

**SUNRIVER PATHWAY SYSTEM  
CONCEPTUAL MASTER PLAN**

**(2013)**

# **SUNRIVER PATHWAYS CONCEPTUAL MASTER PLAN SUNRIVER OWNERS ASSOCIATION**

## **Purpose:**

To provide a visionary document for reference in future owner and Board of Directors decisions regarding best placement, modification and enhancement of the Sunriver Owners Association pathway system.

## **Scope:**

This document lists goals to be met in modifying and enhancing the SROA pathway system; a summary listing of objectives that are to serve as design and placement guidelines or standards; basic procedures to be followed in future pathway system changes; and other documents to be considered in decisions on pathway system changes.

## **Goals:**

1. Maximize public safety, on and in accessing the pathways
2. To the extent feasible, maximize efficiency and convenience of access for residential, commercial and recreational properties
3. Enhance recreation opportunities
4. Maximize aesthetic benefit
5. Minimize impact on private property

## **Objectives:**

1. The Sunriver Owners Association shall have a recognized pathway system master plan upon which to render decisions regarding recreational development, asset management, pedestrian and bicycle movements within the community, and related requests from its owners and guests.
2. Sunriver Owners and guests shall have direct access to a pathway wherever feasible. Related lanes, road crossings and connecting paved segments can serve as access to nearby pathways.
3. Wherever feasible, residences, commercial facilities and recreational facilities shall have one or more approved access routes to the pathway system. Depending on specific circumstances, approved local access to the pathway system may be gravel or other approved surface in lieu of the standard asphalt surface.

4. All asphalt-paved pathways shall be of a minimum of 10' width and shall have shoulders at least one foot wide that are periodically maintained to be free of hazardous material and natural growth.

5. Wherever feasible, all main SROA roadways (typically designated as "roads" as opposed to "lanes") shall have a pathway easily and directly accessible from the roadway to discourage use of the roadway for pedestrian or bicycle travel. Such pathways shall be parallel to or in view from the roadway.

6. When pathways are situated contiguous with a road or lane, such pathways shall be separated from the roadway by a positive separation such as curbing or berms.

7. A perimeter loop around the community shall be created with minimum interruptions.

#### **Procedures for Implementation:**

1. Being a principal component in the Association's overall amenities structure, a conceptual pathway system master plan must be reviewed and updated, if necessary, to meet current needs and established projections. Each year as part of the Board of Directors' goal-setting priorities, the need for modification or enhancement of the current conceptual master plan should be determined. The Sunriver Pathway System Conceptual Master Plan developed by the Pathway Master Plan Task Force in 2013 shall be used as a foundational document for decisions relative to enhancement or modification of the existing SROA pathway system. Changes in the pathway system shall be implemented based on owner input, staff recommendations, Board priorities and availability of funding. Over time, additional pathway segments may be identified that should be included in or deleted from the pathway conceptual master plan then in effect on those dates.

2. The SROA Board, with recommendations from staff and SROA owners, will make final decisions on pathway system enhancements and modifications. In accordance with the SROA Decision Making Checklist, the Board will weigh the costs and benefits to SROA's owners of each proposed change.

3. For each proposed change, the Board will consider whether alternative means are available for achieving the goals and objectives of the proposed change.

4. In evaluating proposed changes to SROA pathways, the Board will consider Sunriver Rules & Regulations and governing statutes to ensure consistency between the goals and objectives of SROA's pathway system and rules applicable to use of the pathways.

**Exhibits:**

1. Sunriver Pathway Conceptual Plan Map (2013)
2. Sunriver Rules & Regulations (2013) Section 2.03
3. Oregon Vehicle Code Sections 814.070 and 814.420
4. SROA 2013 Conceptual Pathway Master Plan: Facts and Explanations  
Relative to Proposed Additions and Modifications



