooted trees (i.e. spruce trees) close to the asphalt edge have cracked the pathway (particularly behind the Round-Up stadium) as the trees and roots continue to grow. Not only does this destroy the integrity of the asphalt, it creates a tripping hazard for pedestrians. In the future, horticultural inputs would help select plants and trees that are not as likely to cause trouble. (Note: this does not mean that we support mass removal of existing trees. Each must be evaluated on an individual basis.)

We look forward to working with you, the PDC, and your various departments as we jointly craft, vet, and implement a Pendleton River Parkway master plan.

Sincerely,

David King, Chair
River Quarter Committee

CC: Phillip Houk
Keith May
Dave Byrd
Bob Patterson
Stuart Roberts
Gary Woodson



CITY OF PENDLETON

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500 S.W. Dorion Avenue
Pendleton, Oregon 97801-2090
Telephone (541) 966-0201
FAX (541) 966-0231
TDD Phone (541) 966-0230
www.pendleton.or.us

November 20, 2012

River Quarter Committee

Dear Committee Members,

Thank you for your service to the community and thank you also for your letter of October 1, 2012. The letter was informative and I now have a much better understanding of some of the issues and challenges we face with the River Parkway.

I concur with the points made regarding citizen ownership, inter-city cooperation, security and maintenance. I understand that Parks and Public Works staff have met to address better delineation of parkway responsibilities and maintenance. Certainly we have infrastructure issues on the parkway as we have all over town-hopefully some of these issues, especially the erosion of the asphalt, can be addressed in the near future as resources are more available.

I know I speak for the PDC as well as for myself when I say we look forward to the River Parkway Master Plan and we also thank you for the effort in this considerable endeavor.

If I can be of assistance to the committee, please don't hesitate to contact me.

