

# SW COURT AVENUE / UMATILLA RIVER PARKWAY ENHANCEMENTS

Pendleton, Oregon

The City of Pendleton, Oregon  
Department of Public Works  
Pendleton Development Commission

GreenWorks, PC  
Cogan Owens Cogan  
Mark Seder Architecture

June 2008



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## PROJECT TEAM

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Tim Simons, City Engineer  
Dave Byrd, Parks and Recreation  
Deb Whittaker, Parks and Recreation

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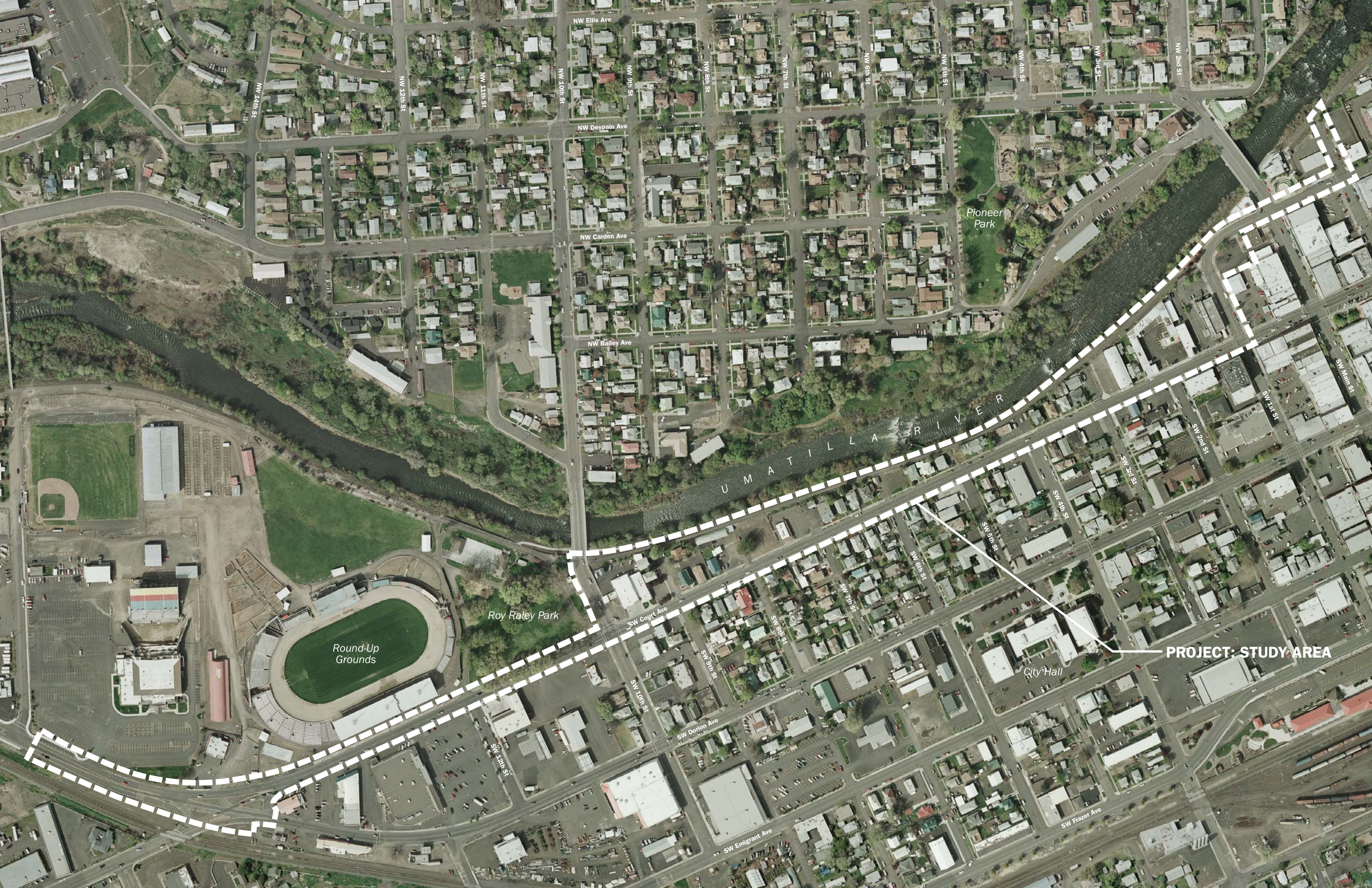


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PROJECT: INTRODUCTION



NW Ellis Ave  
NW 14th St  
NW 12th St  
NW 11th St  
NW 10th St  
NW 9th St  
NW 8th St  
NW 7th St  
NW 6th St  
NW 5th St  
NW 4th St  
NW 3rd St  
NW 2nd St

NW Despain Ave

Pioneer Park

NW Carden Ave

NW Bailey Ave

UMATILLA RIVER

SW 2nd St  
SW 3rd St  
SW 4th St  
SW 5th St  
SW 6th St  
SW 7th St  
SW 8th St  
SW 9th St  
SW 10th St  
SW 11th St  
SW 12th St

Roy Raley Park

Round-Up Grounds

PROJECT: STUDY AREA

City Hall

SW Coyrt Ave

SW Dorion Ave

SW Emigrant Ave

SW Frazer Ave

## Project Background

For the better part of a decade, the City of Pendleton has been exploring ways to revitalize the downtown riverfront area and capitalize on opportunities for economic development, public use, and social and recreational activities. To date, the City has completed three studies focused on these objectives: the Pendleton Downtown Riverfront Urban Renewal Plan (2003), the Pendleton Downtown Block Three Study (2005), and the ODDA Pendleton Downtown Resource Team Report (2006).

In 2007, Pendleton Development Commission requested proposals for the preparation of landscape enhancement concepts for the study area along SW Court Avenue between SE 1st Street and SW 18th Street, and between SW Court Avenue and the River Parkway. The City hired a team of consultants led by GreenWorks PC to provide services to implement design concepts that will significantly enhance this riverfront area. The City, along with the Round-Up Association, also secured \$256,000 from an ODOT Transportation Enhancement (TE) grant and local match to be applied towards improving sidewalks, lighting, and street trees along SW Court Avenue from SW 12th Street to the Court / Dorion / Westgate Intersection.

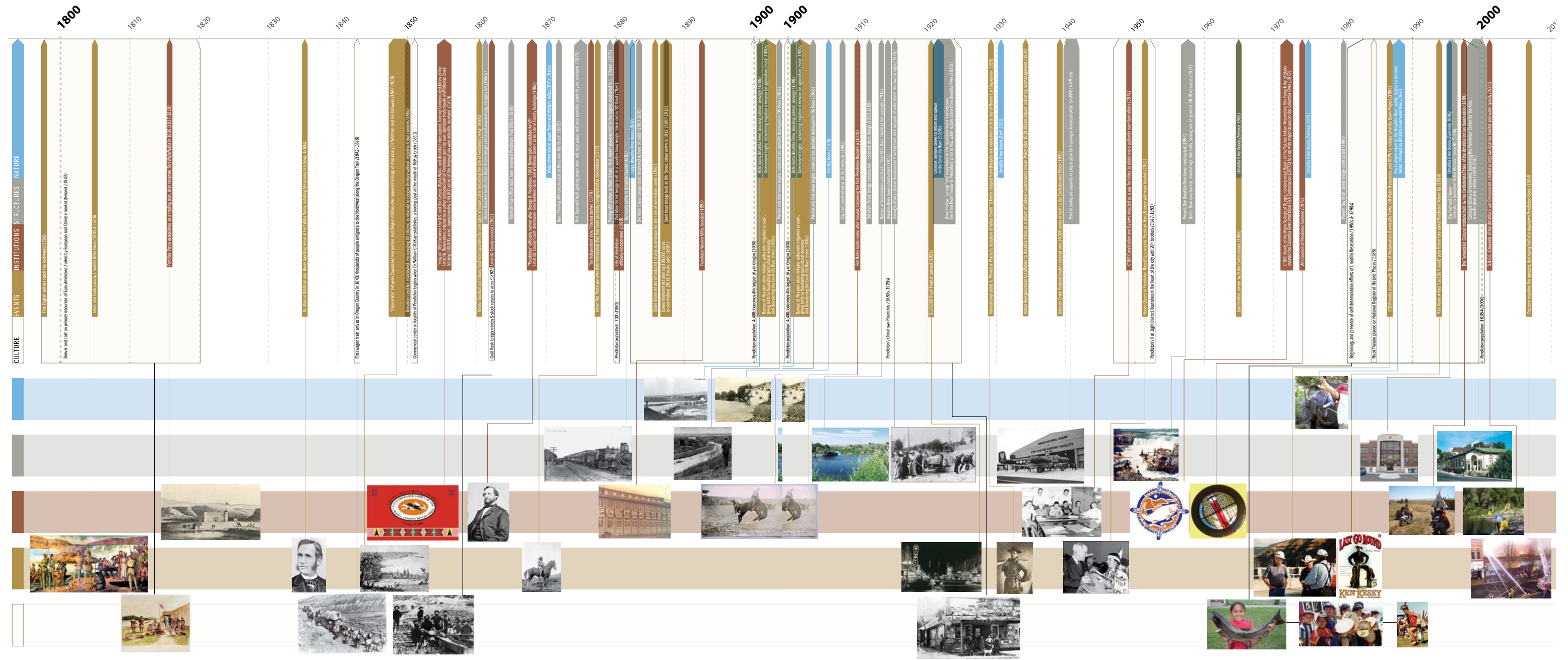
During the initial stages of the project GreenWorks worked with the City to develop four goals essential for enhancing the identity of a vibrant, livable, and inviting downtown - goals that would act as a catalyst for increased economic development for decades to come:

1. Linking the Community to the Umatilla River
2. Enhancing Court Avenue and the Riverfront Aesthetics
3. Creating a Safe and Vibrant Pedestrian Environment
4. Creating a Grand Sense of Arrival to the Downtown Riverfront Area

As an outcome of the design process; development, incorporation, and funding of priority projects; and the development of concepts for future projects, this report pulls together all the work and information, providing another tool in consideration for future development opportunities to enhance SW Court Avenue and the River Parkway.



# Pendleton Timeline: 1800 - Present



This graphic timeline represents milestones in Pendleton history, which are broken into 5 categories: Cultural movements, historic Events, founding of Institutions, noteworthy Structures, and ecologically-significant Natural events.

## Design Process

The following components outline the framework that the design team utilized in engaging community outreach and public involvement:

### Involve Key Stakeholders

The team assembled key stakeholders and community members in a collaborative process to develop a unified vision for the downtown riverfront area. The team worked with the City, the City's Technical Advisory Committee (TAC), and the Pendleton Development Commission throughout the process. In working with these diverse groups, the team focused on their individual priorities and perspectives, while regularly stepping back to consider their collective interests and goals.

### Provide Opportunities for Broader Community Involvement

The general public was also encouraged to participate in the design process during Open Houses, Public Presentations, and PDC Hearings. During these public forums, the design team was able to solicit the community for their comments about the planning process, potential alternatives, and priorities. The team worked with local media outlets like the East Oregonian and local radio stations and also created a website to provide updates on the project as well as opportunities to comment.

### Conduct a Concentrated Public Outreach Process

Given the expedited nature of the project, the design team held a concentrated 3-day "charrette" in Pendleton to produce the majority of preliminary planning and design objectives for the project. In this brief period of time, the team met with the TAC, City Staff, and other key stakeholders in conceptualizing and refining design ideas that achieved the project goals.

### Develop and Use Selection Criteria

The design team worked with City Staff and the TAC to identify criteria by which to select and prioritize short-term implementation of the planning projects envisioned during the public outreach process. The following evaluation criteria were identified:

- Ability to be completely or partially implemented by the 100th Anniversary of the Pendleton Round-Up in 2010.
- Ability to support or spur completion of other potential improvement projects.
- Relative freedom from encumbrances (e.g., complex permitting processes).
- Ability to phase or split into multiple components.
- Benefit to surrounding neighborhoods.
- Relative cost.
- Availability of dedicated funding.

City Staff based their criteria on the ability to coordinate with and build upon existing improvement efforts with ODOT at the Court/Dorion/Westgate Intersection and SW Court Avenue at the Round-Up Grounds. All other projects were considered equally important to staff and together represent a longer vision for improvements in the area.

The plan on the following pages represents the preliminary conceptual design framework for the downtown riverfront area that came out of the public visioning and prioritization process. The priority projects shown were identified based on the selection criteria, and chosen by TAC and City Staff for short-term implementation.



Discussion of opportunities and constraints on site



Site tour walking along the River Parkway



Discussing initial design concepts



Public open house discussion of refined design concepts



Design team refining design concepts and graphics



Discussing priority project implementation and evaluation criteria







DESIGN: PRIORITY PROJECTS

SW Court Avenue:  
Westgate Intersection



## SW Court Avenue: Westgate Intersection

The Westgate/Court/Dorion intersection currently accommodates  $\pm 18,000$  vehicles per day, with as many as 40 trains crossing SW Court Place, significantly compounding the impacts on traffic flow and congestion. A forest of utility and sign posts, abandoned light poles, and overhead wires adds significant visual clutter to the intersection, which is composed of several traffic islands spread out over a sea of asphalt. As a prominent entrance to downtown Pendleton, this intersection lacks effective gateway elements and pedestrian amenities that help give a sense of arrival.

With input from the TAC and general public, the design team fleshed out the following ideas for visually enhancing this intersection to create a gateway into the heart of downtown Pendleton:

- Reduce the amount of visual clutter by taking down broken/decommissioned utility poles; eventually underground the remaining utilities;
- Delineate pedestrian crossing points with wayfinding signage; create pedestrian refuges;
- Create a vegetated corridor gateway feature using double allees of deciduous trees along both sides of Westgate Avenue;
- Use vibrant shrub and groundcover plantings to unify the intersection;
- Integrate stone walls and special paving patterns to reflect cultural and/or architectural precedents within Pendleton;
- Locate signage and sculptural features where they will not conflict with driver visibility.