**SROA 2013 CONCEPTUAL PATHWAY MASTER PLAN  
FACTS AND EXPLANATIONS RELATIVE TO PROPOSED ADDITIONS AND MODIFICATIONS**

* 1	LOCATION	SUPPORTING EXPLANATION	CONCERNS AND IMPACTING FACTORS
SAF	Meadow Road - Center Drive to Fairway Lane	<ul style="list-style-type: none"> <li>Meadow Road affords the most direct access to SRLP core activities for Meadow Village residents and therefore is heavily utilized by both pedestrians and bicyclists, very typically in multi-person groupings.</li> <li>Sinuous road alignment creates limited sight distances for bikers, vehicles and pedestrians.</li> <li>Permanent residents traverse alternative routes via network of informal trails over private property and commons.</li> <li>Sunriver Police report frequent safety encounters on this section between Center and East Meadow Drives</li> </ul>	<ul style="list-style-type: none"> <li>No common property exists along either side of the Meadow Road right-of-way within the Resort core and Tennis Village areas. As such, easements and/or agreements will be needed for the proposed construction.</li> </ul>
SAF	Abbot Drive - Circle 2 to Circle 3	<ul style="list-style-type: none"> <li>Pathway traffic emanating from the north and northwest areas of Sunriver going to and from the SHARC / Village must travel west of Abbot Road via the pathway through the Meadow Houses or well to the east via the pathway that adjoins the Ridge condominiums. A missing direct pathway connection between Circles 2 and 3 causes uncertainty for new and infrequent users traversing this section and frequently results in pedestrian/bicycle obstructing traffic on Abbot Drive causing delays and unsafe situations.</li> <li>The golf cart tunnel crossing under Abbot Drive midway between Circles 2 and 3 has created an elevated roadway profile with narrow and/or missing shoulders - there is no space for foot or bicycle traffic off-pavement when passed by overtaking or approaching motor vehicle traffic.</li> <li>Sunriver Police report frequent encounters with both pedestrians and cyclists while at the same time lack enforcement authority due to an absent parallel pathway.</li> </ul>	<ul style="list-style-type: none"> <li>Sixty-five percent of the distance between Circles 2 and 3 lacks common property on either side of the dedicated right-of-way. There is common property on the east side of Abbot Drive in the area adjoining Approach and Mountain View Lanes.</li> <li>Pathway development within the 60 foot right-of-way will require widening of a considerable length of embankment and a bridge crossing or tunnel lengthening and portal reinforcement on both sides of the existing roadway.</li> <li>A natural grade alignment along the east side of the existing right-of-way will require easements from the Resort (golf course) and Mountain View Lodges. Also in this respect, the Resort has indicated their need in having to move a green and tee in order to maintain required golfer isolation, and further has expressed opposition in having new pedestrian pathways cross existing golf cart paths.</li> </ul>

* 3	LOCATION	SUPPORTING EXPLANATION	CONCERNS AND IMPACTING FACTORS
SAF	East Cascade Road - Circle 10 to Circle 11	<ul style="list-style-type: none"> <li>Northbound pathway traffic along Beaver Drive is diverted away from direct routing to Circle 10 at Circle 11 and southbound traffic along East Cascade is similarly directed away from direct connection to Circle 11 at Circle 10. New and determined pathway users occasionally seek direct routing via the East Cascade Drive roadway pavement.</li> <li>With only one road intersecting East Cascade Drive between Circles 10 and 11, trucks and automobiles travel at elevated speeds especially northbound downslope from Circle 11. Line-of-sight distances are severely limited by the curved and sinuous alignment of East Cascade Drive between the two traffic circles.</li> <li>Residents and guests traveling between southerly areas and the Mavericks recreation center will benefit from an appreciably shorter pathway route.</li> </ul>	<ul style="list-style-type: none"> <li>Close proximity of a new pathway to private property may encourage establishment of informal trails over commons from properties now accessing the established pathway system via the pathway along north Beaver Drive.</li> </ul>
SAF	Cottonwood Road - Imnaha Road and Marketplace Frontage	<ul style="list-style-type: none"> <li>Pathway users traveling around the community in the northeast sector must detour more than 1/4 mile in order to move to the other side of Cottonwood Road at the Imnaha Road intersection. A very short connector (250 feet) as part of a future roundabout improvement will alleviate current crossing of commons at this intersection and entering upon a busy roadway lacking in pedestrian/vehicle control.</li> <li>Pathway users crossing Cottonwood Road to and from the Marketplace Store's west driveway do so at risk due to poor sight distances caused by undulating topography. A reconfigured layout of the local pathways as part of a Cottonwood Road entrance design is expected to mitigate this hazard.</li> </ul>	<ul style="list-style-type: none"> <li>Both proposed pathway crossings are currently judged to be components of proposed and/or other contemplated amenity enhancements (i.e., neighborhood park). Needed safety enhancements relative to these crossings may require significant separation between the conceptual pathway crossings and render one of the proposed crossings less beneficial.</li> <li>Crossings and pathway additions/modifications in this sector should be integrated with any redesign of the Imnaha - Cottonwood Roads intersection and become part of its design analysis.</li> </ul>