Sincerely,

Robb Corbett
City Manager

RC:la
C: Keith May, PDC Chair

. . . . Home of the World Famous Pendleton Round-Up



ACCESS TO THE PENDLETON RIVER PARKWAY

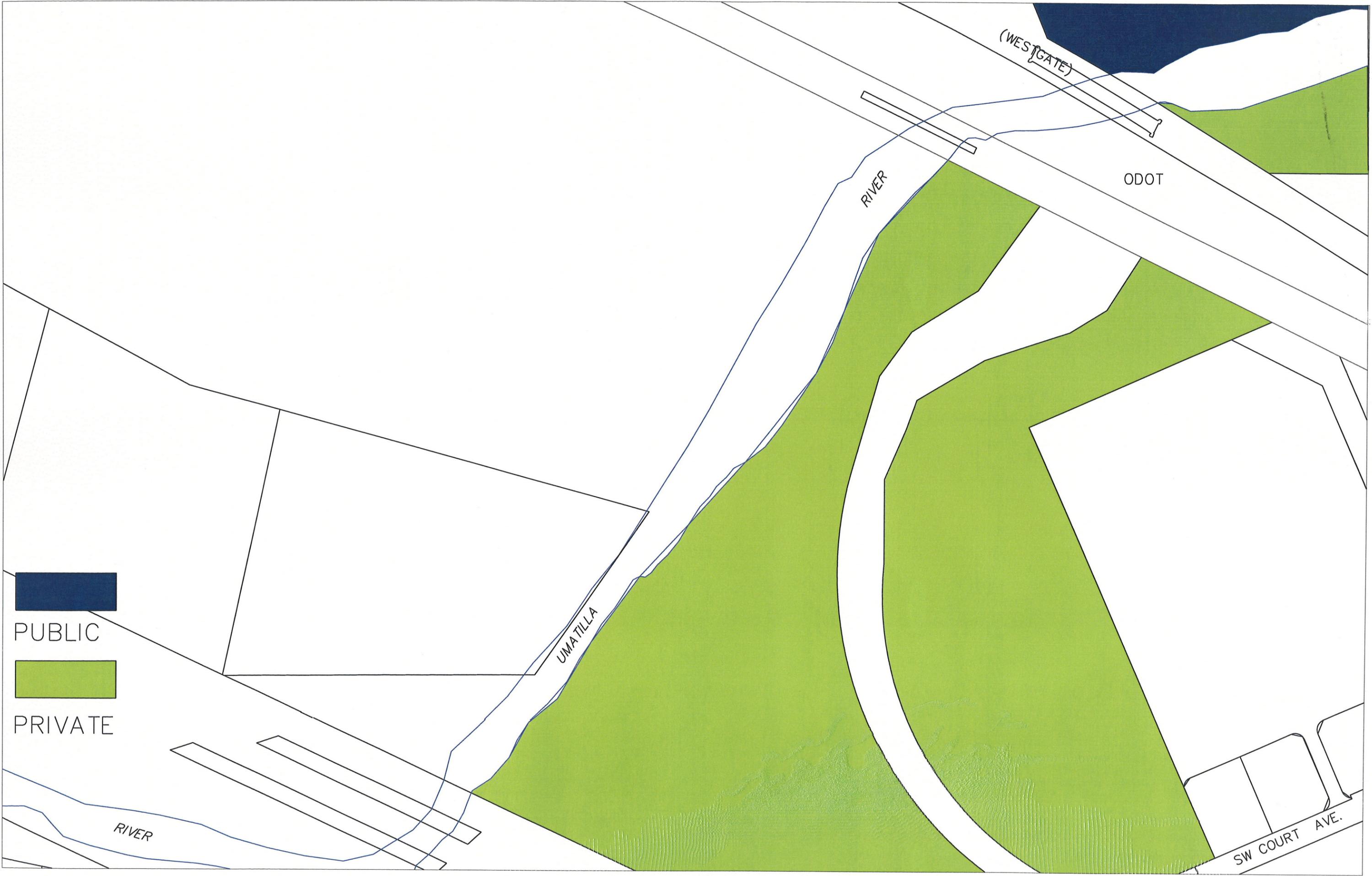
*denotes ADA access to Parkway

Traveling on the Pendleton River Parkway from west to east...

1. ***Trailhead Park (at old Highway 30 Bridge):** There is a paved parking area with ADA parking and concrete sidewalk toward the walkway, ADA toilet and drinking fountain.
2. **SW 18th Street ramp (south entry to Bedford Bridge):** The ramp is steep, but provides access to the Bedford Bridge and the Parkway for mobile persons and possibly for a strong wheel chair person.
3. ***NW Carden Avenue (north entry to the Bedford Bridge):** This entryway is ADA accessible from the street and from the south sidewalk which abuts the bridge entry.
4. ***Roy Raley Park (SW 10th Street):** There is one ADA parking place in this park and paved access to the ADA toilet, drinking fountain and parkway. Eastward the walkway that goes under the 10th Street Bridge is long but probably passable with a wheel chair.
5. ***Riverfront Plaza (SW 4th Street and Court Avenue):** The gentle slope from street parking up to the Parkway is ADA accessible.
6. ***SW 1st Street ramp:** This gentle ramp goes from the sidewalk at the corner of SW 1st and Byers Ave. up to the Parkway heading west.
7. ***Brownfield Park at Main and SE Byers Avenue:** This park, accessible from either direction by sidewalk, leads directly onto the Parkway and has a standard toilet.
8. **Stillman Park (SE 4th Street):** The vehicle ramp in this park is not ADA accessible. However, the S.E. 5th Street ramp is available through a graveled passageway between the Park and S.E. 5th Street. The park provides ADA drinking fountain and ADA toilets.
9. ***SE 5th Street:** This ADA accessible ramp can be reached from Stillman Park over a graveled area or via the street from a parked car on SE 5th.
10. *** SE 8th Street Bridge:** The Parkway is accessible going in both directions from the street surface. There is no sidewalk connection to the walkway from either side of SE Eighth St. Thus there is access to continue along the parkway for a wheel chair, but access from the street involves several yards of travel on the street surface.
11. **SE 15th Street ramp:** This steep, gravel vehicle access ramp allows mobile people access to the Parkway and might be short enough to permit access to someone in a wheel chair if they could navigate the gravel road.
12. ***UPRR Pavilion Parking Lot:** This parking lot provides level access to the Parkway in many weather conditions, but the gravel surface might prohibit wheel chair access when very wet or when others have gouged out ruts in the surface by careless driving. Paving this parking lot would improve ADA accessibility. Providing a separate paved parking place for ADA access would be a cheaper solution. One possible location for an ADA parking place would be adjacent to the triangle of city-owned land that might be landscaped in the next few years.
13. **Little League ramp:** This vehicle access is available to mobile persons. **?persons in wheel chairs?**

* ADA accessible/Spring 2013

Public/Private Ownership Map



PUBLIC



PRIVATE

(WESTGATE)