The City is currently working with ODOT on reconfiguring the traffic islands to increase safety, alleviate traffic congestion, and improve pedestrian access as part of a 2009 Overlay Project. A number of factors impacted the kinds of landscape improvements that were feasible here:

- Drivers' sight lines;
- Low maintenance requirements;
- Safety of pedestrians as they cross this intersection;
- Feasibility of the railroad right of way easement to accommodate gateway plantings;

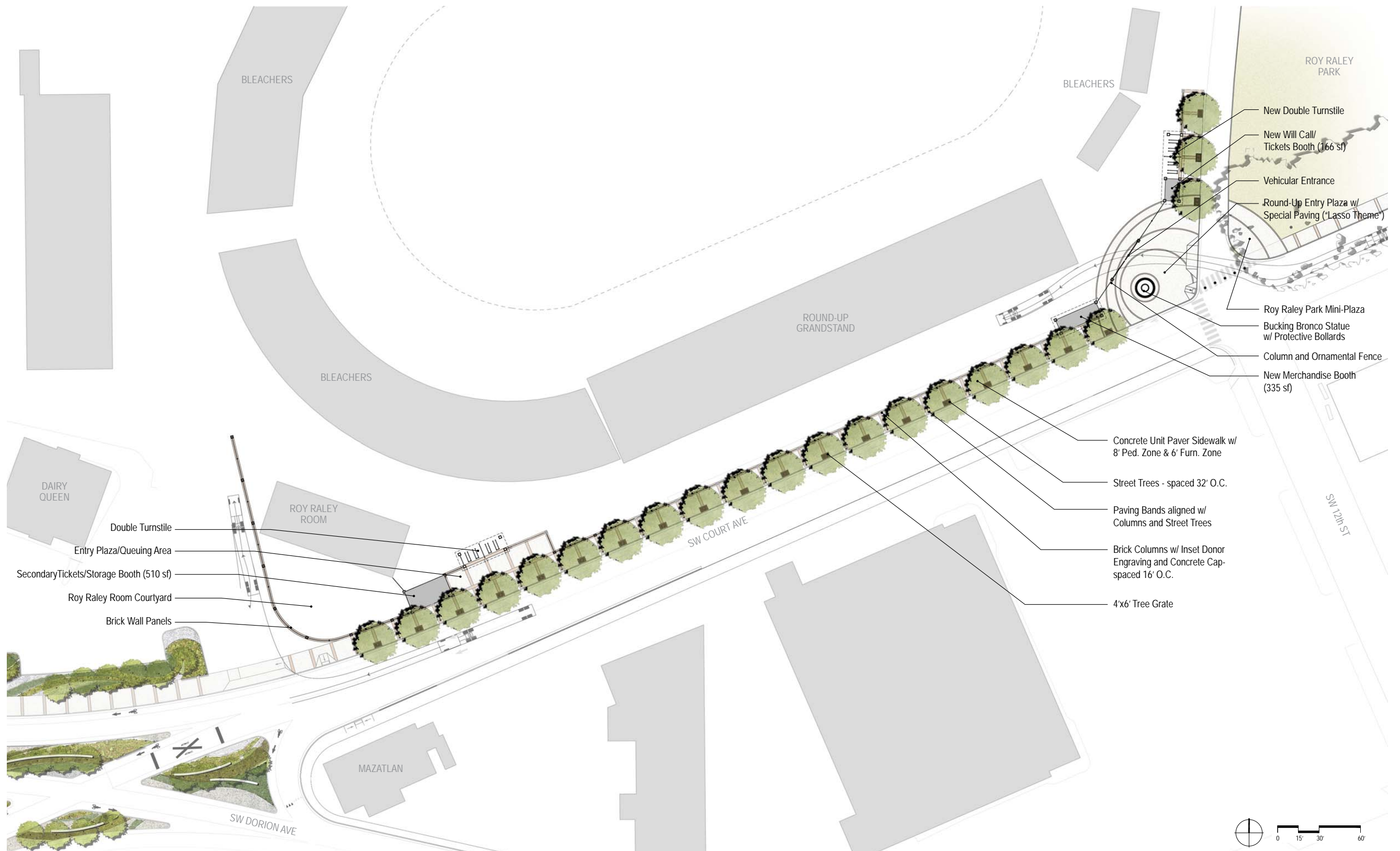


*Aerial View of intersection*



*Heading west along Court Avenue*

SW Court Avenue:  
Westgate to SW 10th



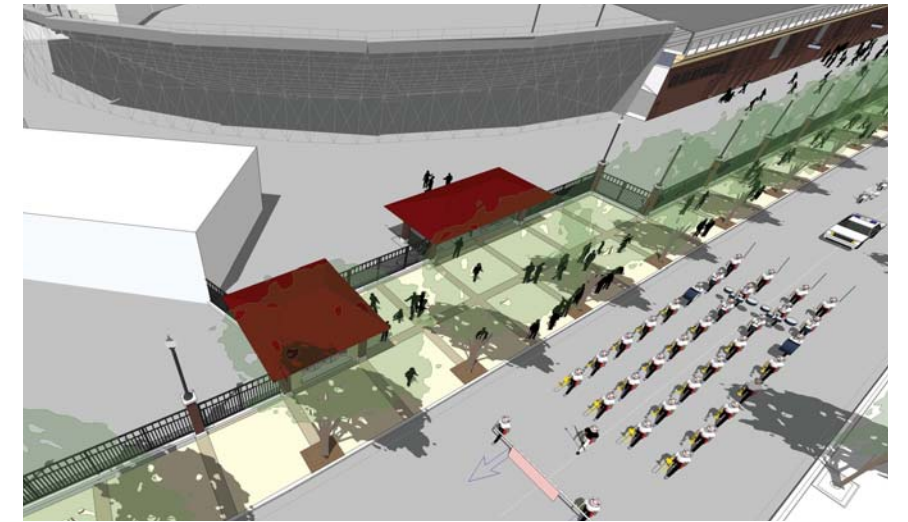
## SW Court Avenue: Westgate to SW 10th

### Pendleton Round-Up Frontage Improvements

During the annual Round-Up event thousands of people congregate along the Court Avenue frontage, which bustles with parades and vendors. When pedestrians are not spilling into the street to bypass the long lines, they are relegated to use narrow sidewalks lined with dilapidated chain-link fences and utility poles. Additionally, there are no street trees to provide protection from the hot September sun.

With funding provided in part by a \$250,000 ODOT Transportation Enhancement grant, the City worked with the design team, TAC members, and the 2010 Round-Up Committee to develop the following design recommendations for this length of SW Court Avenue:

- Construct a new plaza space at SW 10th Avenue and at the west end of the frontage to provide expanded areas for gathering and waiting in line;
- Widen sidewalks where possible and use special paving (ie. stamped boardwalk, brick, concrete unit paving);
- Provide street trees in tree grates along both sides of SW Court Avenue in front of the Round-Up Grounds;
- Design and construct a decorative stone pilaster and steel fence with new turnstiles and gated entries consistent with other improvements throughout the downtown riverfront area;
- install benches and trash receptacles and configure them to direct people from spilling into Court Avenue during Round-Up events;
- Underground overhead utilities;



West ticket plaza



Centennial Plaza concept with turnstiles, ticket and merchandise booths, and a 'Bucking Bronco' bronze statue

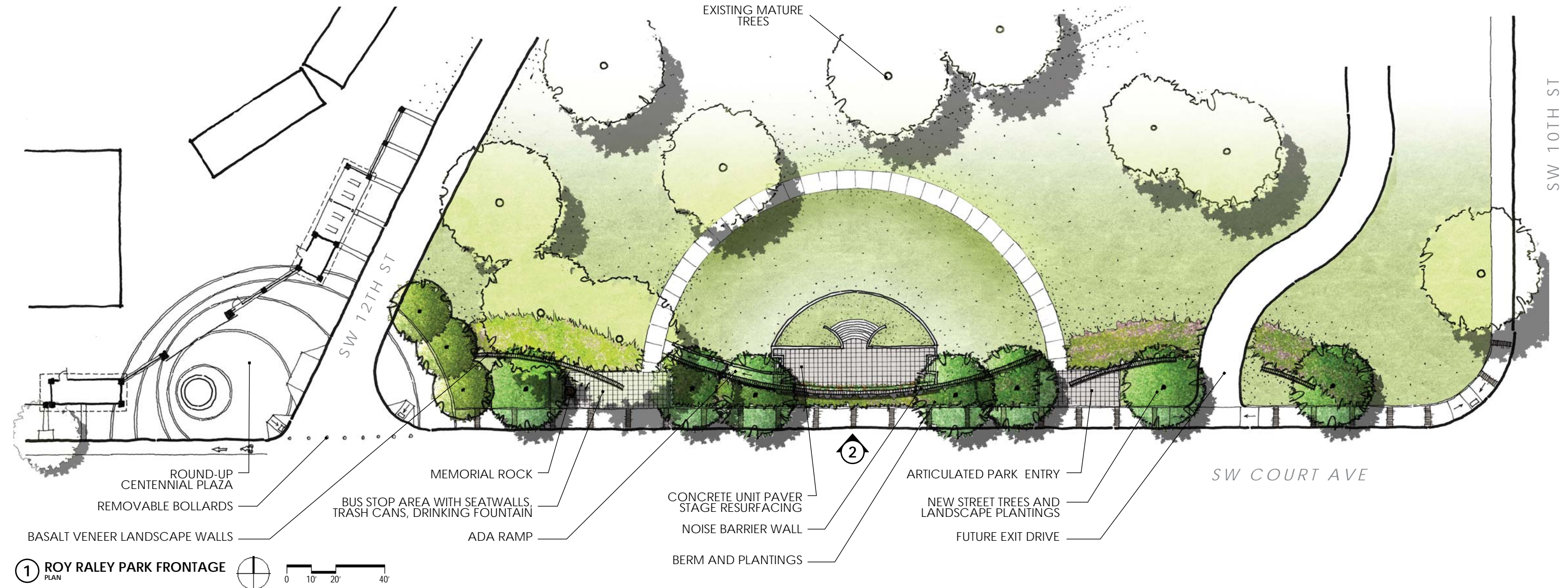
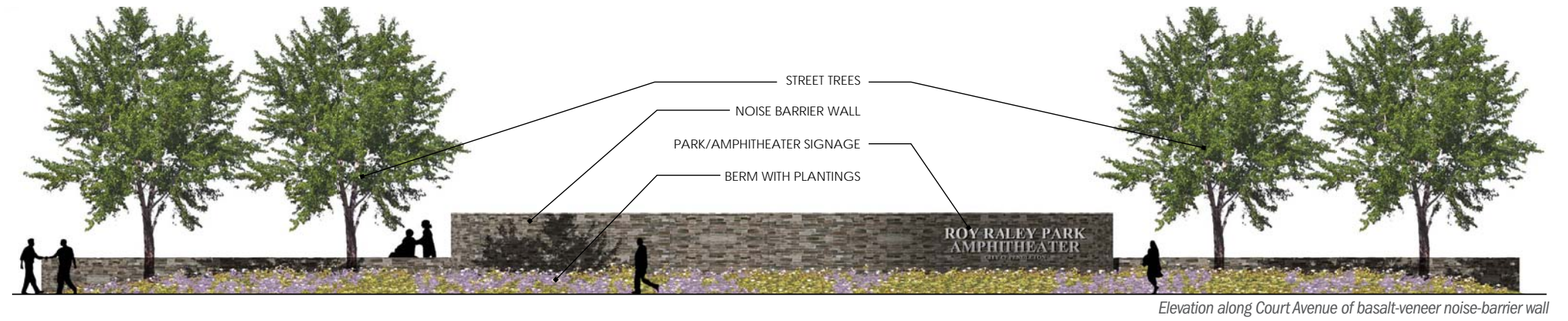
# SW Court Avenue: Westgate to SW 10th

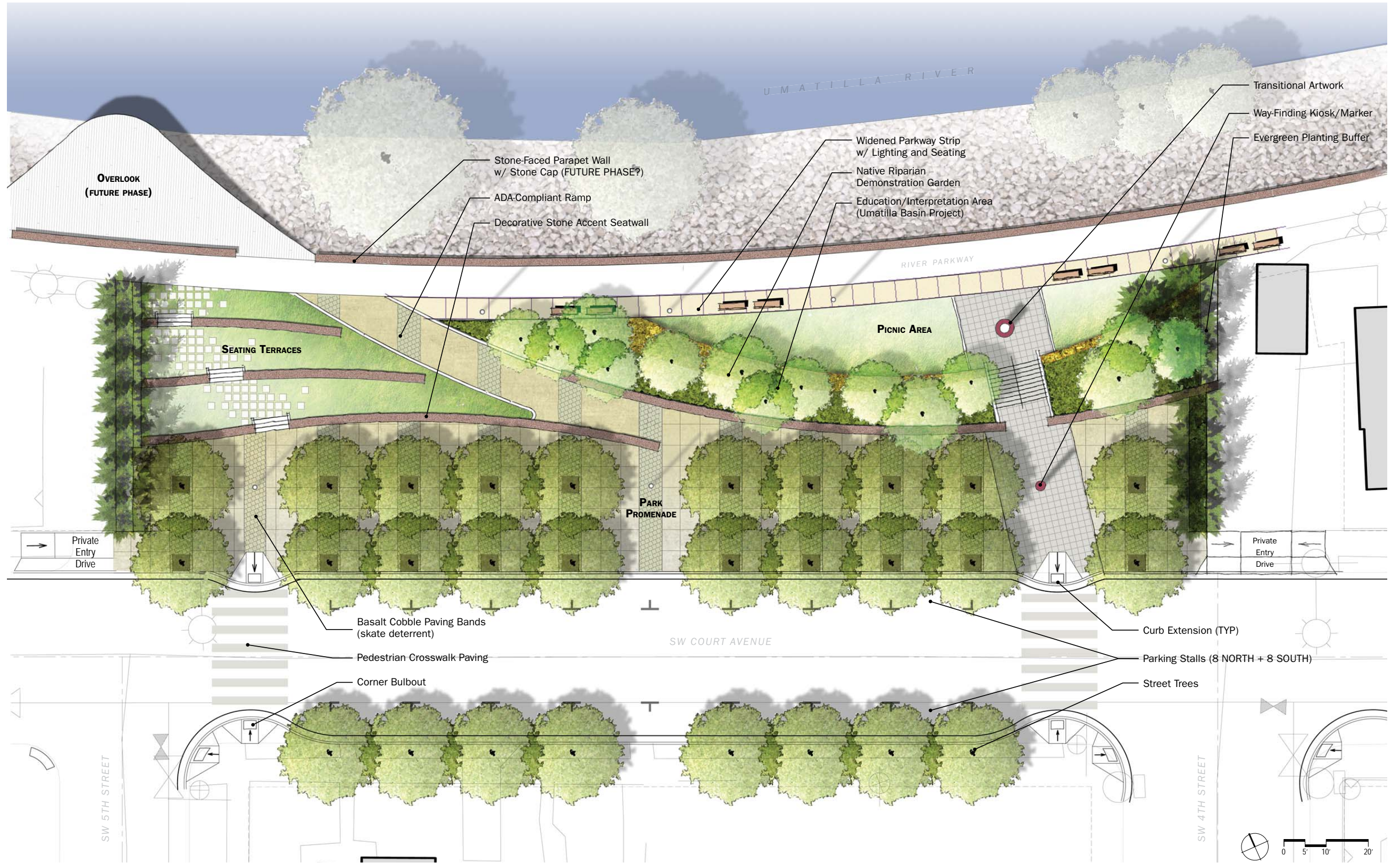
## Roy Raley Park Frontage Improvements

Along the park frontage on Court Avenue, several old growth elm trees line the sidewalk creating a pleasant canopy. However, many of these trees succumbed to Dutch Elm disease in recent years, creating issues with safety and long-term maintenance. An existing 12' tall chain link fence lines the back of a raised amphitheater stage, which does little to attenuate road noise during performances. Furthermore, a perilous 5-legged intersection at SW 10th Street creates a potentially dangerous situation for pedestrians due to numerous conflicts with vehicles.