\* LEGEND: SAF - Safety  
ACC - Access

AES - Parks / Aesthetics  
P/O - Promenade and Others

RMV - To Be Removed

	* LOCATION	SUPPORTING EXPLANATION	CONCERNS AND IMPACTING FACTORS
5	ACC Meadow Road Loop	<ul style="list-style-type: none"> <li>Meadow Road has no adjacent pathway or pathway in view of the roadway pavement.</li> <li>Properties located on seven lanes intersecting Meadow Road gain pathway access via travel on Meadow Road or across commons to existing interior pathways.</li> <li>South and west sections of the Meadow Road Loop have very short sight distances due to sinuous and/or sharp curvature roadway alignments which in turn causes serious safety risks for pedestrians and cyclists on the pavement.</li> </ul>	<ul style="list-style-type: none"> <li>Meadow Village was the first platted subdivision in Sunriver, and as such, natural growth and residential landscaping has filled-in open areas of older right-of-ways and between property developments. Some of this long term growth and isolation will be lost due to pathway clearance requirements.</li> <li>An existing pathway through the area encompassed by the Meadow Road loop carries through traffic between southwest sections of Sunriver and the Village Mall. That traffic is expected to remain on the existing interior pathway.</li> <li>The proposed pathway parallel to Meadow Road will keep the network in this neighborhood in compliance with the rest of the Sunriver network.</li> </ul>
6	ACC East Meadow Road Crescent	<ul style="list-style-type: none"> <li>East Meadow Road has no adjacent pathway or pathway in view of the roadway pavement.</li> <li>Properties located on nine lanes that intersect East Meadow Road gain pathway access via travel on East Meadow Road or across commons to existing interior pathways.</li> <li>The Meadow Village tennis court recreation site has no direct access to the existing pathway system.</li> <li>Stoneridge Townhouses residents traveling to and from the Business Park utilize East Meadow Road when accessing the connecting pathway crossing South Century Drive at the traffic signal.</li> <li>The north and south portions of East Meadow Road Loop have very short sight distances due sinuous and/or sharp curvature roadway alignments which in turn causes serious safety risks for pedestrians and cyclists on the roadway pavement.</li> </ul>	<ul style="list-style-type: none"> <li>The existing pathway system has three East Meadow Road crossings and a favorable interior placement which supports through pathway traffic from south sections of Sunriver to and from the Village Mall area. That traffic is expected to remain on the existing interior pathway.</li> <li>All of the anticipated East Meadow Road pathway traffic will either be from intersecting lanes or from the existing tennis facility and proposed neighborhood park.</li> </ul>
7	ACC East Meadow Road - Center Drive to Existing Pathway East of Sage Springs	<ul style="list-style-type: none"> <li>Fawn Lane now requires pathway access via East Meadow Road to an existing pathway and will require access on the same road in the opposite direction to any future pathway constructed along Meadow Road.</li> <li>A parallel pathway will provide consistency with other similar pathway configurations within the community and will adhere to the conceptual plan design criteria.</li> </ul>	<ul style="list-style-type: none"> <li>Pathway activity to and from Fawn Lane is not known.</li> <li>Vegetation management may provide adequate sight distances along the approximately 300 feet of East Meadow Road separation between Fawn Lane and the nearby existing pathway.</li> </ul>



	* LOCATION	SUPPORTING EXPLANATION	CONCERNS AND IMPACTING FACTORS
8	ACC River Road - Skypark Area	<ul style="list-style-type: none"> <li>• Pedestrian and bicycle traffic to and from the Skypark community must cross commons in order to access the adjacent pathway within the neighborhood.</li> <li>• Two short connection pathway connections are shown so as provide convenience for either east bound or north bound pathway traffic.</li> <li>• The existing connection at the south end of River Road is not paved.</li> </ul>	<ul style="list-style-type: none"> <li>• An existing gravel surfaced pathway connection exists at the south end of River Road. Both maintenance staff and pathway users have utilized this connection without difficulty for some time.</li> <li>• Owners within Skypark have expressed satisfaction with the existing single pathway connection.</li> <li>• Due to the Skypark geometry, a connector at the north and south ends of the neighbor hood may encourage pathway traffic to detour from the adjacent pathway and travel on River Road through Skypark.</li> </ul>
9	ACC South Ponderosa Road	<ul style="list-style-type: none"> <li>• Properties located on six lanes intersecting South Ponderosa Road gain access to regional pathways via travel on South Ponderosa Road.</li> <li>• A parallel pathway will provide consistency with other similar pathway configurations within the community and will adhere to the conceptual plan design criteria.</li> <li>• Due to original construction constraints, current shoulder widths are virtually non-existent and this condition requires pedestrian and cyclists to remain on the roadway when encountering on-coming or approaching vehicles from the rear.</li> </ul>	<ul style="list-style-type: none"> <li>• Approximately 50% of the South Ponderosa Road pavement is situated on early railroad embankment that is well elevated in places above adjacent natural terrain.</li> <li>• Lacking adequate shoulder width upon which to construct a parallel pathway on the existing embankment, an adjacent pathway may need to be placed well away from the Ponderosa Road current roadway surface and at much lower grades.</li> </ul>
10	ACC North Ponderosa Road	<ul style="list-style-type: none"> <li>• Properties located on six lanes intersecting North Ponderosa Road gain access to area pathways via travel on North Ponderosa Road.</li> <li>• A parallel pathway will provide consistency with other similar pathway configurations within the community and will adhere to the conceptual plan design criteria.</li> <li>• An existing pathway south of the Otter Lane properties encourages local traffic to travel on commons.</li> </ul>	<ul style="list-style-type: none"> <li>• Situated between the railroad and Beaver Drive, the properties to be served by this section of proposed pathway move out of the neighborhood in a westerly direction via either end of North Ponderosa Road. Both of these egress sections have sinuous and/or sharp curvature roadway alignments which in turn causes serious safety risks for pedestrians and cyclists moving on the roadway pavement.</li> </ul>