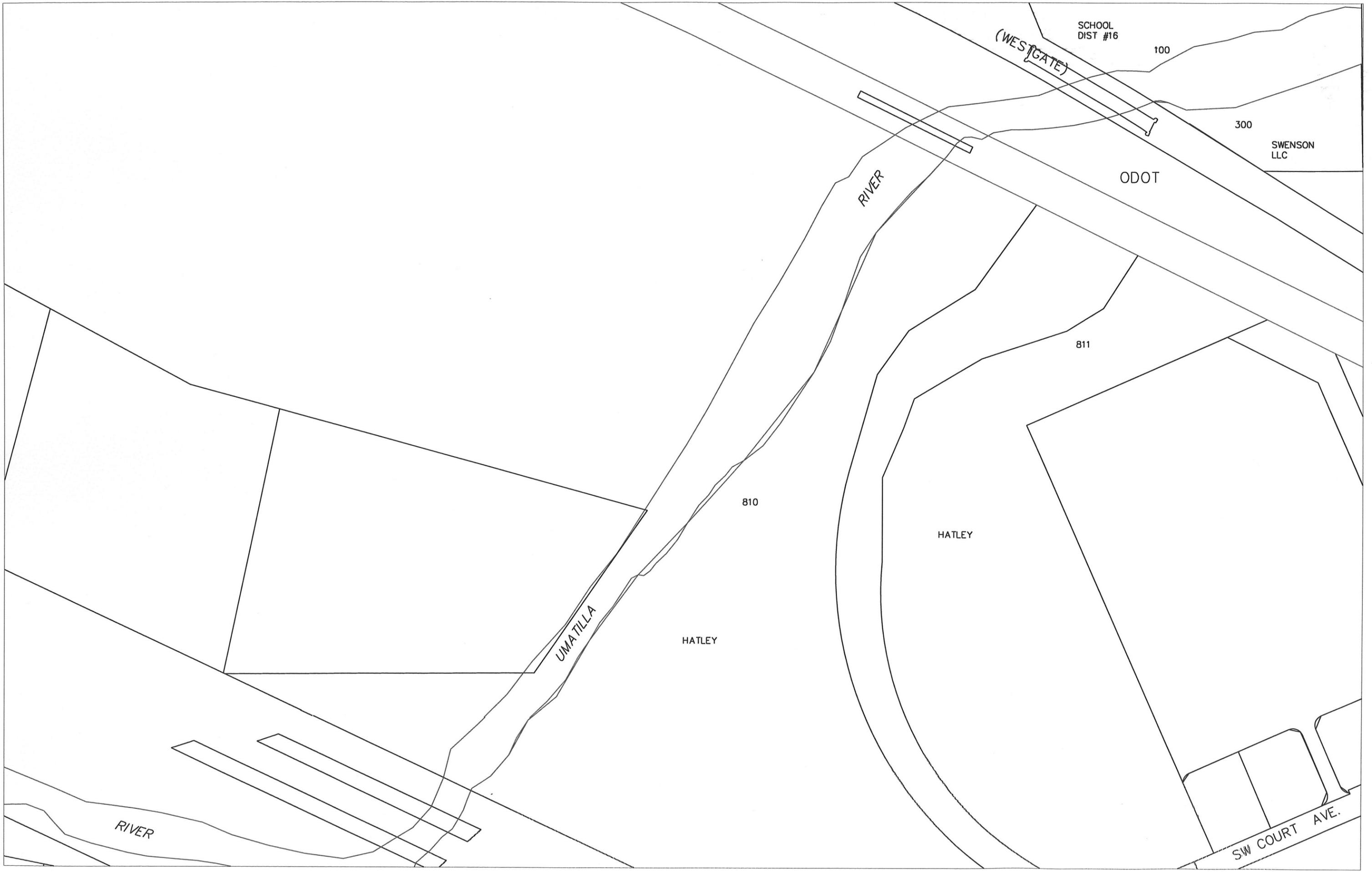
RIVER

ODOT

UMATILLA

RIVER

SW COURT AVE.





2N3210BB

CARDEN

NW 14

NW 13T

S

AVENUE

NW

2N3210BA

12TH

11TH

10TH

NW

UMATILLA

NW

NW

NW

NW AURA AVE.