The design team worked with the City to develop the following design improvements for the park frontage to further unify SW Court Avenue:

- 70' Noise-barrier wall serves as backdrop to stage and attenuates road noise
- Rectilinear spaces define park entrances to stage (ADA access, paths to "bowl" seating area) and define bus stop and pedestrian entry areas
- Curvilinear stone seatwalls strengthen park character, and relate to other Court Avenue improvement projects (Westgate intersection, Riverfront Park) creating a cohesive identity for downtown
- Potential to phase different design components in over time as budgets/funding allow







## Riverfront Park

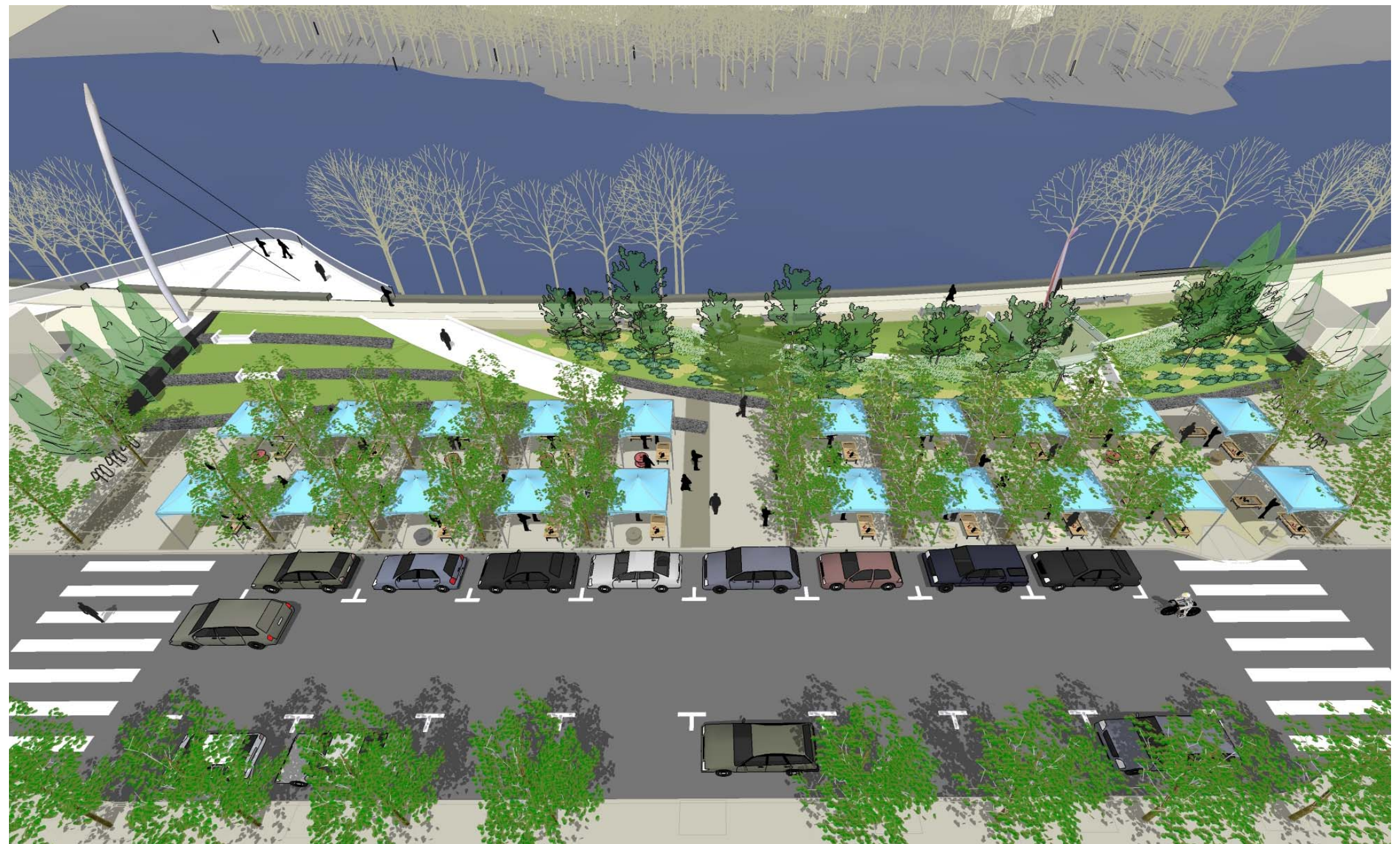
In 2006 the City of Pendleton purchased private property between SW 4th and 5th Streets on the north side of Court Avenue with the goal of developing it into a civic-minded, riverfront open space for the community. As the mid-point between the Round-Up Grounds and the downtown, this space has been envisioned in previous planning studies as an inviting riverfront park with attractive amenities and accessible routes to the River Parkway trail system. This space would open up views to the Umatilla River and have flexible plaza spaces for weekly Farmers Markets.

The following amenities were envisioned for this TAC-recommended priority project throughout the public outreach process:

- Construct a prominent river overlook that will draw the eye up to the River Parkway from Court Avenue;
- Provide an accessible ramp to the Parkway that integrates with the river overlook;
- Create a landform that transitions up to the River Parkway;
- Establish flexible plaza spaces on Court that accommodate seating, planting, lighting, and Farmers Market events; Plant a mix of informal native riparian plantings with formal ornamental/urban plantings to give the sense of transition from an urban to a naturalistic environment - plantings should be low maintenance;
- Provide a stone accent wall with interpretive features and skate-deterrents that also provides functional value to the park;
- Create bulbouts to calm traffic and minimize pedestrian crossing distances across Court Avenue.



Park promenade with vendor booths

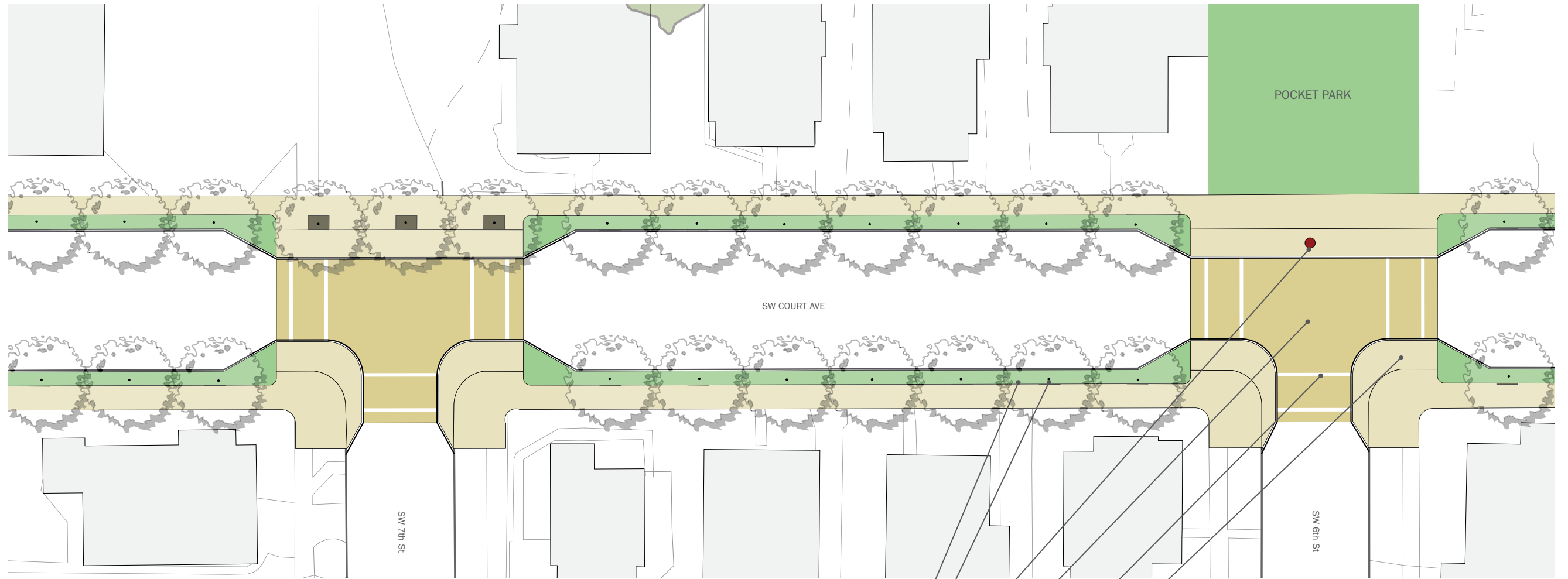
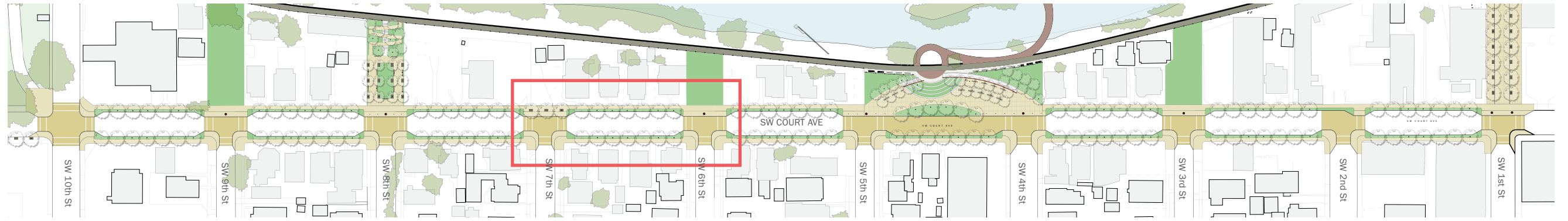


Aerial view of Riverfront Park, with proposed improvements along River Parkway and south side of Court Avenue



DESIGN: FUTURE PROJECTS

SW Court Avenue:  
SW 10th to SW 1st



- PLANTING STRIP
- NEW STREET TREES
- WAYFINDING KIOSK/MARKER
- PEDESTRIAN PAVING IN INTERSECTION
- CROSSWALK STRIPING
- CURB EXTENSIONS



## SW Court Avenue: SW 10th to SW 1st

Between SW 10th and SW 1st Streets, Court Avenue transitions to a residential and commercial strip with many buildings fronting directly against the right of way. Utility poles, streetlights, and overhead wires crowd narrow, dilapidated sidewalks, which lack any street tree or frontage plantings. Ample on-street parking exists creating an effective barrier to the west-bound traffic, however very few pedestrian crosswalks exist.

The following design recommendations were proposed:

- Create bulbouts with special paving to calm traffic and minimize pedestrian crossing distances across Court Avenue.
- Plant street trees that do not “litter”;
- Underground overhead utilities in phases (ie. on a “block by block” basis) as funds become available;
- Install City-approved pedestrian-scaled street lights and benches;

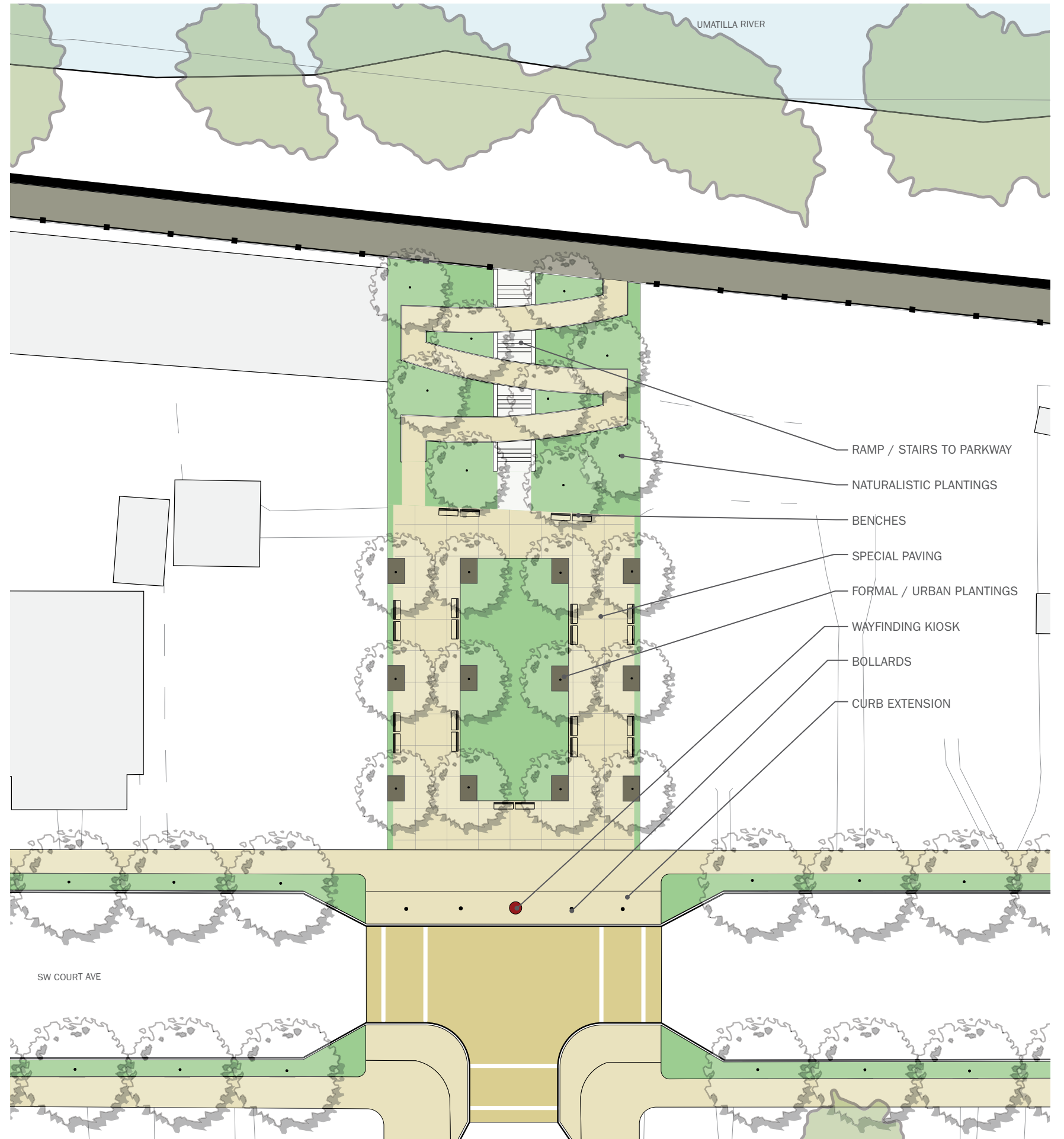
Should the city move forward with this extensive level of modification to the street, the following cost-prohibitive circumstances should be considered:

- Existing grading and drainage may impede the ability to widen sidewalks or raise the street grade at intersections;
- Undergrounding the current overhead utilities would result in significant costs associated with new conduit and reservicing existing homes and businesses;
- The cost of long-term maintenance of street trees by the City.