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11	* ACC	LOCATION	OVERLOOK ROAD	* LEGEND: SAF - Safety ACC - Access	AES - Parks / Aesthetics P/O - Promenade and Others	RMV - To Be Removed	CONCERNS AND IMPACTING FACTORS
11	ACC	Overlook Road	<ul style="list-style-type: none"> <li>Approximately 0.6 mile of Overlook Road between Circle 3 and the pathway intersection just west of the SHARC sledding hill is unserved by a parallel pathway even though the alignment is designated as a primary roadway.</li> <li>A parallel pathway will provide consistency with other similar pathway configurations within the community and will adhere to the conceptual plan design criteria.</li> <li>A curvilinear alignment and an undulating centerline cause restricted sight distances and safety risks for pedestrians and cyclists.</li> <li>It is anticipated that a parallel pathway segment at the west end of Overlook Road will significantly shorten travel distances to and from SHARC and properties in the north and northwest sectors of Sunriver. With an attractive alternative available to the SHARC facility, pedestrians and cyclists now traversing on Abbot Drive between Circles 2 and 3 will have an alternative and much safer route.</li> </ul>				<ul style="list-style-type: none"> <li>Private property accessed via Overlook Road north of SHARC are underserved by pathways directly connected to their lanes.</li> <li>Shortest distances between properties in the north sector are across commons to existing interior pathways.</li> </ul>
12	ACC	Fort Rock Road	<ul style="list-style-type: none"> <li>Fort Rock Road has thirteen intersecting lanes within its 2/3 mile length and no parallel pathway.</li> <li>The neighborhood contains a high percentage of rental properties which generates significant traffic to and from nearby Fort Rock Park especially at the east end.</li> <li>A sharp grade change within the alignment causes blind spots and very short sight distances. Braking challenges are common for motorists when encountering foot traffic on the roadway.</li> <li>A parallel pathway will provide consistency with other similar pathway configurations within the community and will adhere to the conceptual plan design criteria.</li> </ul>				<ul style="list-style-type: none"> <li>The sharp drop in terrain in the westerly direction will require significant separation between road and pathway surfaces east of Mt. Hood Lane.</li> <li>Narrow commons along the Newberry Lane properties will necessitate close proximity to one property near East Cascade Road.</li> </ul>
13	ACC	Fort Rock Road to Overlook Road	<ul style="list-style-type: none"> <li>Approximately 350 feet will separate a new parallel pathway on the south side of Fort Rock Road and the existing interior pathway north of Landrise and Leisure Lanes.</li> <li>A connecting pathway at this location will provide direct routing between Fort Rock Park and the Nature Center/Marina amenities.</li> <li>Pedestrians and cyclists traveling between NW neighborhoods and SHARC will have shorter distances and will avoid the steep incline on Abbot Drive east of the Circle 4 cabins.</li> </ul>				

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14	ACC Cardinal Landing - Circle 5 to Bridge	<ul style="list-style-type: none"> <li>The existing connecting pathway at Circle Five discharges pathway traffic directly onto Cardinal Landing Lane.</li> <li>The Cardinal Landing Bridge and the river front pathway remain principle destinations for pathway users traveling west from Circle 5.</li> <li>Recognition of the Forest Service roads west of Cardinal Landing Bridge as a premier hiking and mountain biking amenities will increase foot and bicycle traffic on Cardinal Landing from the pathway network.</li> <li>A parallel pathway will provide consistency with other similar pathway configurations within the community and will adhere to the conceptual plan design criteria.</li> </ul>	<ul style="list-style-type: none"> <li>Terrain on the south side of Cardinal Landing is generally depressed from existing roadway elevations. Embankment construction will be necessary and environmental impacts understood especially between the gate and east bridge approach.</li> </ul>
15	ACC West Cascade Road - Kinglet Road Connection	<ul style="list-style-type: none"> <li>Pedestrian and bicycle traffic to and from the south end of Kinglet Road typically travel on a short section of Circle 6 either on the pavement or on the shoulder.</li> <li>Vehicles moving around Circle 6 are alerted to the pathway crossing at the south West Cascade Road exit but are not necessarily made aware of potential encounters with foot/cyclist traffic on the circle's roadway surface.</li> </ul>	<ul style="list-style-type: none"> <li>Several utility companies have an appreciable above ground equipment presence on the west side of Circle 6. Access to these panels and enclosures will require crossing of any new pathway constructed as proposed.</li> <li>Positive declination with landscaping and/or elevated surfaces will be necessary for safety separation of Circle 6 pavement from any new pathway.</li> </ul>
16	AES Deschutes River - Little Sunriver Bridge to Deschutes Road	<ul style="list-style-type: none"> <li>A perimeter pathway loop around Sunriver is interrupted between the pathway bridge across the "Little Sun River" and the Deschutes Road/River Road intersection.</li> <li>Wood chip surfacing has been incorporated to suppress dust generation from equestrian traffic without benefit for pedestrians and cyclists.</li> <li>A paved link will greatly enhance river front enjoyment and provide new outdoor rewards for owners and guests.</li> <li>Most of the proposed alignment for this connection was once part of the Camp Abbot training road system. Remnants from training facilities near to this pathway can be set aside for historical relevance and owner recognition.</li> </ul>	<ul style="list-style-type: none"> <li>Several hundred feet near the south end of the connection cross low ground which must be elevated slightly so as to not become seasonally flooded. Special lightweight fill will be required and added reinforcement added to the surfacing materials.</li> <li>Environmental impacts will have to be understood and managed in any new pathway design.</li> <li>A stand of pine trees populate a grassy area between the proposed alignment and the river in the middle portion of this section. This area may need protection for deer during fawning season.</li> </ul>