RIVER

STREET

SW BYERS AVENUE

18TH

2N3210BC

HAPPY CANYON
120 SW 18TH ST

SW



PUBLIC



PRIVATE

WESTGATE

SW

AVENUE

2N3210BD

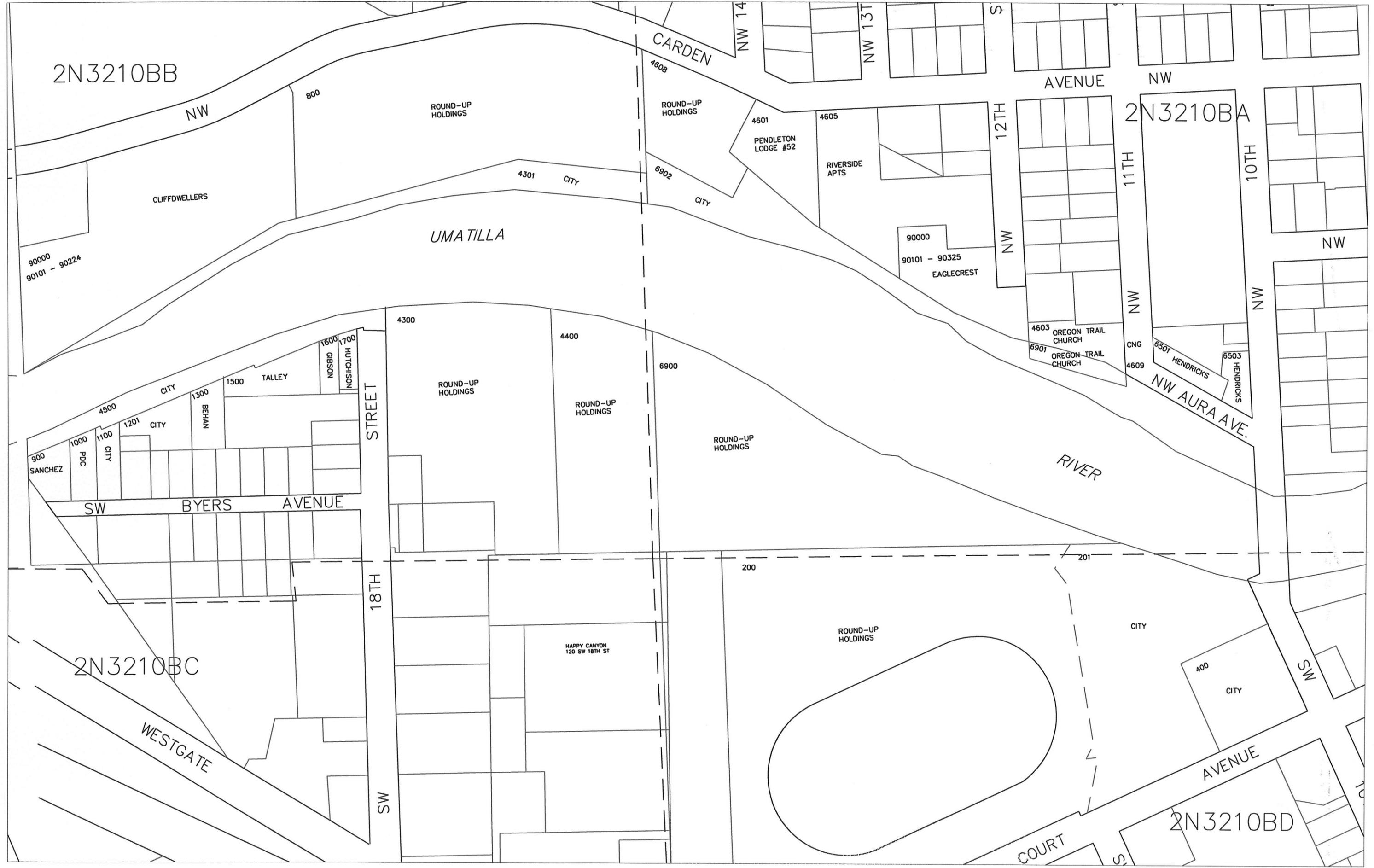
COURT

2N3210BB

2N3210BA

2N3210BC

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NW

800

ROUND-UP HOLDINGS

CARDEN AVENUE

4608

ROUND-UP HOLDINGS

PENDLETON LODGE #52

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RIVERSIDE APTS

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11TH

10TH

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90101 - 90224

CLIFFDWELLERS

4301 CITY

6902

CITY

UMATILLA

90000

90101 - 90325

EAGLECREST

NW

NW

NW

4603 OREGON TRAIL CHURCH
6901 OREGON TRAIL CHURCH

CNG

6501 HENDRICKS

6503 HENDRICKS

NW AURA AVE.