Conceptual sketch of an ADA-accessible ramp structure to the River Parkway



## Pocket Parks

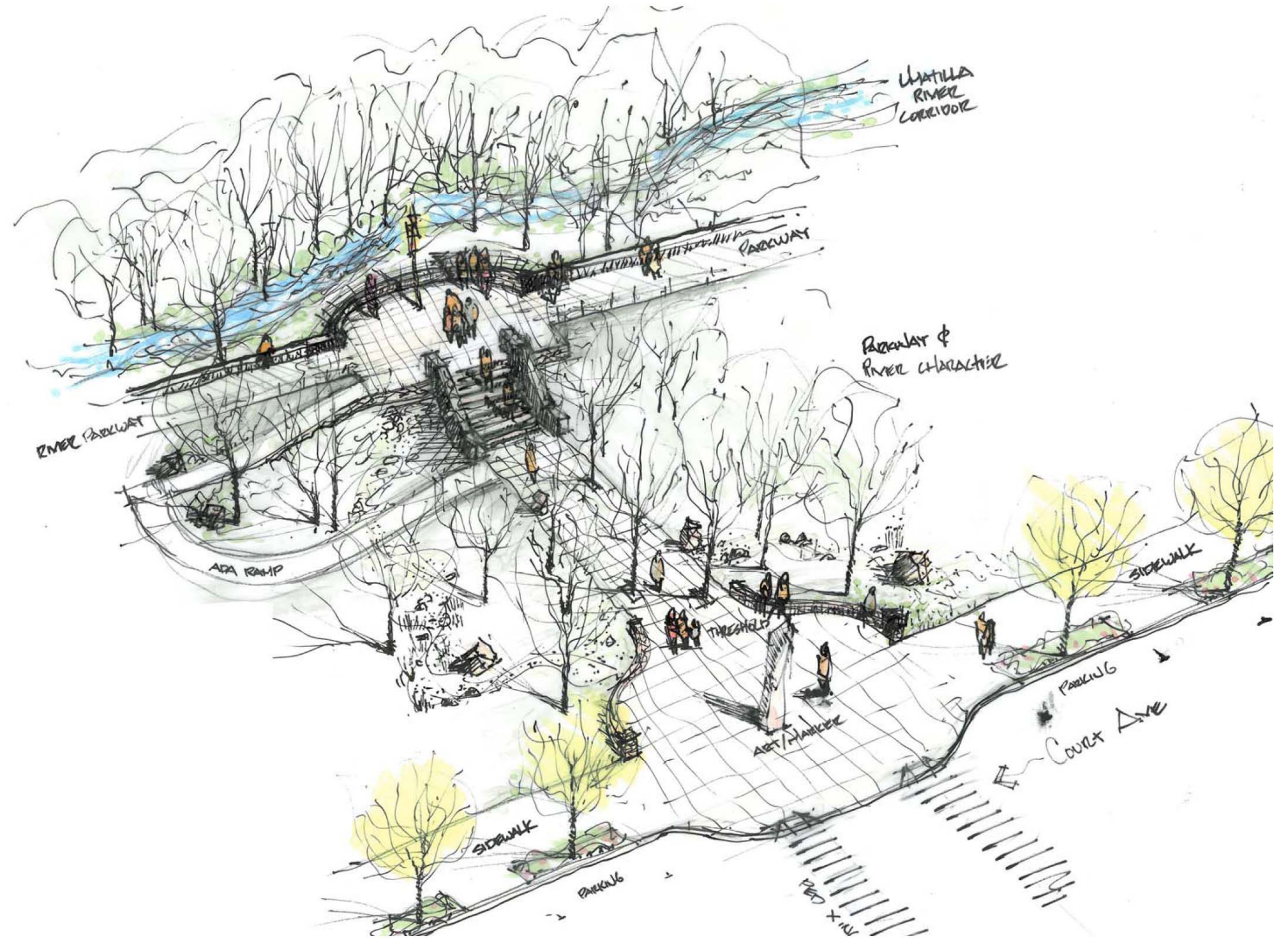
A number of undeveloped spaces located at the end of each cross street between SW 10th Street and S Main Street provide opportunities for enhanced access to the River Parkway. A few have been vacated and are maintained by adjacent private property owners, some of which are developed. However, the spaces at SW 9th, 8th, 6th, 3rd and SE 1st Streets are City rights-of-way and were identified by the design team as potential “pocket parks” or “parkettes.” These spaces provide ADA-access to the River Parkway and, collectively, establish a unifying theme along Court Avenue that will better connect the community to the Umatilla River environment.

In considering these themes, the design team, with feedback from the City, the TAC and the community, propose following ideas:

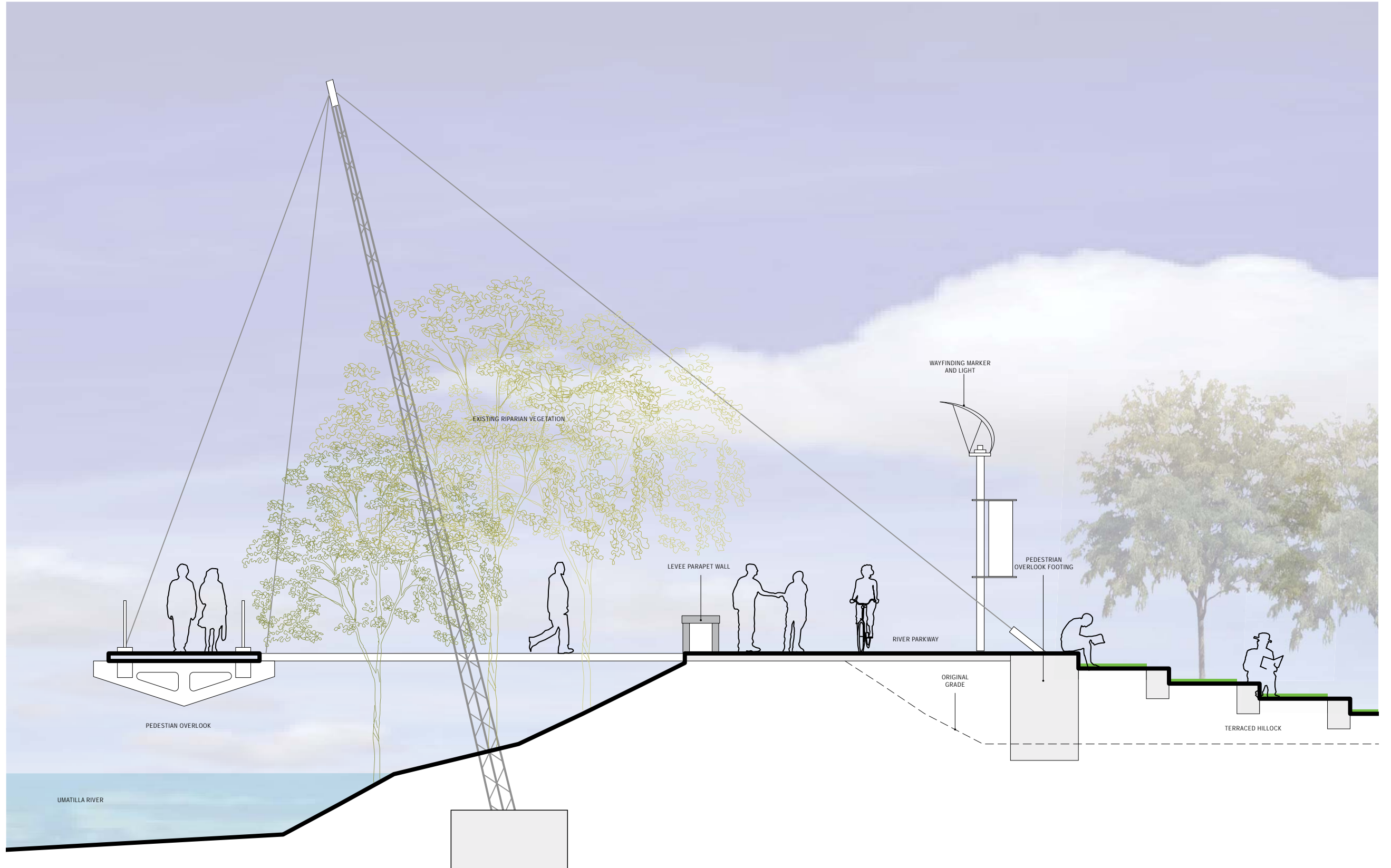
- Construct stair/ramp structures to the Parkway that complement other Parkway and Court Avenue improvements;
- Plant a mix of informal native riparian plantings with formal ornamental/urban plantings in a way that gives people a sense of transition from an urban to a naturalistic environment - plantings should be low maintenance;
- Install City-approved pedestrian-scaled street lights and benches;
- Establish wayfinding signage that visually integrates with other downtown riverfront signage;
- Construct decorative stone walls for seating and marking “trailheads”;
- Underground overhead utilities in phases (ie. on a “block by block” basis) as funds become available;

Throughout the public process, citizens and neighbors identified a number of important factors to consider at these locations:

- The change in elevation between Court Avenue and the River Parkway (6' on average) would require ample room for accommodating an ADA-accessible ramp;
- Road noise and proximity to adjacent private properties may limit the opportunity to create park spaces that feel intimate and inviting while being respectful to neighboring properties;
- Off-street parking might also disappear at these locations, placing a burden on what some to believe as a lack of ample on-street parking.



Conceptual sketch showing pocket park connection from Court Avenue to River Parkway



## River Parkway Improvements

The River Parkway is an extremely valuable resource for Pendleton, offering spectacular views of the Umatilla River environment. However, a variety of problems occur along the Parkway ranging from vandalism, squatting, litter, safety issues, and invasive vegetation. Access to the parkway is somewhat limited, and is ADA-accessible only at two locations: SW 10th Street and Byers Avenue. Many structures along the Parkway predate the levee on which the trail was constructed, some of which immediately abut it resulting in a variety of maintenance issues. For privacy, most residents have built fences up against the Parkway, however, many have become dilapidated due to either vandalism or normal wear-and-tear of low quality fence materials. Additionally, the US Army Corps of Engineers (USACE) reinforced the slopes of the levee with basalt stone revetments, so very little riparian vegetation exists except for a few patches of mature alders and willows at the waters edge.

The design team, TAC members, and City Staff came up with the following innovative solutions to improving the safety and visibility of the River Parkway:

- Widen the trail at select access points to accommodate benches and tree plantings that provide shade;
- Provide wayfinding signage at each access point with distinctive character to strengthen overall character of the downtown riverfront area;
- Construct stone columns (4' ht.) and metal fencing along the back edge of the Parkway, with architectural detailing that complements other Parkway and Court Avenue improvements;
- Face the existing levee parapet with basalt stone veneer and cap to provide seating along the entire length of the Parkway;







## Byers Avenue Plaza / Festival Street

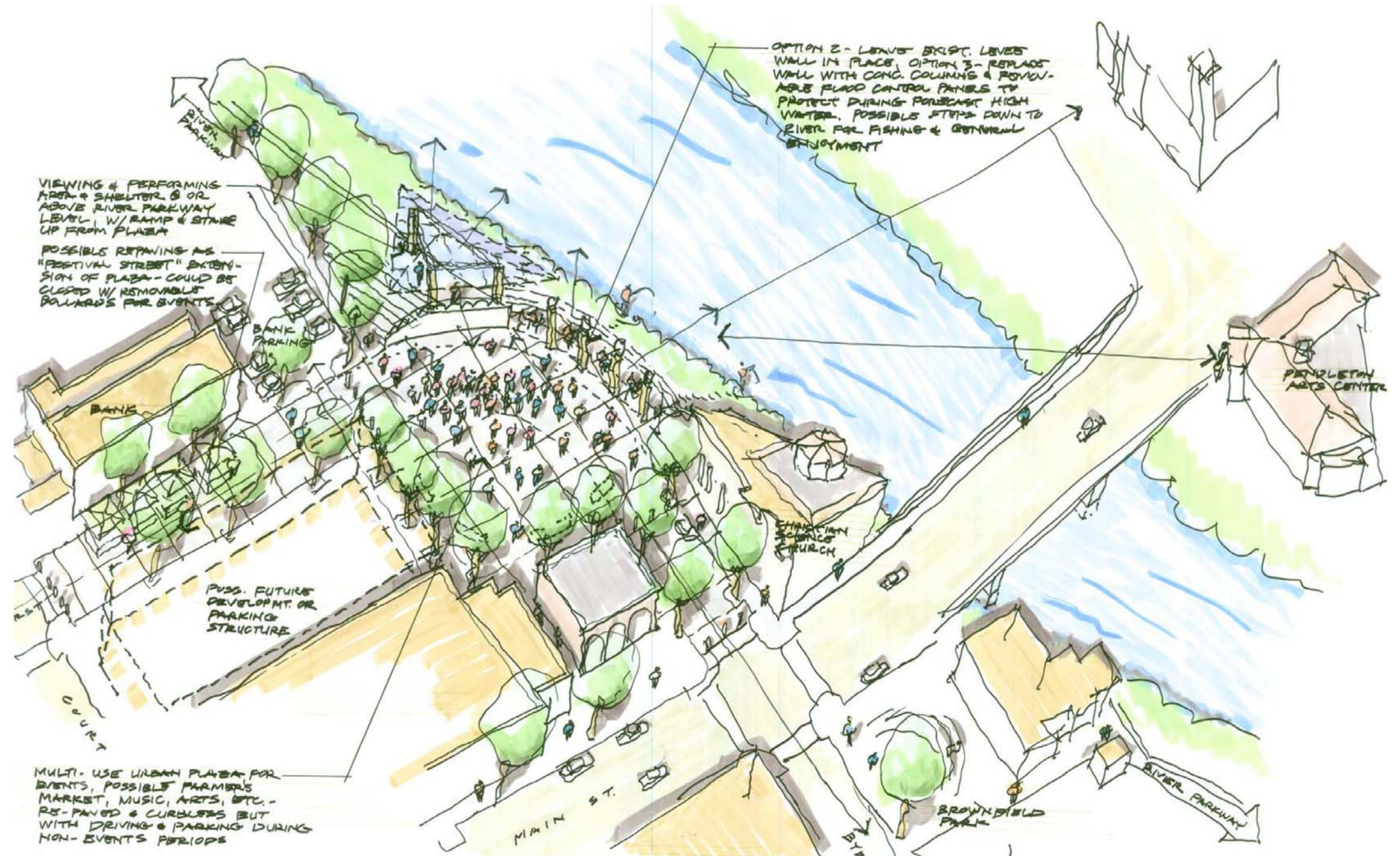
A significant trailhead to the River Parkway is located at the intersection of Byers Avenue and SW 1st Street, however views onto the Umatilla River are virtually non-existent from adjacent areas. The trailhead is flanked on one side by a 7' high floodwall and narrow sidewalk along Byers Avenue, and an assortment of buildings that turn their back on the street surround the intersection resulting in low visibility and potential safety concerns. Other than a few disparate plantings, stair steps, a couple of benches, and outdated signage, very few landscape features announce this important downtown gateway location to the River Parkway.

The design team, City Staff, and TAC members identified this unique location as one with ample opportunity to create a civic plaza space and gateway trailhead that provides access to the River Parkway. The following design amenities were proposed:

- Design and construct a pedestrian plaza/parade street along Byers Avenue with widened sidewalks, street trees, special paving, ample seating, and lighting;
- Reconstruct the levee floodwall to accommodate removable flood panels that allow pedestrians onto a river viewing terrace at or slightly below street grade;
- Reconfigure the parking lot to double as a multi-use urban plaza during civic events;
- Construct a shade pavilion on the levee with ADA-accessibility to act as a focal point from adjacent streets;
- Install wayfinding signage that visually integrates with other downtown riverfront signage;
- Create interpretive features that help link Main Street to Brownfield Park and River Parkway trailheads;
- Plant low maintenance plantings at the trailhead that provide transition from an urban environment into riparian corridor;

The following site constraints were identified and should therefore be considered:

- Flood control at this location is paramount. Previous concepts for this space proposed breaching the levee with a sunken plaza and terraces that stepped down to the waters edge. This proved extremely cost prohibitive due to the flood abatements required to make it both accessible and reliable.
- Structures built down into the water channel risk being washed away during high waters and would also pose significant maintenance issues;
- Lengthy application and permitting processes with the USACE may limit any enhancements at this location.





APPENDIX

## Pendleton Court Avenue/River Parkway Enhancements

### Technical Advisory Committee

February 12, 2008

### Kick-Off Summary

City of Pendleton staff and GreenWorks consultants facilitated the Technical Advisory Committee (TAC) meeting on Tuesday, February 12, 2008.