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	* AES	LOCATION McCallum Park - Marina to Stables	SUPPORTING EXPLANATION	CONCERNS AND IMPACTING FACTORS
17			<ul style="list-style-type: none"> <li>River front park land just upstream from the present SRLP Marina has been set aside since the early 1970's for the enjoyment of local residents. An asphalt surfaced pathway along the river was created from the marina about 1000 feet upstream to a wooden dock remaining from the Camp Abbot days. Following ownership transfer to SROA of an additional 6 acres from Don McCallum in the late 1970's, Mary McCallum Park has been a prized possession of SROA owners seeking river front recreational opportunities. Perimeter fencing around McCallum Park essentially isolates the remnant asphalt pathway segment within the Park which is now over 35 years old. A dead end informal trail exists upstream outside of the southwest McCallum fence line.</li> <li>SROA has gained an additional 10 acres for McCallum Park as a result of the 2012 property trade. The amenities consultant recommends creation of a new pathway around McCallum Park to give cyclists and pedestrians access to this new property and other existing SROA river front property that continues to a point west of the Sunriver Stables.</li> <li>A by-passing pathway around McCallum Park will eliminate current disturbances created by foot and bicycle traffic moving through events and private gatherings along the existing asphalt pathway remnant segment.</li> <li>A long sought goal from SROA task forces and amenities consultants has been an unbroken perimeter pathway around Sunriver. A link from the Marina to the Stables will create an aesthetic component in that goal.</li> </ul>	<ul style="list-style-type: none"> <li>SROA does not have property title for the entire length of proposed pathway along the Deschutes River from the SRLP Marina to the SRLP Stables. A section of about 1000 feet will require an access agreement in order to connect with the existing pathway at a junction just south of the Stables' parking lots.</li> <li>There are two wetlands reaches adjacent to or within the proposed alignment. Pathway design and land utilization must remain sensitive to environmental impacts especially on these two areas.</li> </ul>



	* LOCATION	SUPPORTING EXPLANATION	CONCERNS AND IMPACTING FACTORS
18	AES Fort Rock Park - West Area	<ul style="list-style-type: none"> <li>The SROA Amenities Master Plan indicates a connecting pathway in the playground area of Fort Rock Park as part of the park improvements and enhancements.</li> <li>Park users approaching from the southwest and destined for the central park region frequently traverse across the playground soft surface with some difficulty and pass through park inhabitants who may be enjoying this popular amenity.</li> <li>The recently renovated and expanded parking lot immediately south of the playground will generate more movements into and through the playground.</li> <li>A short connection in the playground area will enhance the enjoyment of Fort Rock Park's many recreational amenities.</li> <li>Tennis tournaments and summer events cause foot traffic concentration through commons and landscaped areas. Interconnecting links in the main activity areas will reduce maintenance and improve appearance.</li> </ul>	<ul style="list-style-type: none"> <li>There is ample space on the west side of the existing playground to construct a standard pathway connection between the two existing pathways on the north and south sides of the playground.</li> <li>A hard surface pathway along the playground will enable short connectors to the various playground features and much improved handicap accessibility.</li> <li>Building and pavilion upgrades and replacements may necessitate local relocation of existing and/or additional pathways. Precise location for all new pathway construction in Fort Rock Park should therefore await formal adoption of a plan for renovation and enhancement at Fort Rock Park.</li> </ul>
19	AES Fort Rock Park - East Area	<ul style="list-style-type: none"> <li>The adopted SROA Amenities Master Plan identifies a future building and site enhancements on the property between Shamrock Lane and Circle 11. Such improvements are to support seasonal activities (i.e., SROA "Adventure Camp") and year round owner events (clubs, committee meetings, etc.) requiring interior accommodations. Secondary pathways will link various features on this 3.6 acre parcel.</li> <li>Current interpretive signing identifies a "Lost Wagon" trail crossing the property through a grove of heritage trees generally along a line between Circle 11 and the Shamrock-East Cascade intersection. Segments of the proposed new pathway will allow direct access to this historic feature.</li> </ul>	<ul style="list-style-type: none"> <li>Although conceptual detail for development in the East Area of Fort Rock Park has been specified and approved by the SROA Recreation Committee (with guidance and review by the Recreation Department), no formal improvement plan exists.</li> <li>Construction of any new pathways on this parcel must await adoption of an East Area improvement master plan.</li> <li>Paved trails less wide than the standard 10' SROA pathways are proposed with intent to limit use in this region just to pedestrian traffic. Runners and cyclists will continue to have access around the site on existing standard pathways.</li> </ul>
20	P/O Promenade - Village to Resort Lodge	<ul style="list-style-type: none"> <li>The SROA Amenities Master Plan includes a "promenade" feature to connect the SHARC facility, Village Mall, and the Sunriver Resort Lodge. Kiosks, rest areas, sun shelters and other pathway attractions are proposed along the entire route.</li> </ul>	<ul style="list-style-type: none"> <li>This section of the "promenade" concept, by in large, extends from the twin tunnels under Abbot Drive through the old playground area, south of the SLRP tennis courts and between Center Drive and the Lodge main parking lot. All of the alignment rests on SLRP property and thus will require a cooperative agreement.</li> <li>As discussed under number 26 below, the existing pathway generally parallel and to the north will become redundant if both cyclists and pedestrians are permitted joint usage on the new "promenade" section.</li> </ul>