4300

ROUND-UP HOLDINGS

4400

ROUND-UP HOLDINGS

6900

ROUND-UP HOLDINGS

RIVER

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SANCHEZ

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PDC

1100
CITY

1201
CITY

1300
BEHAN

1500

TALLEY

1600
GIBSON

1700
HUTCHISON

STREET

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BYERS AVENUE

AVENUE

18TH

SW

200

ROUND-UP HOLDINGS

201

CITY

HAPPY CANYON
120 SW 18TH ST

400

CITY

SW

AVENUE

WESTGATE

COURT

2N3210BD





CARDEN

AVENUE

BAILEY

SW BYERS AVE

SOUTH

RIVER

AVENUE

NW

BAILEY

2N3210AB

PEND DEV COMM

MARTIN

AVENUE

2N3210AA

UMATILLA

PENDLETON DEVELOPMENT COMMISSION

RIVERFRONT PARK CITY

AVENUE

COURT

2N3210AC

DORION

AVENUE



CARDEN

AVENUE

BAILEY

SW BYERS AVE

SOUTH

RIVER

AVENUE

NW

BAILEY

2N3210AB

PEND DEV COMM

MARTIN

AVENUE

2N3210AA

UMATILLA

PENDLETON DEVELOPMENT COMMISSION

RIVERFRONT PARK CITY

AVENUE

COURT

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DORION

AVENUE



CARDEN

AVENUE

BAILEY

SW BYERS AVE

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RIVER

AVENUE

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PEND DEV COMM

MARTIN

AVENUE

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UMATILLA

PENDLETON DEVELOPMENT COMMISSION

RIVERFRONT PARK CITY

AVENUE

COURT

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DORION

AVENUE



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BYERS AVE



PUBLIC



PRIVATE



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CITY

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BYERS AVE



2N3202CC

NE ELLIS PL.

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704
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IRON HORSE INVESTMENTS

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IRON HORSE INVESTMENTS

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IRON HORSE INVESTMENTS

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UMATILLA

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ENBYSK

1900
KISHPAUGH
1500
KISHPAUGH
1400
WILSON
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DABULSKIS
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5100
ALKIO
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C & S RENTAL
4700
GOODNOW
4600
BROKER
4100
DAMON
LODGE

4600
EAST OREGONIAN
4100
EAST OREGONIAN
3700
BPOE #288
PENDLETON
LODGE
3600
CITY
4000
BPOE #288
PENDLETON
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12TH ST