**Meeting attendance:**

TRG Committee members:

Dan Ceniga  
John Chess  
Cheryl Doyle  
Mary Hallman  
Jennifer Hawkins  
Marjorie Iburg  
Jeannie Prouse  
Eugene Hallman

City of Pendleton staff:

Bob Patterson, Public Works Director  
Tim Simons, City Engineer

GreenWorks consultants:

Mike Faha, Principal-in-Charge  
Tim Strand, Project Manager  
Matt Hastie, Public Outreach – Cogan Owens Cogan  
Mark Seder, Architect – Seder Studios

1. Welcome & Introductions

Bob Patterson introduced the project and explained that taxes collected within the City's Urban Renewal district are used to finance projects within the district, borrowing on future revenues to fund projects sooner. In order to make this project happen, the Pendleton Development Commission (PDC) will need to borrow \$200-300K against the future.

Some goals of the project include:

- Implementation by the 2010 Round-Up 100<sup>th</sup> Anniversary
- Connectivity between downtown and the Umatilla River
- Public Involvement throughout the process

2. Goals and Objectives

Mike Faha thanked those in attendance, and explained in more detail the Goals and Objectives of this project

- Linking Community to the Umatilla River
- Enhance Court Avenue and Riverfront Aesthetics
- Create a Safe and Vibrant Pedestrian Waterfront
- Create a Grand Sense of Arrival to the Downtown Riverfront Area
- Implementation of priority projects by September 2010
- No Questions

3. Technical Advisory Committee (TAC) Roles & Responsibilities

Matt Hastie introduced himself and his role in this process, and began to lay out some expectations of the TAC members and what their roles and responsibilities might be throughout the Public Involvement Process.

- Regularly attend committee meetings
- Serve as liaisons to represented constituent groups
- Provide recommendations on public outreach and involvement efforts
- Help host community meetings
- Participate in design charrette
- Review and comment on draft work products
- Help prioritize involvement projects
- Comments

- (Marjorie) While the implementation of priority projects by September 2010 is an important milestone to consider, TAC members should keep in mind that this plan should serve as a Master Plan that creates a long-term vision for downtown Pendleton and the riverfront.
- (Bob) The concepts developed for this plan should be planned to a stage where they've been estimated in terms of construction costs and approved by City Council. This will help facilitate the process associated with applying for grants to help with funding.
- (Jennifer) She likes the different methods of public outreach the team is proposing.
- Wants to know what a 'charrette' is? Mark, Matt and Tim helped to define the term.
- (Marjorie) The notion of 'change' in the community tends to not be looked upon favorably when public involvement is not maximized, nor when sufficient information is made available to the public prior to when said changes are made. What resources would the consultants put out there to soften the arrival of new changes?
  - Mike explained that this project will be implemented over time and that any changes would happen gradually.
  - Matt noted several approaches for addressing concerns about change: using graphics to illustrate what projects will look like; asking people about their concerns related to change and finding ways to address them through project design; and talking about the positive aspects of change in the community.
  - Mark noted that it is likely that none of the projects will represent a change as significant as the recent overpass project.
- Comments expressed that the plans be "firmed up" to assure the public the projects will in fact be built.
- (Jeannie) While the project is focused on improving connectivity to the downtown, that this area is also a neighborhood in which people have lived for decades. Since the project will affect so many residents of this neighborhood to ensure widespread support, the community needs to feel a sense of ownership of the plans, and therefore feel welcome to participate in the design process.
- Some properties along the parkway are owned by out-of-towners, and this should be kept in mind while proposing modifications to the parkway itself.
- (Jeannie) Mailings are an effective way to reach the public for notifying of progress and of upcoming outreach events. Consider some type of mailing to all residents and property owners within the project area.
- Will the project affect the North side of Court Avenue?
- How do we decide who are stakeholders?
- Matt explains that it starts with the TAC members themselves to help define that and identify important stakeholder groups. He also noted that the consultant team has talked to City staff about this topic and identified many of the same stakeholder groups mentioned by TAC members.
- (Cheryl) To better inform the TAC in the meantime, she would like to see examples of what GreenWorks has done in the past for similar kinds of projects, and precedents to give them an idea of what they might expect to see throughout this riverfront district area.
- Desires to have "Parkette" (Pocket Park) sketches on-site to look at to give an idea of the kinds of improvements they might see in the future.

#### 4. Project Schedule

3-Day Charrette proposed for March 18th, 19th, and 20th.

- Matt expresses hope that members will be able to commit to a few hours in the morning on each day, as well as a few hours at night on the 19th and 20th.
- The PDC will meet on March 18th, which is why no evening meeting/open house is scheduled that night.
- Overall consensus that there are no significant conflicts with members' schedules and support for this approach.
- TAC members asked how they can help with this and other outreach events. Matt said that the consulting team will identify ways they can help in the next couple of weeks.

#### 5. Potential Improvement Projects

(Bob) Westgate/Dorian/Court intersection

- Needs to be coordinated with ODOT and the Round-Up association
- Maintaining line of sight is imperative.
- ODOT needs concept plans by April/May of 2008 for approval.

(Bob) ODOT Overlay for travel lanes only

- Includes upgrading every intersection curb between Main and the Westgate/Dorian/Court intersection to have ADA-accessible ramps.
- \$250,000 Transportation Enhancement Grant between City and Round-Up along SW Court Avenue from Westgate/Dorian/Court intersection to Roy Raley Park.

Questions/Comments

- Will Round-Up be involved in our project?

- (Bob) Yes, as well as the community.
- How much money is available for the remainder of the project?
  - (Bob) This will be determined at the March 18 PDC hearing.
- Is there any way to build in some flexibility of the design of the Westgate/Dorian/Court intersection?
  - (Bob) Yes and No. No, in that the concept needs to have been designed to the extent that any significant features that could require infrastructure have been identified in the gateway feature (ie. Fountain? Sculpture? Planting?) so that ODOT has an idea of what kinds of infrastructure will be needed. Yes, in that the final layout and composition of those elements is not required at that time, leaving flexibility for those aspects of the design.
- (Cheryl) Wants to make sure that the Court Street improvements "tie in" to the historic character of downtown, and that the public will be able to weigh in on the design.
- (Jeannie) Interested in highlighting the history of the Umatilla River. She noted a photo of the Ladel (sp?) Farm barn floating down the river in the 1906 flood.
- (Cheryl) Could the River history be included in the kiosks?
- (John Chess – Chair of the 2010 River Parkway) Has done extensive studying and inventory of the river. Good source of information.
- (John) Gives a presentation of the future of the River with 3 key components to consider: "Safety, Vandalism, and Interpretation."
  - "Natural" added as 4th component.
  - Homelessness along the shore a major issue.
- (Marjorie) Is relocating the utilities underground worth considering doing concurrently with this project?
  - (Bob) This is up to the TAC to determine. Relocation utilities under the sidewalk for three blocks would cost \$80K, which would do not include resurfacing costs.
  - (Mike) Before and After sketches of relocated utilities tend to have a big impact in garnering support.
- (Jeannie) A grassroots initiative should be started in getting the public excited about "sprucing up" downtown in time for the 2010 Round-Up. Cheryl thinks that Jeannie would be a prime candidate for such efforts.
- Who will maintain landscape improvements? Something for TAC to consider.
- (Dan) Will this project apply to the River Parkway beyond the Round-Up grounds?
  - (Bob) That area is outside of the Urban Renewal Boundary, but these areas should be considered throughout the design process.
- (John) Whoever's on the Kiosk Committee should make sure that these features are consistent with the vision of this plan.
- Involving the youth early on in the design process is a great way to garner community support as well as address safety concerns. Ideas in involving them with the design of the kiosks or other features of this design were offered.
  - (Mike) GreenWorks has had good luck with involving kids in the park planning process in the past.
- (Dan) A skatepark is to be constructed in the vicinity, and so the Parkway could become a major thoroughfare for skaters.
- (Bob) Parks department to be involved in maintaining Parkway plantings and hardscape.
  - Could correctional facility inmates be involved in maintaining it?
- (Marjorie) Desires clarification on if the tasks for this process are to 1) create the "big dream", and 2) Pull out projects that would be built by 2010?
  - (Bob) We welcome feedback from the group to determine this.
  - (Mike) That is generally correct although the "big dream" is focused on public improvements in the project area. This isn't an economic development study or a land use plan. Our focus is on improvements to support existing goals.
- (Bob) Proposes that he represent the USCOE perspective on what can happen with the River Parkway.
- How do we interact with Private Property, since many new and old buildings have turned their backs on the River Parkway?
  - (Bob) New chain-link fences also prevent city from cleaning up garbage that is tossed over the fence.
  - He would like to be able to work with property owners to produce mutually beneficial ideas of improving Parkway (ie. Stairs/ADA Ramp).
  - We may identify implementation strategies related to design, zoning or other regulations, along with incentives to address this issue.

#### 6. Evaluation Criteria – TAC Feedback

- Allow for implementation of key projects by September 2010
- Ensure that projects are achievable with available or reasonably potential resources
- Support the Pendleton Roundup vision, including connections between downtown and the Roundup grounds
- Retain/Enhance Natural Character of the River
- Support the Economic Revitalization of the Downtown
- Complement the Historic Character of Pendleton
- Encourage a balanced use of the River Parkway
- Integrate right-of-way (ROW) access to the River Parkway
- Create Pedestrian-Friendly environment

- Unify visual continuity & quality throughout downtown, and make sure it's transferable to other locations
- Make it a destination and a memorable place
- Create a place that respects the needs of and works for neighborhood and Pendleton residents
- Use a design and materials that are Sustainable and Maintainable

## Pendleton Court Avenue/River Parkway Enhancements

### Technical Advisory Committee

March 18, 19 & 20, 2008

### Design Workshop

**SUMMARY:** The City of Pendleton invited residents to participate in a three-day design workshop focused on enhancements to Court Avenue and the Umatilla River Parkway. The purpose of the design workshop was to identify opportunities and constraints, generate design options and prioritize projects that will improve the Court Avenue streetscape, provide connections to the River Parkway, and enhance the River Parkway itself.

The calendar of events below summarizes the structure of the workshop. Over the course of three days, City staff and the design team met with stakeholders and Technical Advisory Committee members each morning; for a site tour the first day, and to discuss and prioritize design options on the second and third day. The consultant team used the afternoons to generate and refine design alternatives based on conversations during the morning meetings. The City and consultant team then held open houses on Wednesday and Thursday evenings to present ideas to the community and seek feedback on specific design concepts.

#### CALENDAR OF EVENTS

##### Tuesday, March 18

8:30 – 11:00 a.m. Site Tour and Discussion  
12:00 – 7:00 p.m. Design work (design team)

##### Wednesday, March 19

8:30 – 11:00 a.m. Stakeholder and Technical Advisory Committee Meeting  
2:00 – 5:00 p.m. Design work (design team)  
6:00 – 9:00 p.m. Public Open House

##### Thursday, March 20

8:30 – 11:00 a.m. Stakeholder and Technical Advisory Committee Meeting  
2:00 – 5:00 p.m. Design work (design team)  
6:00 – 9:00 p.m. Public Open House

#### 1. Priorities

The City and the design team worked with stakeholders and the Technical Advisory Committee to identify priorities for the overall project, summarized below:

- Enhance the Westgate intersection to provide for an improved gateway to Pendleton in coordination with planning for and construction of intersection improvements being undertaken by the Oregon Department of Transportation (ODOT)
- Create a strong pedestrian environment along Court Street between the Round-Up grounds and downtown in coordination with utility undergrounding
- Improve the appearance, safety and usability of the River Parkway as a catalyst for future connections to it from Court Avenue and other locations
- Create new access parks and plazas between the River Parkway and Court Avenue, starting with a new Riverfront Park on city-owned property between 4th and 5th Streets
- Create a new Byers Street Plaza and an enhanced connection to the River Parkway in the short term; create a direct (street-level) connection to the Umatilla River in the longer term

#### 2. Next Steps

- City staff and the design team will summarize the results of the workshop and post on the project website <http://www.pendleton.or.us/>
- The design team will refine recommendations and options based on feedback received during the design workshop
- The Technical Advisory Committee and Pendleton Development Commission (PDC) will review the recommendations
- City staff and the design team will refine and present to PDC for approval
- The project team will Begin Phase 2 which will involve preliminary design of selected short-term improvements

Following is a summary of comments received at each individual meeting conducting during the workshop process.

## Stakeholders/Technical Advisory Committee Meeting

Tuesday, March 18, 2008  
8:30 a.m.

## Site Tour and Debrief

During this meeting, advisory committee members and other citizens met with the project team (consultants and city staff) to do the following:

- Hear an overview of the project objectives, study area, related planning efforts and preliminary ideas about opportunities and constraints
- Conduct a site tour along Court Avenue and the River Parkway
- Discuss observations from the site tour and plans for the remainder of the workshop process

After introductions, Bob Patterson gave an overview of the project, commenting on the following key points:

- Design concepts for the Court/Dorion/Westgate intersection will inform the ODOT improvements to the travel lanes along Court Avenue in terms of what utilities to provide; these concepts need finalizing by April 2008 when the project goes to Bid
- ODOT in charge of reconfiguring the intersection and patterns of traffic flow
- Construction for the intersection begins June 2009
- ODOT only responsible for surfacing the streets from face of curb to face of curb; will address ADA ramps at each intersection along Court Avenue
- Funding for additional project components may come later (grants, bond measures, etc)

Matt Hastie then gave a quick synopsis of the schedule for the next three days.

## 1. Site Tour Notes:

## Court/Dorion/Westgate Intersection

- Pedestrian islands proposed to minimize crossing distance
- Gateway features possible with sight constraints
- This area is totally different during Round-Up – packed with people
- Signage opportunities

## Roy Raley Park

- Statue or signage to indicate park entrance
- Safety issues with intersection
- Move internal road to center of the park.
- Make the entrance a right-out only
- ADA parking for Round-Up near grounds side

## 8th Street/Court Avenue

- Connection
- Garage
- Earth ramps to provide access to the river.
- Lack of connection to Dorion an issue for residents here and on other streets; constraint to Parkway access
- Stairways, stone, brick landscaping

## 7th Street/Court Avenue

- Property owners offered right-of-way to the City
- Consider moving house to accommodate connection to Parkway at this street

## 6th Street/Court Avenue

- Only ½ street right-of-way in public ownership
- Mix of ramps/no ramps may be needed to access Parkway
- On street parking at some access points helps reduce need for parking within access points/right-of-way between Court and Parkway
- Use color of signage or in wall materials to draw people's eyes to Parkway access
- Continue sidewalk along Court Avenue as it crosses right-of-way instead of having curb cuts at this and/or other access points

## 4th Street/Court Avenue

- Key park opportunity
- Consider parking elevated space to provide better views of river itself
- Don't clutter it too much
- Break into smaller spaces
- Consider Round-Up focus in signage or materials

- Avoid visual barriers
- Enhance the view/connection to river

## 3rd Street/Court Avenue

- Parking
- May be relatively lower priority compared to other access points since close to 4th Street park/access

## 2nd street/Court Avenue

- Visual connections
- Way finding opportunity for directional signage to Parkway
- Be sensitive to what is already done (murals, landscaping)
- Treat street to make more like open space/plaza area
- Close during certain times to allow for use for community events
- Need to improve Parkway connection, visibility, design and pedestrian connection/link to River and Parkway
- Change plantings and materials to improve appearance
- Add color to draw attention to access point

## Possible Overlook Area Along Parkway

- Incorporate at new park site instead of at separate location
- Lightweight structure and materials, possibly cantilevered
- Street connection important
- Consider boat put-in and take out – where would other take out spots be?