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	* LOCATION	SUPPORTING EXPLANATION	CONCERNS AND IMPACTING FACTORS
21	P/O Promenade - Village Mall Vicinity	<ul style="list-style-type: none"> <li>The SROA Amenities Master Plan includes a "promenade" feature to connect the SHARC facility, Village Mall, and the Sunriver Resort Lodge. Kiosks, rest areas, sun shelters and other pathway attractions are proposed along the entire route.</li> <li>Improved crossings of Beaver and Center Drives are to be part of a "promenade" design. Alignments through the Village Mall will support these new or enhanced crossings and also provide convenient access to Village businesses and amenities.</li> </ul>	<ul style="list-style-type: none"> <li>As currently illustrated, the "promenade" will include both primary and secondary pathways on the Village Mall property. As redevelopment continues on this property, commercial activity and pedestrian traffic are being monitored. Optimal geometry of pathway routing through the Village may differ from current concepts.</li> <li>Users of the present pathway system in the Village Mall area either bypass the location or walk through for destinations other than the Village. The pathway master plan assumes that this usage pattern will continue which means that an adopted "promenade" design will be necessary before changes become implemented in the current alignments.</li> </ul>
22	P/O Promenade - Village to SHARC	<ul style="list-style-type: none"> <li>The SROA Amenities Master Plan includes a "promenade" feature to connect the SHARC facility, Village Mall, and the Sunriver Resort Lodge. Kiosks, rest areas, sun shelters and other pathway attractions are proposed along the entire route.</li> <li>Available land exists along the east side of Beaver Drive to implement the proposed "promenade" attractions in concert with pathway other enhancements and/or realignments.</li> <li>The conflict with encroachments on private property and safety issues in the current pathway alignment along the west side of Beaver will be eliminated by removal of most of the existing pathway in this section.</li> </ul>	<ul style="list-style-type: none"> <li>The "promenade" concept is intended to provide a more casual utilization of the SROA pathway network in this vicinity and in doing so link the three high attractions therein, The Lodge, Village Mall and SHARC. Decisions remain regarding joint usage of the primary pathways within the promenade alignments.</li> </ul>
23	P/O North Tennis Center	<ul style="list-style-type: none"> <li>The adopted SROA Amenities Master Plan identifies creation of a tennis center at the existing North Courts complex. Both new primary and auxiliary pathways are to be added as part of that proposal.</li> <li>The Woodlands Golf Course has expressed interest in fostering sports related activity along Core Road. Placement of auxiliary pathways and re-routing of existing primary pathways will support that interest.</li> </ul>	<ul style="list-style-type: none"> <li>The scope of any tennis center configuration remains to be determined which in turn impacts location of primary and auxiliary pathways. This pathway master plan assumes integration of any new and/or abandoned pathways as may be determined in a separate tennis center master plan.</li> </ul>

	* LOCATION	SUPPORTING EXPLANATION	CONCERNS AND IMPACTING FACTORS
24	RMV South Century Drive - Entrance Circle to Underpass	<ul style="list-style-type: none"> <li>Pathways on the south side of Century Drive are not part of the SROA pathway system and SROA has no obligation to maintain them or authority to enter upon those alignments.</li> <li>Removal of the link on the north side of Century Drive will reduce or eliminate liability exposure for activity on the south side.</li> <li>The section designated for removal has a length of over 750 feet. Its elimination will significantly reduce maintenance and replacement costs.</li> </ul>	<ul style="list-style-type: none"> <li>Prior to construction of the relatively new entrance roundabout on Century Drive, the roadway crossing with least hazard was situated well to the west at the Venture Lane entrance to the Business Park. Pathways on both sides of Century Drive were extended easterly to pass under the railroad overcrossing to especially benefit school children going to and from the Three Rivers School. Pedestrian crossings included in the new roundabout provide direct connection to the school grounds.</li> </ul>
25	RMV Abbot Drive - Beaver Drive to Circle 1	<ul style="list-style-type: none"> <li>The "promenade" concept intends to improve roadway crossing safety and mitigate, as best possible, present conflicts with vehicle interferences by providing waiting areas at crossings for pedestrians, and to build structural edifices so as to alert drivers of the need for caution. Doing so will necessitate new pathway alignments and abandonment of some existing pathway pavements.</li> <li>A traffic roundabout for the Beaver Drive/Abbot Drive/Ponderosa Road intersections will require development space away from present roadway alignments and will encroach upon or overlay some existing pathway sections.</li> </ul>	<ul style="list-style-type: none"> <li>A new roundabout (traffic circle), re-routing of roadway now on private property, and creation of a "promenade" in this immediate vicinity all come together in designation of redundant existing pathway sections and need for pathway realignment to accommodate new configurations. All action relative to existing pathway removal must be governed by understanding of fairly precise future pathway requirements and locations.</li> </ul>
26	RMV Center Drive - Circle 1 to Resort Tennis Courts	<ul style="list-style-type: none"> <li>Development of the "promenade" as currently envisioned will render a segment of the existing pathway positioned north of the old fire station redundant from SROA's perspective.</li> </ul>	<ul style="list-style-type: none"> <li>An access agreement will be necessary for construction of a new pathway essentially through the old playground area and in front of the existing SRLP building complex.</li> <li>SRLP may elect to retain some sections of the proposed removal to better serve their interests.</li> <li>A combination of re-built existing pathway and new construction may become an optimal accommodation.</li> </ul>
27	RMV Village Mall Vicinity	<ul style="list-style-type: none"> <li>Development of the "promenade" as currently envisioned will render short segments of existing pathway redundant and in need of removal for effective Beaver Drive crossing design.</li> </ul>	<ul style="list-style-type: none"> <li>Four parties are locally associated with pathway segments likely to be removed (SROA, SRLP, Village Mall and Dr. Skotte). All affected parties should become involved and contributors to a beneficial re-routing of pathways in this immediate vicinity.</li> </ul>