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ALEXANDER AVE

SE 13TH ST

BYERS

15TH

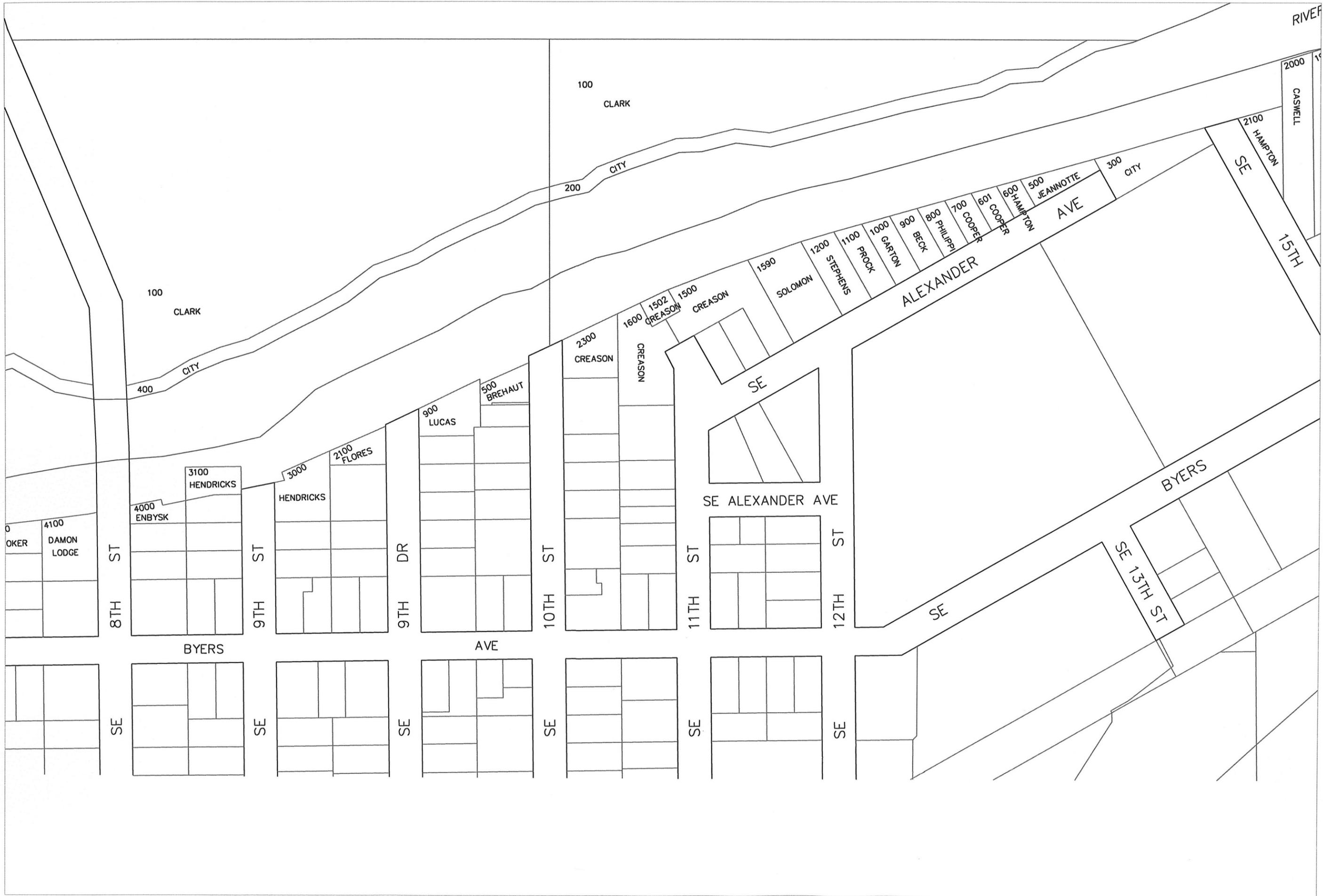
RIVER

UMATILLA

RIVER

PUBLIC

PRIVATE





RIVER

WILDHORSE

CREEK

UMATILLA

RIVER

SE

15TH

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15TH DR

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ALEXANDER

SE 16TH ST

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18TH ST

PLACE

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SE 20TH

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PRIVATE

6TH ST

17TH

18TH ST

SE

BYERS

19TH

PL SE BYERS

19TH DRIVE



RIVER

WILDHORSE

UMATILLA

2000

1900

1800

1700

1602

1402

1400

1100

1001

900

800

500

190

100

11200

11100

10800

300

2100

CASWELL

CHASE

SULLIVAN

HEDDLE

DAVIS

NELSON

DIGGINS

UMBARGER

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O'MALLEY

18TH ST

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PLACE

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BYERS

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BYERS

AVE

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ST

DRIVE

SE 20TH LN

2101

KELLEY

West Fishing Pond Map

Potential Fishing Pond Development - Pendleton River Quarter Committee



Legend

- Light Gray Canvas Reference
- Counties (Census 2010)

Notes

West Side of Pendleton -



WGS_1984_Web_Mercator_Auxiliary_Sphere
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THIS MAP IS NOT TO BE USED FOR NAVIGATION

East Fishing Pond Map

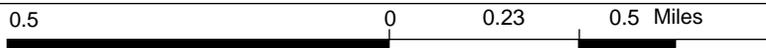
Potential Fishing Pond Development - Pendleton River Quarter Committee



Legend

- Light Gray Canvas Reference
- Counties (Census 2010)

1: 14,710



WGS_1984_Web_Mercator_Auxiliary_Sphere
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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

East side of Pendleton - West of Highway 11 and Umatilla River

Date: January 18, 2013

To: Mayor Phillip Houk
Chair, Pendleton Arts Commission

From: David King
Chair, River Quarter Committee

Subject: Art and the Riverwalk

The River Quarter Committee (RQC) is in the process of developing a report regarding long-term planning for the Pendleton River Parkway and other aspects of the river-city interface. Artwork is a significant part of our vision, and we have identified several locations along the Riverwalk where we believe art installations would greatly enhance the experience. Since the Arts Commission was created to provide an organized approach to acquiring and placing artworks on City property, we believe it is in the best interests of the community to not confuse the issue by having two committees/commissions duplicating efforts. We thought it better to provide you with this letter outlining a list of those ideas along with a short explanation of our vision, and let the Commission coordinate the funding, selection, and placement of art along the Riverwalk. The River Quarter Committee would be available to answer questions, make suggestions, and assist as needed.