## Parkway Treatment

- Lighting for safety
- Consistent fencing
- Trash receptacles
- Benches, gathering points
- Fiber optic cable proposal – may represent opportunity to install lighting conduit more cheaply as well as security cameras
- Improve design and connection to Roy Raley Park
- Modify access road configuration at Roy Raley Park connection

## 2. Site Tour Notes:

- Opening up the Parkway will help address safety issues.
- Is a pedestrian overpass near roundup grounds feasible?
- Round-Up grounds fence design ideas:
  - Look at integrating with other design concepts throughout district
  - Include pedestrian lighting for promenade inside fence to illuminate both interior and exterior walkways
  - Use powder-coated steel for fence and brick around it
  - This concept is 2-years old. It is not necessarily a given.
  - Import elements of it, use as ideas for our efforts.
  - Shares design elements with the Bedford Bridge
  - Straightforward, simple, improvement over cyclone fence, historic elements and materials.
  - Design elements should tie into the historic downtown character
  - ODOT lighting standards overkill in terms of minimum lumens required
- How does the Roy Raley Room fit in?
- Concept should complement history and other community design elements
- Follow this concept from Court Street to Downtown
- Is the Round-Up its own entity? Does it connect with other elements and how different or similar should it be to designs in other areas?
- Should the Round-Up grounds have their own personality, distinct from downtown? Possibly.
- Good reasons to keep this somewhat separate.
- Need to tie some of the gateway, other designs to citywide themes/branding.
- Any way to incorporate new city slogans “Where the Real West Lives” or “Pendleton: What a Kick!”
- “Structure Preserving Transformation” (Christopher Alexander)—blend of tradition and a fresh look. Stand upon past but don't just create a picture of the past. Keep the community alive and strong. i.e. a fence incorporating inviting images and materials such as rodeo champions, wood, circular elements
- The fence also serves a security function. It keeps people in and out of the Round-Up grounds during the event
- Treatment of the grounds inside the fence helps entice people.
- Don't make it look too much like a prison.
- Fence needs to visually obstruct back of vendors and their refuse
- Boardwalk paving pattern and “Gas” street lights already a precedent established downtown, although not entirely favored by residents
- There are public art opportunities in the gateway (artist's competition).

## Stakeholders/Technical Advisory Committee Meeting

Wednesday, March 19, 2008  
8:30 a.m.

During this meeting, advisory committee members and other citizens met with the project team (consultants and city staff) to review and discuss preliminary ideas about possible projects that could be implemented meet the overall project objectives and respond to opportunities and constraints identified during the site tour and previous day's meeting. Participants also discussed plans for that evening's public open house.

Based on stakeholder and TAC discussion during and after the Site Tour on Tuesday morning, the design team divided the project area into four areas; the Gateway area around the west-end intersection, the park network, improvements to Court Avenue, and Byers Street Plaza. The team presented different design options for each area and asked stakeholders and TAC members to provide feedback and ideas. Below is a summary of comments:

## 1. Gateway:

Mike Faha introduced design ideas for the Gateway/west end intersection. The existing conditions create visual clutter and confusion. The challenge is to reduce the clutter. The interior islands have sight line conflicts.

- Not a lot of people walking in intersection during Round-Up.
- Are people there [at the intersection] year-round? Pedestrian safety and way-finding is important.
- Focus on year-round conditions.
- Delineate crossing points clearly and create refuges.
- Provide alternate crossing locations.
- Okay with dressing up intersections but leave basalt/natural approach in islands and tie it in closely with the Round-Up grounds/western themes.
- Area B1 (along Westgate on South side of street opposite Convention Center) has issues and opportunities regarding the railroad. Could propose a barrier to the tracks. If the design can address railroad concerns [preventing trespassers on railroad property], they may support the idea.
- Will stamped paving pattern show up in this area?
- Subtle changes in grade could make a big statement and stamping can be visible if elevated.
- Check out the example of Frazer Park western rock theme. You don't really see that when passing by.
- Consider curbing with brick. (may not be feasible due to softer characteristics of brick)
- Use colored concrete or stone.
- Chamber of Commerce is studying signage towards prison.
- Is signage here important? Signage could announce "Pendleton Industrial Area" and/or "Downtown"
- Great opportunity to participate in railroad site.
- Flagpole with woolen mill or other pattern, continue the theme downtown.
- What is the cost of undergrounding utilities?
- It is approximately \$80k for three blocks, only including removal of poles and lines.
- Is there an opportunity for utility companies to pay or to pass the cost along to ratepayers?
- Sculpture idea (see submitted sketches).

## 2. Park Network:

John Dykhuizen and Tim Strand introduced design concepts for a park network. The concept incorporates the "string of pearls" theme. The small parks along Court Ave are the pearls and the River is the string. The River is the unifying element that ties the parks together. The goal is to integrate the River and the City.

- Problem is that we don't see the river. Is it possible to raise the elevation of the park?
- Probably cannot raise the park enough, but could raise portions. That would have cost implications and ADA issues. Need to separate and/or transition grade change from Court Avenue so as to not enhance the visual barrier.
- Does the City agree to maintain trees?
- Monuments related to Chief Joseph or other Native American theme?
- Consider design competition and vary monuments.
- Possible to decrease noise? Only with earthwork... vegetation screen give the illusion of screening sound.
- Is it possible to incorporate water features into designs?
- Are there ways to decrease sound? Earthen berms and walls.
- Don't want to create a screen.
- Be careful of walls and barriers along Court Ave.
- It is hard to create intimate spaces close to Court Avenue with the amount of traffic and noise. Intimate is a stretch. Street is also dirty, which is a challenge.
- The park is more a way to divert thoughts.
- There is the potential to feel intimate with flanking structures or trees.
- Parking opportunities? Consider changing to 5th Street to increase parking. Some spaces with more urban feel could include parking opportunities.
- Is the City purchasing properties between 5th and 6th? The City does not have any active plans to purchase those properties. If someone approaches the City, they will be willing to consider it.

- Parks need to increase visibility of the River Parkway. People now feel isolated. Want to draw attention to the Parkway from Court Ave.
- Signage and other features could draw attention.
- I like the diversity of ideas and the idea of parking to be flexible.
- Could use terraces to lead to River Parkway.

## 3. Court Street Design:

John and Tim discussed different ideas for improvements to Court Avenue itself, including sidewalk improvements, bulb-outs, and landscaping.

- Will the parking strip continue to be the responsibility of owners or will it become a City responsibility?
- There are different models: 1) the City maintains; 2) City maintains until vegetation is established; or 3) business and homeowners create a district with fees to maintain.

## 4. Byers Street Access/Plaza Options

Mark Seder introduced four conceptual designs for the Byers Street Access/Plaza, explaining that this location has opportunities to be a gateway to the River Parkway.

- Like the concept of getting to the River, but have seen very high water levels.
- What is the cost to put in boards/gates?
- 4 Options presented:
  - #1 – Do Nothing
  - #2 – Pedestrian Plaza (parade street) along Byers Avenue
  - #3 - #2 with flood control panels in opened floodwall; overlook at city grade
  - #4 - #3, but terracing down to water's edge beyond floodwall
- #2 could lead to #3 in the future. #2 or #3 would preclude #4.
- What about moving the wall in but make it permanent? That would have the same impacts as #4, but no visual connection to the River.
- There is a maintenance issue with #4 after the area floods, especially if the area is lower.
- Other option is to have the steps on the Riverside of the levy.
- Fluctuation of the River is very high. Only stable time of the year is in the winter. The most attractive time of year on the river is about one month per year (May-June) or Fall when there is more water and vegetation.
- Love #4 but breaking the levy is problematic. Very hard sell and uphill battle to convince people that it's feasible. Start with #2 and keep #3 option open.
- Like #3 to start with, best impact for connecting to the river.
- Don't think #4 is a realistic option – concerns about rising waters and debris pounding away at terrace structure, eventually washing it away.
- Degree of success for #2 may help support #3 later.
- #3 would dramatically increase the use of the area.
- Better integrate the existing platform area and improve ability to use it. People don't use it much now.
- This is the gateway to the River Parkway. Steps: 1) redesign gateway; 2) expansion of space/plaza to the right-of-way; and 3) breaching the levy.
- Still have private land. Not impacting private land with options #2 and #3.
- Integrate gateway and plaza.
- Phase the plaza: 1) street and sidewalk only; 2) expand the parking lot.
- Need storefronts to create active areas for a plaza.

Can still be active at specific times during activities.



## 1st Open House

Wednesday, March 19, 2008  
6:00-9:00 p.m.

City staff and the design team hosted a public open house to present design alternatives generated during the previous two days. The displays were organized and placed around the room according to categories: Westgate Intersection Gateway, Court Avenue Improvements

System of Parks, River Parkway Enhancements, and Byers Street Plaza. There was no formal presentation. Additional displays also provided information about inspirational images and projects, previous planning studies in the area, examples of design features and concepts and study area conditions. Residents were encouraged to comment on the design options by writing on post-it notes, placing dots on their preferred alternative, and filling out comment forms. There were approximately 30-35 attendees.

### 1. Comments and Post-it notes

- Pedestrian bridge is a great idea – would really help downtown
- Need to keep good visibility to keep it safe.
- 9th Street is a driveway – need to consider existing uses of these spaces
- Pocket park designs should be respectful to neighboring properties (neighbors may be opposed to the public walking so close to their homes)
- “Riverside” area already exists – may consider renaming park between 4th and 5th Streets
- Would really like to have a water feature that spouted for quick cool-offs
- Need places for families to go for picnics/hanging out.
- Easy places to park and unloads bikes, kids and dogs.
- Who will water and prune the trees along Court Street?
- Please consider protecting bird-life from all the traffic and people on the river.
- Really like the overlooks.
- Love the new pedestrian bridge idea, makes a great walking loop.
- Should look at Union Pacific RxR structure at Umatilla and Wildhorse Creek confluence:
  - Donated to City of Pendleton
  - Has amenities like BBQ grill and ADA ramps
- I like Model A (of the Court Street/Parkway connections) – it draws me out of an urban environment and makes me want to explore and see what’s down there.
- Really like the bulb outs on Court Avenue. Slows down traffic and makes the street special.
- I like Model B (of the Court Street/Parkway connections) urban emphasis.
- Pedestrian Bridge at 4th to Pioneer Park is great! We would rank this as a high priority.
- Location at 4th Street may interfere with private property on the North side of the River
- Having the same elements in all three areas (lighting, paving, benches etc) could be very cohesive in trying it all together.
- Love the Byers Plaza idea!
- Really like the “boulevard” concept with trees along the street. Only concern is continued care since issue as arisen on Main with the trees.
- Thank you all for your hard work! I’m rally excited about the possibilities.
- Police station egress may conflict with Byers festival street features – must accommodate
- For me, priorities are:
  - 1) Get the Dairy Queen interchange and area in front of the Round-Up grounds done beautifully so it’s filled in by 2010.
  - 2) The bulb outs on corners while ODOT is working on the street.
  - 3) Byers Plaza (start on both ends of Court Avenue and work to the middle).
  - 4) The park between 4th and 5th.
- Love the bulb outs
- Can monitoring station be modified?
- 5th Street is on axis with Gordon Smith’s house
- Bird Habitat
  - Choke Cherry
  - Native nests here
  - Black Crown Night Herons nesting on island and along North side of river
  - Island has large duck population at downstream tip
- Connect to River
  - Wildlife habitat
  - Spruce = night roosts
  - Osprey nest

- Pheasants
- Monuments
  - Saddles/horses as benches
  - Bronze chips/ photo-ops
  - Bucking Horse
- Love the Byers Plaza Idea!
- Turn the corner of Byers into a Pedestrian Plaza. Put the Farmer’s Market on the Plaza. Turn that into a hub of activity.
- Love the Byers Plaza idea. So many options & potential for new uses & to bring “life” to downtown core. Perfect way to integrate downtown & river & encourage use.
- Access to river for fishing & children desired.
- Thanks for your ideas for the Byers Plaza – it would be great to have more connection with the river by having activities there, so close to downtown retail.
- Straighter flow needed into parkway, vs. Brownfield area twisting path.
- Brownfield is gateway to east Parkway
- What is the actual required height of the levee?
- Everyone that was in favor of Options 2, 3 and even 4, liked the raised river-viewing platform that can also address the plaza space
- The downtown group says Downtown Plaza is # 1 priority
- Some elevated platform seating at plaza desired
- Much discussion about flooding or lack thereof, and what actually happens during such
- Some discussion and differing views of the water quality of the river at different times of the year.
- Discussions about fishing and wildlife habitat along the river
- Discussion about individual businesses near proposed downtown plaza, including restaurant, offices, bank, police.
- Discussion about parking near proposed plaza that occurs now in early morning for parkway users from too far away to drive, or from up the hill
- Liked the accessibility and controllability of the plaza from the police station, and continuing access to the police station and bank from Court if and as First would be closed for plaza events coming down the street as well.
- Farmer’s market use of the plaza was generally favored, as were arts and music events

## Technical Advisory Committee Meeting

Thursday, March 20, 2008  
8:30 a.m.

Prioritization/Project Discussion: Mike Faha and Matt Hastie lead the group through a discussion of project priorities based on comments the team has heard so far. The group used a matrix that compared design concepts and methods for prioritization. Matt Hastie led the group through a dot exercise to allow each stakeholder/TAC member vote on preferred priorities. The group also discussed plans for that evening's public meeting. Below are comments received during the discussion and after the dot exercise.