	* LOCATION	SUPPORTING EXPLANATION	CONCERNS AND IMPACTING FACTORS
28	RMV Beaver Drive - Theater Drive Vicinity	<ul style="list-style-type: none"> <li>The pathway section on the west side of Beaver Drive between the twin tunnels and the Village Mall has two significant safety issues; discharges traffic into the Village no longer at a key location; and is situated, in part on Fremont Crossing property.</li> <li>The "promenade" concept will consider traffic flows through the Village Mall and require management for joint use by pedestrians and cyclists. A component of this management is to restructure the existing pathway alignment of the east side of Beaver Drive with new crossing(s) into the Village.</li> </ul>	<ul style="list-style-type: none"> <li>With significantly increased pathway traffic to and from the SHARC, the crossing safety issue at Theater Drive must be addressed.</li> <li>Elimination of this section and a new crossing near the Bank of the Cascades will not only eliminate the Theater Drive issue but also eliminate the blind crossing situation on Fremont Drive.</li> <li>Attention is being directed elsewhere within Sunriver for correction of pathways located on private property. Elimination of this section will be in accord with that current focus.</li> </ul>
29	RMV Beaver Drive - Juniper / Ashwood Lanes	<ul style="list-style-type: none"> <li>A segment of existing pathway extends for approximately 400 feet from the main pathway along Beaver Drive to a dead end location close to the railroad embankment.</li> <li>All lateral access to this pathway is across commons.</li> <li>All properties on both sides of this segment have access to the main pathway network via lanes from their respective driveways.</li> <li>Having a "dead end" terminus, there is no through traffic and the entire distance is not cleared of snow during the winter.</li> <li>Elimination of this segment will reduce patrols, periodic inspections and maintenance costs as well as replacement expenditure from the asset reserve account.</li> <li>Re-vegetation of the corridor after pavement removal will be in keeping with Sunriver environmental goals.</li> </ul>	<ul style="list-style-type: none"> <li>This pathway segment has been in place for many years and has become part of the local pathway routing activity albeit in conflict with existing SROA Rules and Regulations.</li> <li>While distances to the main pathway network may be increased depending on destination direction if this segment is removed, such minor inconveniences should be well overshadowed by the environmental benefits gained.</li> </ul>
30	RMV Beaver Drive - Modoc / Indian Lanes Vicinity	<ul style="list-style-type: none"> <li>A segment of existing pathway extends for approximately 1500 feet from the main pathway near Baker Lane to a dead end location very close to the railroad embankment.</li> <li>All lateral access to this pathway is across commons.</li> <li>All properties on both sides of this segment have access to the main pathway network via lanes from their respective driveways.</li> <li>Having a "dead end" terminus at the railroad, there is no through traffic and the entire distance is not cleared of snow during the winter.</li> <li>Elimination of this segment will reduce patrols, periodic inspections and maintenance costs as well as appreciable replacement expenditure from the asset reserve account.</li> <li>Re-vegetation of the corridor after pavement removal will be in keeping with Sunriver environmental goals.</li> </ul>	<ul style="list-style-type: none"> <li>This pathway segment has been in place for many years and has become part of the local pathway routing activity albeit in conflict with existing SROA Rules and Regulations.</li> <li>Distances to the main pathway network will be increased in most cases if this segment is removed.</li> </ul>