These are some of our thoughts;

Little League Ballpark-Union Pacific RR area: The upper end of the parkway is the newest and least developed portion of the Riverwalk. The RQC will recommend substantial additions to this section including potential for artwork. This is an area that has traditionally been used for young baseball and softball players, and sees high use in the spring and early summer months. A statue(s) or similar installation depicting young ball players could celebrate the importance of this area and of youth activities to the community in general. For added support, this project could perhaps be done in conjunction with the Little League Association.

In addition, we believe there is a lot of potential to further develop the area adjacent to the Union Pacific shelter with improved parking, restrooms, historical signboards/kiosks, and possibly railroad related art. The railroad played a significant role in the development of Pendleton and northeastern Oregon. As our population ages, the number of citizens who even remember the two bridges that spanned the Umatilla River at this location is quickly diminishing. This could be a great place to inform and educate a new generation. Both UPRR and Burlington Northern could provide information and support to this concept.

Lastly, since the upper end of the parkway has the greatest diversity of wildlife to be found along the entire walkway, wildlife related installations would be appropriate at several locations in this stretch.

Mural at SW Byers Ave. and SW 1st St. : This mural is now at least ten years old and still has good color except for paint scaling near the bottom of the work. We suggest that it be evaluated by the Pendleton Arts Center Staff for the possibility of repair. If it is not repairable, then the surface could be prepared and a new mural created to replace it. Since it was created, this mural has developed quite a following

in the community. If it is replaced rather than repaired, then the indigenous wildlife theme should be given serious consideration.

Horizon Project building rear: This mural needs competent repair of the painted images and improved maintenance. Consideration should be given to means to prevent future defacing and graffiti.

Roy Raley Park area: Since the large statuary at the entrance to the Round-Up grounds is of a cowboy, we believe that strong consideration should be given to placing some artwork reflecting the Native American aspects of this uniquely Pendleton event. Locations to be considered include the park itself, as well as the Riverwalk near the Teepee Village. One theme that we have heard suggested would be statuary or some other installation depicting the dancing events. Obviously, the Tribes could provide a great deal of help with suggestions and placement of appropriate work.

Bedford Bridge: Presently, the west end of the walkway begins at or near the old Highway 30 bridge. Many people, however, access it via the Bedford Pedestrian Bridge from Carden Ave. This access is less than an inspirational introduction to the Parkway. Other than the welded steel archways on either side of the bridge, there is little enhancement to those areas. The committee feels that both sides have a lot of potential for improvement and beautification. Artwork could be a significant part of both ends. On the southern terminus where SE 18th ramps up to the Riverwalk, any topic could be appropriate, but since it adjoins land owned by the Round-Up Association and/or Happy Canyon Association, one might consider a topic relevant to those events. Amy Beford was an early and strong advocate for the Riverwalk. Perhaps a statue of her (or some other significant local figure) would be appropriate. On the northern side, since it is near the high school and used by many of its students, something relating to that institution could call attention to the Buckaroos. This could even provide a great opportunity for the student body to be fully involved in designing, raising funds, creating, installing, and even maintaining any art placed at that location.

When deciding where to locate art along the Riverwalk, due consideration should be given to protecting the installation from vandalism and graffiti. Locations should be selected that are easily visible or video camera monitoring should be installed. Lighting can be designed to enhance the work as well as create better security.

In general, the committee believes there are numerous potential locations for varied types and themes of artwork essentially the full length of the Riverwalk. In addition, we strongly believe that appropriate artwork would greatly enhance the experience, and create a draw for citizens as well as out of town guests to discover these representations of Pendleton, it's past and present, and the various communities both human and animal that are a part of this area. We have seen several examples of communities that have improved the livability of their community by carefully planned enhancement of local waterways, and art has been a significant part of each of those.

Sincerely,

David King