### 1. Gateway Intersection Comments

- Line of Sight issues
- Opportunities to have gateway structure to the west of the intersection (Westgate)
- City met with RxR – excited about landscaping in their ROW, as long as security measures are provided
- Features must have low maintenance
- Preference for xeriscaping
- Need to address ODOT process soon (comments needed within 1-2 months to identify needed infrastructure in islands and right-of-way)
- Push ODOT to do as much as possible
- 2010 construction deadline immediate priority but not only priority

### 2. Court Avenue Streetscape and Parkway Connection Comments

- Court Avenue between Intersection and 10th Street:
  - Maintenance concerns – there should be a maintenance plan
  - Round-Up groups – incorporate pavement patterns and tree grates consistent with roundup grounds/theme
  - Make sure enough room to widen sidewalks
  - Emphasis should be “friendly” and “green”
  - Paving patterns should match character of Round-Up
  - Trees could be unifying element to downtown
  - Shade structures instead of trees on Court?
  - Haven't discussed except at gates
- Connections between Court Avenue and River Parkway
  - Be respectful of private property
  - Heron nesting areas – opportunities and possible conflict – need careful siting of structures
  - Value in creating whole vision
  - Trees could be unifying element to downtown
  - Like different character of access points
  - Consider using parking in some access areas
  - Consider combining overlook and pedestrian bridge near 8th Street – would be better opportunity
  - May not use Urban Renewal District funds for improvements outside the District (e.g., pedestrian bridge across river)
  - People really want to connect court to river environment water feature could help with that
  - Overwhelming enthusiasm for bringing the “River” into the “City” concept
  - Like water feature idea
  - Connecting – Parkway and river is less clear – Parkway = river
  - Shade and places to rest will increase use of Parkway
  - Improvements in visibility and access will increase use of Parkway
  - Cleaning up river Parkway should be #1 priority
  - Fence vandalism a key consideration – “Indestructability”
  - Like terracing idea
  - Enthusiasm for idea of access points as “Trailheads”
  - Is less formal environment more cluttered? Not necessarily.
  - Concerned about neighbors on right-of-way and avoiding impacts on them
  - Don't make too busy
  - Don't block visibility
  - Most benefit to residents with focus on Parkway
  - City obligation to improve and maintain Parkway
  - Assume others will help with intersection, etc

### 3. Dot Exercise – Individual comments and reasons for choices:

Leslie:

- Gateway is the front door to/first impressions of the community
- Byers Plaza is the other bookend
- Fill this in with Pocket Parks over time

Cheryl Doyle:

- Is under the impression ODOT will take care of intersection
- Wants to achieve the “most finished” project
  - Utilities, Gateway, Court Ave Streetscape, Parkway connections

Dick Prowse:

- Was under the impression this project was focused primarily on River Parkway improvements
- Would like educational features
- Connections between Court and Parkway important
- Streetscape would be an impossibility

John Chess:

- Not wrapped up in 2010 deadline, this project should be a legacy and not a “flash in the pan”
- Concentrated more on intersection and its relation to the Round-Up Grounds
- Park connections important, will drive the improvements along the Parkway

Aaron Skrivin:

- Agrees with John
- Parkway is paramount
- Limited funding, so commitment should be to residents
- City should maintain and improve for responsibility to River
- Round-Up will take care of their own
- Preference is for Pocket Parks instead of Riverside Park
- Really likes pedestrian bridge but fears low maintenance

Mary Hallman:

- Mostly concerned with Parkway, Court Avenue, and the Connections
- Other projects will fall into place

Jeannie Prowse:

- Based her decision on the fact that important issues with Parkway have not historically been addressed
- Has appreciation for big vision,
- Safety and Comfort paramount to Parkway
- Taking care of the River for the future important as well

Tim Simons:

- What's biggest bang for our buck?
- Urgency to get Intersection plans nailed down
- Before paving over Court Avenue, undergrounding of utilities has to happen ASAP
- Pocket Parks less of a priority than the Riverfront Park, and that the Parkway improvements will be the catalyst for the Pocket Parks

Marjorie Iburg:

- Commitment to Urban Renewal effort, and how to stretch out the available \$
- The time is NOW for undergrounding Utilities
- Westgate intersection is a HOT spot that needs addressing soon as well
- Creating one model will stimulate investments for other pocket parks

Participant's Top Three or More Priorities

1. River
2. Infrastructure
3. Connections

1. Gateway
2. Byers Street Plaza
3. Pocket park
4. Emphasis on Parkway
5. Emphasis on Pocket parks

1. Underground utilities
2. Westgate intersection
3. Model of Court Avenue/River Parkway Connection (Park or Smaller Access Point)

1. Gateway
2. Underground utilities
3. Riverfront Parkway

1. Utilities

- 2. Gateway
- 3. Court Avenue streetscape improvements
- 4. Byers Street Plaza

- Focused on:
  - Parkway
  - Court Street
  - Connecting between Parkway & Court Street
- Completed Statement at gateways
  - Gateways (1)
  - Underground utilities (2)
  - Court Ave Streetscape improvements (3)

## 2nd Open House

Thursday, March 20, 2008  
6:00-9:00 p.m.

City staff and the design team hosted a public open house to present design alternatives generated during the previous two days. The displays were organized and placed around the room according to categories; Westgate Intersection Gateway, Court Avenue Improvements

System of Parks, River Parkway Enhancements, and Byers Street Plaza. The design team gave a PowerPoint presentation summarizing the design options, priorities, and next steps. Participants asked questions and commented on issues and design proposals during the presentations. Before and after the presentation, residents also were encouraged to review and comment on the design options by writing on post-it notes, placing dots on their preferred alternative, and filling out comment forms. There were approximately 25-30 attendees.

### Comments:

- The River Parkway fence and rockwork is the best idea. The drawing is great.
- It would be nice to protect some of the trees, especially larger ones from being taken down by beavers. Bend has protective wire around some of its trees in several of their parks. Also, designate the entire Parkway area as a wildlife refuge.
- Plans along Court Ave should be able to be replicated along Dorion as well sometime in the future. Many people come into town from the west and will miss court and the inviting entrances to the River Parkway. Maybe we could put additional flags/banners on Diron now to capture the westbound traffic.
- On the river walk, when doing improvements consider signage letting people know where they are.
- Thanks to all of you! You have impressed me with your fine teamwork and visionary spirit. Thanks for summarizing our conversation and putting words into coherent form, too.
- Parking issues associate with increased activity.
- Maintenance issues for all improvements, especially those along Court Avenue.
- Posts for fences can be trash receptacles.
- Need a way to clean up dog poop.

## Pendleton Court Avenue/River Parkway Enhancements

## Technical Advisory Committee Meeting #2

April 15, 2008

## Meeting Summary

**Meeting attendance:**TRG Committee members:

Dan Ceniga  
 John Chess  
 Cheryl Doyle  
 Mary Hallman  
 Jennifer Hawkins  
 Marjorie Iburg  
 Jeannie Prouse  
 Eugene Hallman

City of Pendleton staff:

Bob Patterson, Public Works Director  
 Tim Simons, City Engineer  
 Dave Byrd, Parks Director  
 Deb Whittaker

GreenWorks consultants:

Mike Faha, Principal-in-Charge  
 Tim Strand, Project Manager  
 Matt Hastie, Public Outreach – Cogan Owens Cogan  
 Mark Seder, Architect – Seder Studios

## 1. Discussions and Conclusions:

Urban Renewal monies are limited

- We should be focusing on how other communities have gotten similar projects to this one funded and built with grant money
- River Parkway was accomplished with money from Land and Water

Conceptual Design + Cost Estimate are grant application minimums  
 John Chess/River Subcommittee have prioritized the projects on their own  
 Westgate/Dorion/Court Intersection

- City Staff have been coordinating with ODOT
- 30% CD + Cost Estimate needed

Round-Up fence/wall will be funded through Round-Up fundraising efforts, not TE Grant  
 ODOT has agreed to pushing curbs out to yield a 14' wide sidewalk in front of the Round-Up  
 Landscaping inside traffic islands not paid for by ODOT – it's the City's responsibility

- How will they get money?

TE Grant covers:

- Sidewalk on North side of Court only (14' width, w/ 6' of Pavers + 8' boardwalk-stamped concrete)
- From 12th Street to the Dairy Queen within the ODOT ROW
- Tree Wells, Trees, Lighting

Stromberg lights might suffice (\$9,000 each)

Western-themed brick paving at Frazer street

Round-Up favors the brick pilaster design since it will enable them to engrave donors' names into the bricks

- Is this possible with concrete pavers?

It should be OK to push fence line to back of the existing curbs at planting area since it is currently wasted space

Turnstiles at east end will be moving closer to the Roy Raley park for overflow into the park during events

ODOT has begun curb alignment along this edge (Wayne Green later gave GW a hardcopy of this alignment)

- Both ODOT and the City are pushing for the 14' minimum sidewalk width

Bob and others like the fence design proposed by GW

Court Avenue Streetscape Enhancement – Type 'B'

- City advocates for additional grinding in the intersection
- Drainage may make bulb outs difficult at certain intersections
- ODOT concerned they cannot afford grinding of all intersections
- ODOT grinding project bid deadline: April 2009 (“drop dead deadline”)
- Includes the Intersection, Round-Up TE, and grinding inlay at Court & Dorion only in travel lanes
- 112 ADA ramps total slated for this project
- Is this necessary if the City wants bulbouts? Why put 112 ramps in and rip them out later?

- May be a possibility of bulbing out at certain intersections
- City thinks that 4th Street would be a logical intersection
- Court Avenue crown in road may not accommodate bulbouts (issues with drainage)
- More information is needed as well as more conversations between City staff and ODOT

## River Parkway

- Ideas have been brought forth to make the overlook “look” like a fishing platform, like the ones at Celilo Falls
- City to undertake a flood study in June/July 2008
- City may be purchasing Tax Lot 300 for \$37,000 which includes land on either side of the river (the PDC did, in fact, pass this measure later that evening)
- Some property owners on the north side of the river are reluctant to have the pedestrian bridge located near their homes due to fears of vandalism and litter accumulation
- Whitewater course may be going in at the Main Street bridge location

Is there room to widen the sidewalk at Mazatlan?

Sculpture at the intersection is an on-going discussion

Need to preserve the line of sight to the US Bank sign near the convention center

Railroad agrees to dedicate ROW for landscape buffer, under the agreement that the city provides a physical barrier to the tracks (ie. PVC-coated chain link)

Design team and City staff will need to meet with the PDC for a work session in order to hammer out some additional details, such as cost, prioritization, available funding and grants, etc.

- Proposed dates are:
  - Thursday, April 24
  - Tuesday, April 29
  - Tuesday, May 8

## Pendleton Court Avenue/River Parkway Enhancements

## Technical Advisory Committee Meeting #3

April 29, 2008, 3-5 p.m.

## Meeting Summary

2. Westgate/Dorion/Court Intersection
  - Fence line along Court Ave was assumed to be the property line, however the ROW actually sits 13-15' back from the existing fence
  - Fence line location is currently in flux – the City and Round-Up are discussing
  - Brick or Stone veneer on the Pilasters? Would save some money but not dramatic
  - Increasing fundraising would help pay for pilaster design
  - GW suggests not having lights on the pilasters due to maintenance issues (Round-Up owns, City maintains) – we recommend separating the two systems
  - Horseshoe motif in the fence a good idea
3. Court Avenue east of Roy Raley Park
  - Not upgrading side streets along Court Avenue
  - We cannot assume the City will fund additional street improvements, since there is not enough ODOT money. We can discuss with the PDC.
4. River Parkway
  - Concepts would require additional detailed discussion with the USACE and design
  - Other ways to design with the USACE issues in mind
5. Byers Street Plaza/Festival Street
  - Parking lot behind Smith Barney still private? Possibly.
  - Gazebo design blends in earlier ideas of having a ceremonial space and photo opportunities for visitors
  - Also additional visual connection to the Arts Center and other buildings that flank the Main Street bridge
6. Cost Estimating
  - Conducted on a per Acre or per Square Foot basis from similar projects GW has done
  - Numbers here do not reflect a detailed design and cost estimate – just shows ranges of “Low End” and “High End”
  - Could costs be cut if we just put rocks in the traffic islands? Possibly, but not by much. We could scale the design back to around \$80,000
  - TE money includes utilities for streetscape at the intersection
  - City is applying for some grants currently, as does each City department on a regular basis (there's no singular grant-writing entity)
  - Quality of materials increases the cost
  - Phasing improvements is preferred so as to not tear out something that's been recently built
  - Fence design should consider what would be available in 20 years for consistency in matching future improvements
    - Typically fencing materials are easy to match
  - The fence design reflects some planters, but not continuous
  - Character of plantings along the river should be natural
  - City put in nice fencing along the north side of Roy Raley Park
  - Creating connections is very important for increasing the visibility along the Parkway. Initially 1 or 2 locations could be designed and developed
  - Pocket park costs do not reflect ramp structures nor demo, but do include minimal grading
  - City is looking for PDC and Urban Renewal dollars for some improvements
  - Any estimates of \$ available between now and 2009?
    - Yes, but the City has to prioritize between these projects and façade improvements
  - TAC should be able to make recommendations to the PDC prior to the May 20 meeting (this was addressed by setting up a Workshop)
  - Some viewed the Riverfront Park as the highest priority only if the Westgate/Dorion/Court Intersection is taken care of
  - Consider phasing portions of specific projects (ie. Parkway)
  - Priorities depend on when/where funds are available
    - Maybe just stick to priorities regardless of where money comes from
    - Only have so much energy to devote to this process
  - Is it possible to form a grant writing committee? YES.
  - Riverfront 2010 Committee Priorities
    - Evaluation Criteria were:
      - . Impact by 2010?
      - . Phasing/Splitting opportunities?
      - . Spur other projects?
      - . Benefit to property owners?
      - . Free of encumbrance?
    - Suggest meeting prior to next PDC meeting to ID priorities
  - How much money does the PDC have for these projects? Assumes that's a policy decision
  - What is the PDC's policy regarding revenue enhancement?
  - Agreement with proposed special PDC meeting/workshop plus additional special TAC meeting same day to ID priorities
  - Is it possible to front-end PDC funding? Yes, but with drawbacks down the road

## 1. Status report

Mike Faha provided a brief report on activities conducted since the last TAC meeting. During that time, GreenWorks and COC staff made minor refinement to improvement cost estimates, worked with City staff to prepare and post display boards of proposed improvements at various locations in town (e.g., Great Pacific, City Hall, Safeway and others) and confirmed this meeting with the TAC and the following meeting with the Pendleton Development Commission.

## 2. Criteria for prioritizing improvements

Mike Faha and Matt Hastie reviewed proposed criteria. These included criteria identified by John Chess and other TAC members at the group's last meeting, as well as some additional criteria suggested by the consulting team. These included:

- Ability to completely or partially implement by 2010.
- Ability to support or spur completion of other improvement projects.
- Relative freedom from encumbrances (e.g., complex permitting processes).
- Ability to phase or split into multiple components.
- Benefit to surrounding neighborhoods.
- Relative cost.
- Availability of dedicated funding.

The group agreed with these criteria.

## 3. Recap of staff priorities and recommendations

Bob Patterson reiterated that City staff's priority is to complete the Westgate Intersection improvements and adjacent streetscape improvements along Court Avenue next to the Roundup Grounds and Roy Raley Park. This is in large part because of the fact that ODOT is moving forward with these improvements in the next two years and the City has an opportunity to build on and coordinate with those efforts. All the other projects are relatively equally important to staff and together represent a longer term vision for improvements in this area. Completing conceptual designs and cost estimates for those projects will allow the City to apply for a variety of grants that could be used to help fund those projects.

## 4. Priorities - committee discussion and recommendations

Next, TAC members discussed their priorities. Almost all of them identified the following two short term priorities:

- Westgate Intersection improvements
- Riverfront Park (new park between 4th and 5th Streets)

Two people identified the following two alternative priorities:

- River Parkway safety and other improvements
- Utility under-grounding along Court Avenue

Most TAC members cited the following criteria and other factors in recommending the Westgate intersection and Riverfront Park projects as their top two short-term priorities:

- Ability to implement fully or partially by 2010
- Catalysts for other projects – especially the Riverfront Park project which includes elements of several other projects (Court Street improvements, River Parkway improvements and Court Street/River Parkway connection projects).
- Importance of improving a key gateway to the city (Westgate intersection)

Other comments and questions included the following:

- Does the City have plans to tear down the buildings on the City-owned property between 4th and 5th streets.

- There are no immediate plans to do so but it depends on the outcome of this project. The City would expect that would be part of any future new use of the site. The existing buildings do not represent long-term encumbrances.
- It may not be a good idea to plant large trees in front of the Convention Center as part of the Westgate intersection improvements. Visibility of that facility is very important.
- It is encouraging that there are potential opportunities to partner with the railroad in landscaping on their property.
- Conduit for water or utilities should be installed to the islands in the Westgate intersection as part of the ODOT work. The City can decide later exactly what it wants to put there in terms of landscaping or other improvements.
- It may be possible to get local community members to help plant trees and other landscaping at the Westgate intersection. Use available funds for utility work.
- The River Parkway improvements are very important, particularly lighting and other safety improvements.
- In designing the Riverfront Park, it will be important to ensure that improvements there are compatible with other future improvements along Court Avenue.
- The railroad property near the Westgate intersection is outside the urban renewal district so we will not be able to use urban renewal funds there.
- Could the City under-ground utilities between 4th and 5th Streets as part of the Riverfront Park project?
- It is possible. It would not be as cost-effective as it would be to do that for a longer stretch of the street.
- Will the Pendleton Development Commission (PDC) commit to funding the Riverfront Park project if we improve it? What are the PDC's priorities?
- The PDC is looking for suggestions and guidance from this group and the community. It will have to weigh its resources and other factors in making funding decisions once it receives that guidance.