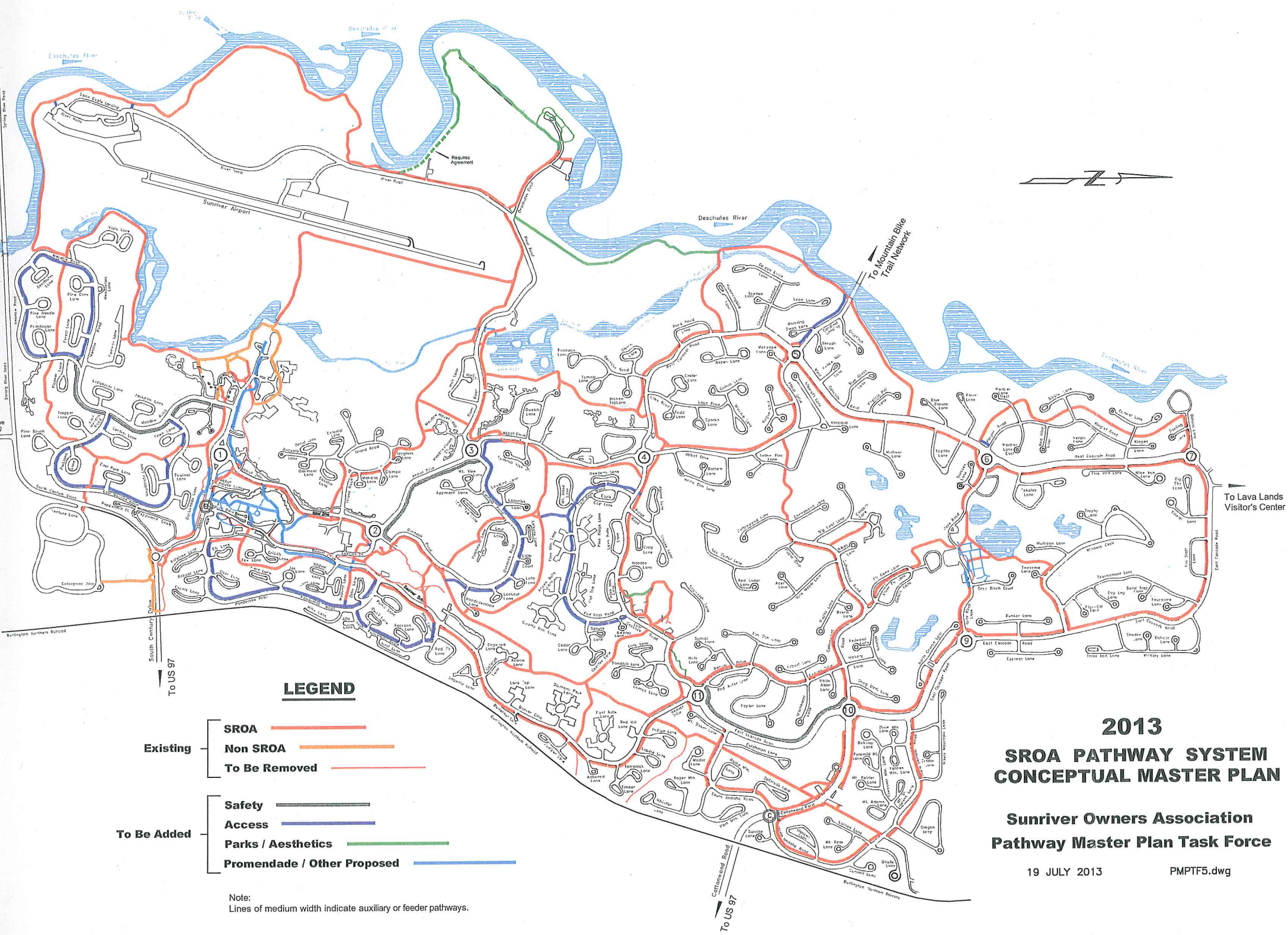
	* LOCATION	SUPPORTING EXPLANATION	CONCERNS AND IMPACTING FACTORS
31	RMV Core Road - North Pool / Tennis Courts	<ul style="list-style-type: none"> <li>The adopted SROA Amenities Master Plan identifies creation of a tennis center at the existing North Courts complex. Both primary and auxiliary pathways are to be added as part of that proposal.</li> <li>Acquisition of property on the south side of Core Road now containing a parking lot will become integrated with a new tennis center and change pedestrian flow characteristics and through movement of cyclists on the segments of the current pathway network. As a result, some of these existing pathway segments will become redundant and will likely become candidates for non-pathway site improvements.</li> <li>The Woodlands Golf Course has expressed interest in fostering sports related activity along Core Road. Placement of auxiliary pathways and re-routing of existing primary pathways will support that interest.</li> </ul>	<ul style="list-style-type: none"> <li>As currently envisioned, all but a few feet of new auxiliary pathway will be situated on SRLP property.</li> <li>Parking for the users of the North Pool share space on the golf course parking lot across Core Road. Depending on the ultimate disposition of the North Pool, additional parking and auxiliary pathways may become integrated with a new tennis center in order to lessen the seasonal parking interferences on the Woodlands' main lot.</li> </ul>

\* LEGEND: SAF - Safety  
ACC - Access

AES - Parks / Aesthetics  
P/O - Promenade and Others

RMV - To Be Removed





**LEGEND**

- |             |                                   |  |
|-------------|-----------------------------------|--|
| Existing    | <b>SROA</b>                       |  |
|             | <b>Non SROA</b>                   |  |
|             | <b>To Be Removed</b>              |  |
| To Be Added | <b>Safety</b>                     |  |
|             | <b>Access</b>                     |  |
|             | <b>Parks / Aesthetics</b>         |  |
|             | <b>Promenade / Other Proposed</b> |  |

Note:  
Lines of medium width indicate auxiliary or feeder pathways.

**2013  
SROA PATHWAY SYSTEM  
CONCEPTUAL MASTER PLAN**

**Sunriver Owners Association  
Pathway Master Plan Task Force**

19 JULY 2013 PMPTF5.dwg