#### 5. Pendleton Development Commission (PDC) meeting agenda

Mike and Matt noted that the primary objective of the PDC meeting was to review the potential improvement projects and cost estimates again, provide the PDC with opportunities to ask questions and present the TAC's recommendations to the PDC for discussion. Matt indicated that he would relay the following TAC recommendations to the PDC:

*The TAC collectively recommends the Westgate intersection and Riverfront Park projects as their two highest priorities in the short term. While specific individuals favored one project over the other, the group as a whole did not identify a top priority and noted that both projects are very important. Each one is consistent with many of the overall project objectives. They also rank high due to the potential ability to implement them in part or in full by 2010 and for their potential to spur work on and support for other improvements identified during this study.*

The TAC agreed that it was not appropriate to make specific funding recommendations at this point, given that the next phase of this project includes more detailed design and cost estimating of priority projects.

#### 6. Other comments

Bob Patterson noted that there are a variety of potential funding sources that may be available to finance the improvements reviewed during this study. For example, existing city bond measures dedicated to other city projects will begin to sunset in 2010. Between 2010 and 2014, approximately \$5.4 million dollars worth of annual bond measure obligations will expire. City residents may be willing to continue to devote resources for other public improvements, given that they could do so without any increase in taxes over what they are paying now. Grant programs, urban renewal funding and other funds also represent potential financing sources.

## Pendleton Court Avenue/River Parkway Enhancements

### Pendleton Development Commission Meeting

April 29, 2008, 7-9 p.m.

### Meeting Summary

#### 1. Introductions

Mike Faha introduced the team and reviewed the objectives of the meeting. He noted that at the previous meeting with the Pendleton Development Commission (PDC), Commission members did not have time to ask questions or discuss the projects presented to them. This meeting offered an opportunity to review the presentation again, allow for questions and comments and discuss recommendations and priorities from the project's Technical Advisory Committee (TAC).

#### 2. Presentation of Study Results and Improvement Projects

Mike Faha reviewed information about the following:

- Project objectives and overview
- TAC and public meeting process
- Proposed improvement projects
- Cost estimates

Questions and comments during and following the presentation included the following:

- There may be issues associated with blocking views of the Dairy Queen or other businesses near the Westgate intersection. What about using shrubs instead of trees for landscaping.
- Shrubs can actually be worse than trees in terms of blocking views because they can be at the driver's eye level. Selecting trees with relatively tall trunks and high canopies can help address this issue, particularly in the long term.
- Is it possible to have 12-foot sidewalks along Court Street east of Roy Raley Park?
  - It may not be, except possibly at the intersections. You would need to look at how much right-of-way exists, travel lane needs and impacts on parking and adjacent properties. A combined 12-foot sidewalk and planting strip or furniture zone is ideal in this type of area but you can get by with less.
- When is ODOT next scheduled to work on Court Avenue (after the upcoming resurfacing project)?
  - Probably not for a long time.
- Have you identified rough costs for the utility under-grounding project?
  - Not yet. Initial estimates of \$80,000 per block only cover a portion of the costs.
- How much does it cost to install new concrete sidewalks?
  - The cost can vary significantly. It is typically calculated by the hour and depends on what type and how much work is being conducted. A typical rule-of-thumb is \$20 per square feet.
- Are bulbouts at the intersections assumed in the cost estimates?
  - They would be assumed in the higher range estimates.
- Could you add conduit now as part of the Court/Dorian street improvement process and do the utility under-grounding later?
  - It might be possible but might not be very cost-effective. ODOT is not planning on doing it so the City would need to come up with money to do it. It typically costs about \$30 per linear foot. However, that doesn't include the costs of designing and laying it out.
- Do you plan to add conduit in the Westgate intersection area to underground utilities?
  - Yes. We also are looking at removing as many light poles and wires in that area as possible and trying to minimize the number of new poles and lights (while providing adequate lighting for cars and pedestrians).
- When will people have a chance to comment on the intersection design?
  - Within the next several months. We will notify people about those opportunities, probably at the 60% design point.
- Is the intersection configuration you've shown the final version?
  - It is pretty close.

#### 3. TAC Priorities and Recommendations

Matt Hastie presented the following recommendation from the TAC:

*The TAC collectively recommends the Westgate intersection and Riverfront Park projects as its two highest priorities in the short term. While specific individuals favored one project over the other, the group as a whole did not identify a top priority and noted that both projects are very important. Each one is consistent with many of the overall project objectives. They also rank high due to the potential ability to implement them in part or in full by 2010 and for their potential to spur work on and support for other improvements identified during this study.*

While this represented the group's collective recommendation, Matt noted that two people identified the following two alternative priorities:

- River Parkway safety and other improvements
- Utility under-grounding along Court Avenue

The TAC recommendation was based on a review of projects considering the following criteria:

- Ability to completely or partially implement by 2010.
- Ability to support or spur completion of other improvement projects.
- Relative freedom from encumbrances (e.g., complex permitting processes).
- Ability to phase or split into multiple components.
- Benefit to surrounding neighborhoods.
- Relative cost.
- Availability of dedicated funding.

Of the criteria listed above, most TAC members focused most heavily on the following criteria and other factors in identifying their priorities:

- Ability to implement fully or partially by 2010
- Catalysts for other projects – especially the Riverfront Park project which includes elements of several other projects (Court Street improvements, River Parkway improvements and Court Street/River Parkway connection projects).
- Importance of improving a key gateway to the city (Westgate intersection)

Questions and comments regarding the priorities:

- At this point, City staff is requesting a commitment from the PDC for enough funding to design the Westgate intersection improvements and keep that process moving.
- Several PDC members noted that this should be an important priority.
- Is there a direct tie-in between the intersection improvements and Court Avenue improvements near the Roundup Grounds and Roy Raley Park?
  - They are related but the funding comes from different sources.
- Does the City have any other funds that could be used for improvements in this area?
  - The City might be able to use gas tax proceeds. The City had previously budgeted money from gas tax proceeds for improvements in this area but had not used the money (about \$180,000). That might be an option.
- Can the City dedicate other funds (e.g., urban renewal dollars) to implement the Riverfront Park recommendation.
  - Possibly. It depends on a decision by the PDC. Because this is a work session, the PDC cannot make that type of decision at this meeting.
- How much would the landscaping at the Westgate intersection cost? What portion of that cost would be for irrigation vs. vegetation? Maybe the city should focus its money on the irrigation and other utilities and look for community support or donations for some of the street trees or other plantings.
  - Typically, the landscaping costs represent about one third of the total cost.
- It is very important to support funding the Riverfront Park project (in addition to the Westgate intersection). It would be a very visible project and help create public support and excitement for other needed improvements along the river and between the Parkway and Court Avenue. Voters in this city have historically supported public improvements such as the new City Hall, River Parkway, Aquatics Center and other improvements. This is an important opportunity to build on that. Note: Several TAC members echoed this sentiment.
- Is it possible to phase in the Riverfront Park and/or build something at the lower end of the cost range? The TAC seemed to support something with a more natural feel that might be at the lower end of the cost spectrum.
  - It probably would be difficult to phase in most of those improvements. A lot of the cost has to do with excavation, earthwork, planting and paving. Those things are difficult to phase. The consulting team would caution the City against building something at the very low end of the cost range. It probably would not be satisfactory particularly given that this is a potential signature project. It also is important to consider future maintenance costs. A lower cost facility may ultimately be more costly to maintain. You probably should be assuming a cost somewhere in the middle of the range we provided. Also, to get a truly natural feel sometimes entails using relatively costly materials. It is hard to directly link the character of the facility to the cost sometimes. We suggest you do some preliminary design work, come up with several possibly alternatives and then choose one based on consideration of all of these factors.

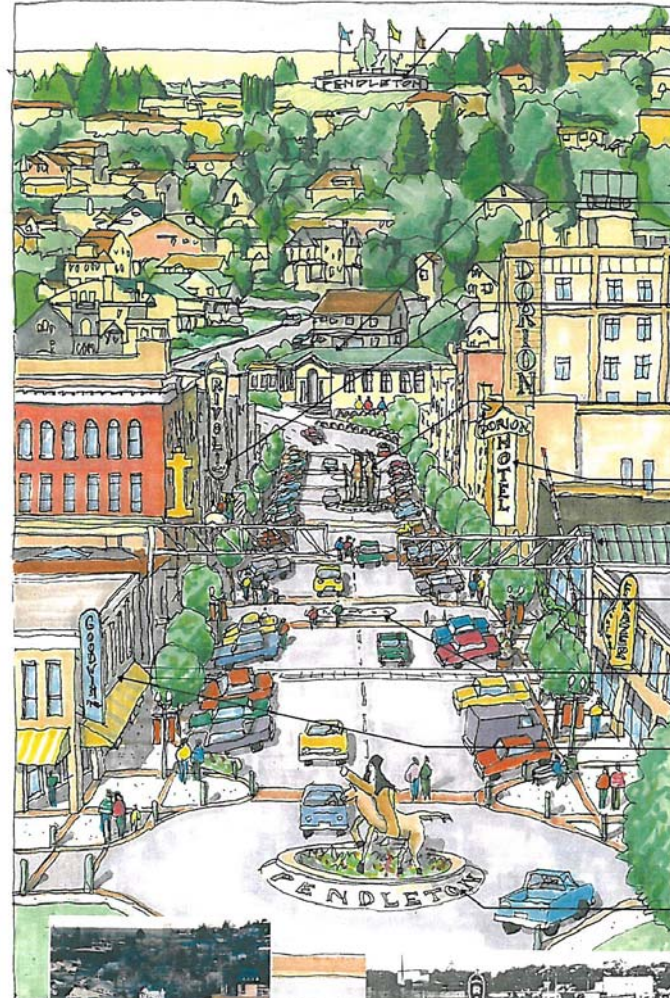
- This may be a great opportunity to knit the two halves of the community together. Pursuing the utility under-grounding seems like a very important project to consider undertaking at this time to set the visual stage for this area.
  - The TAC thought that utility under-grounding was important but that it didn't necessarily accomplish the other goals and objectives of the project. It also did not seem to be something that could be accomplished in the relatively short term or be as much of a catalyst for the other projects we considered.
- It would be helpful to know more about the design costs. It is hard to determine an appropriate level of support without that.

#### 4. Next Steps

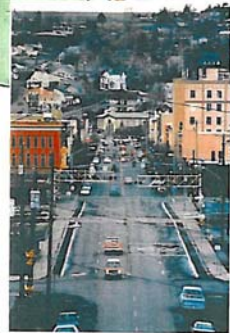
Participants agreed that the PDC would consider and make a decision about funding for the preliminary design of the two priority projects and possibly other improvements at its next meeting on May 20. That will enable the city and consulting team to begin work on Phase 2 of this project, which includes preliminary design and more refined cost estimates. It also will enable the City to continue to move forward on design and implementation of the Westgate intersection project.

# Previous Pendleton Studies

Pendleton Downtown Block Three Study (2005)



- POSSIBLE VIEW-POINT AND HISTORIC INTERPRETIVE SITE AT PARK, ALIGNED WITH MAIN STREET (OUTSIDE URBAN RENEWAL AREA AND SCOPE)
- EXISTING EASTERN OREGON ARTS CENTER LANDMARK BUILDING
- RENNOVATED RIVOLI THEATRE INCLUDING ORIGINAL SIGN AND MARQUEE
- NEW DOWNTOWN CENTER PUBLIC ART / TRAFFIC CALMING
- NEW AND HISTORIC SIGNAGE ON HOTEL
- POSSIBLE FARMER'S MARKET / MULTI-USE
- ADDITIONAL STREET TREES AND STREET-SCAPE FURNISHINGS
- INTERSECTION PEDESTRIAN IMPROVEMENTS
- PROPOSED SOUTH MAIN "RAILROAD DISTRICT" DEVELOPMENT OPPORTUNITIES TO EXTEND MAIN STREET URBAN FABRIC
- NEW DOWNTOWN GATEWAY / PUBLIC ART / TRAFFIC CALMING @ MAIN STREET @ BASE OF SOUTH HILL



EXISTING



HISTORIC

## PENDLETON DOWNTOWN BLOCK THREE STUDY

Aerial View of Main Street / Block Three  
Seder Architects pc



PENDLETON DOWNTOWN BLOCK THREE STUDY  
View of Rivoli Theatre  
Seder Architects pc

PENDLETON DOWNTOWN BLOCK THREE STUDY  
View of Pedestrian Walkway  
Seder Architects pc

# Previous Pendleton Studies

Pendleton Downtown Riverfront Urban Renewal Plan (2003)



- PROPOSED RIVERFRONT "DISTRICT" TO GUIDE FUTURE DEVELOPMENTS WITH POTENTIAL BUSINESS AND CULTURAL FACILITIES
- RIVER-LEVEL PARK/PLAZA FOR MULTI-USE INCLUDING SPECIAL EVENTS-DESIGNED TO WITHSTAND OCCASIONAL FLOODING
- RIVER WALK REBUILT AS ELEVATED STRUCTURE AT PARK/PLAZA WITH RETRACTABLE FLOOD GATES TO ALLOW DOWNTOWN GRADE-LEVEL ACCESS TO RIVER. GATES CLOSED WHEN FLOODING FORECAST

**Figure 6: Pendleton Downtown Riverfront Urban Renewal Plan**  
Umatilla Riverfront Potentials  
Tashman Johnson LLC Seder Architects pc

EXISTING



- ENCOURAGE DEVELOPMENT AND REDEVELOPMENT THAT TAKES ADVANTAGES OF TYP. NARROW LOTS, COURT STREET FRONTAGE, RIVERFRONT VIEWS AND SECOND LEVEL ACCESS FROM RIVER WALK
- CREATE PEDESTRIAN AND RIVER ACCESS SUPPORTIVE AREAS AT STREET DEAD-ENDS. CAN INCLUDE STAIR AND RAMP ACCESSES TO RIVER WALK, SMALL PEDESTRIAN AND PARKING PLAZAS, ETC.
- ADDITIONAL PEDESTRIAN AMENITIES AND IMPROVEMENTS SUCH AS ADDITIONAL BENCHES AND STREETLIGHTS

**Figure 7: Pendleton Downtown Riverfront Urban Renewal Plan**  
Umatilla Riverfront Urban Park and Riverfront Trail Improvements  
Tashman Johnson LLC Seder Architects pc

EXISTING



# Previous Pendleton Studies

ODDA Pendleton Downtown Resource Team Report (2006)



### OPPORTUNITIES & CONSTRAINTS MAP KEY

- 1) Round-Up Grounds (Opportunity)
- 2) Parkway – Umatilla River overlooks (Opportunity) / Severe vandalism (Constraint)
- 3) Parkway; Views of River, Overlook Development Opportunities (Opportunity)
- 4) Redevelopment Opportunity; Residential/Mixed Use (Opportunity)
- 5) Unattractive Development (Constraint)
- 6) Redevelopment Opportunity; Multi-family Residential overlooking Umatilla River (Opportunity)
- 7) Downtown/Main Street (Opportunity)

Stars = Key Parkway Access Point Development Opportunities

Arrows = Parking Access Points (Existing & Future)

Red Dot Line = Parkway

Yellow Dash Lines = Downtown & Round-Up Grounds Focus Areas



# Previous Pendleton Studies

Pendleton Transportation System Plan

