



SROA
INFRASTRUCTURE
AND AMENITIES
MASTER PLAN

SUNRIVER, OREGON

AUGUST 2012

MacKay  Sposito

838 NW Bond Street, Suite 3
Bend, Oregon 97701

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SECTION 1
EXISTING & PROPOSED IMPROVEMENTS

**PART I
VISION STATEMENT**

The Sunriver Owners Association’s mission is “Maintaining Sunriver as a premier residential and resort community, protecting and enhancing its quality of life, natural environment, and property values.” The Vision for Sunriver can only be realized if the infrastructure is in place to maintain it. It is imperative that the facilities are of a high enough standard so they can operate as the back bone, affording Sunriver to become “An effective balance of a wide variety of high quality natural and man-made amenities that appeal to full-time residents, vacationers, retirees, sports and outdoor enthusiast, and families alike, delivered at a reasonable cost.” The information contained in this document outlines improvements to the infrastructure and amenities of Sunriver and is an adjunct to the Amenities Master Plan created by J.T. Atkins & Company PC. This information will help the SROA prioritize and budget for future projects, and help Sunriver continue to grow and flourish by building on the momentum of recent community consensus.



the opportunity to create a police only access drive to accommodate the police station and rear parking. A new fence and electronic gate could be added at the SE corner of the building and in the rear parking lot. This would create screened, secure parking for the department’s vehicles and bicycles. The connection between the Public Works grounds would be maintained with a secure gate so that trailers and other equipment could be stored at the Public Works storage facilities. A sloped roof structure (to shed snow, ice, and rain away from paving and onto the landscape) could be constructed over eight stalls on the west side of the rear parking lot. Bike parking could be under a new structure as well. A new building on the south side of the existing police building could provide an armory, evidence storage, and locker room.

**PART II
SUNRIVER SERVICE DISTRICT
POLICE STATION**

The police and fire departments lease the buildings and property from the SROA. The police force shares vehicular access to the SSD’s facility with the SROA administrative team and the Public Works department. Police cars are parked behind the station, unsecured, afflicted by vandalism, and exposed to the elements. These conditions negatively impact response times. The police department currently houses its evidence in the roundhouse; this is neither practical nor secure. The front entrance to the building is not secure; there are no bollards or barriers that would prevent a vehicle from driving through the front entrance. Bike gear is currently stored in the roundhouse. Bikes are parked in the parking lot unsecured. There is a need for adequate locker rooms for those on bikes. Weapons are stored in a minimally secure safe. Due to the new land acquisition east of the site, there is



PART III

SUNRIVER SERVICE DISTRICT FIRE STATION

At the fire station, typically 2 calls are received per day and 80% of those are EMS related. Two ambulances, a type 6 brush engine, a type 3 brush engine, a support vehicle, a ladder truck, a reserve engine with fifty foot Telesquirt, and a Class A popper are housed in the apparatus room. There are offices that are programatically too small, are substandard for their use, and are being shared with other uses. There is a need for greater file storage areas. Work stations are uncharacteristically housed on the mezzanine level. Extra storage space is currently purchased from the Business Park and County storage facility in Bend. Equipment storage rooms are filled to capacity, with overflow extending into the compressor/electrical room. Copy equipment shares space with the front office area where there is inadequate room for the copying equipment and related activities.

There is a pressing need for a training facility. The site currently has an area for limited training and is not in the ideal location nor has the capacity for a fire training structure. In order to protect Sunriver inhabitants from structure fires, the department will need a facility that will accommodate live fire training, vertical ventilation, and search & rescue. This facility could be purchased and constructed on land by Lake Penhollow. There is also the option to send personnel to outside training. Refer to the Report on Facilities Study for Sunriver Service District prepared by Art Hatch for more detailed information. There is an opportunity to construct an addition to the existing fire house facility, thereby increasing office room, copy room, and fitness room space. This could occur over the existing parking lot. Parking could relocate to the existing fire training lot. Two egresses at the new parking lot allow for ease of circulation through the site for vehicles with trailers.



PART IV

PUBLIC WORKS FACILITY AND RECYCLING STATION

Half of the staff for the SROA work out of the remnants from Camp Abbot, the roundhouse. It is commonly known as the worst building facility in Sunriver. Current constraints are substandard office and storage space, poor ventilation, and inadequate amount of restrooms (one toilet for 8 employees). Exterior storage for equipment is lacking, over a quarter of a million dollars of equipment is uncovered and open to the elements. Storage buildings have been added onto which leak. The Cinder Bin, containing cinders for winter road maintenance, is an uncovered storage area in another old relic roundhouse. In the winter, cinders become mixed with snow when which creates issues with the equipment and inhibits the process.

The recycling quarters are cramped as well. This is the only facility for recycling in South County and the public shares access to the site with Public Works employees. Employee parking for Public Works is currently in front of and conjoined with the recycling area, impeding circulation.

With the successful land trade with the Resort, the property to the east of Public Works will allow the campus to grow. By removing the existing structures, a new office building, associated parking, 1,000sf of covered equipment racks, and two fully enclosed heated drive through bays could be constructed. Another egress can be added to Abbot Drive, therefore improving overall site access and circulation. On the existing property, the roundhouse could be demolished and replaced with a new office/storage facility. The cinder roundhouse could be demolished and replaced with a covered storage area, along with a covered storage area

(where the recycling center currently sits) with sixteen small bays and containerized sand storage. The entire Public Works campus could be gated and fenced for added security.

The new site could also accommodate the relocation and expansion of the recycling facility. This would allow for public access without creating congestion within the Public Works site. A screening fence would divide the two uses and additional fencing could be erected if needed for screening from Abbot Drive.





PART V

MARY MCCALLUM PARK AND ADJACENT PROPERTY

The fenced owners’ park, Mary McCallum Park, that flanks the Deschutes River has a gated entrance, half basketball court, kiosk, dirt parking, porta potty, horse shoe pits, dirt activity field, paved trails, tetherballs, group picnic areas and a pavilion with tables and BBQ areas. These amenities have proven inadequate for the owners.

With the acquisition of the southern property, there is great potential to expand the park. The northern section of the existing park could be refined and created into a public park. Paved parking, a restroom, half basketball court, playground, paved paths, enhanced native vegetation, and a play lawn could create a destination public park for both active and passive recreation. The private owner’s portion could be fenced and gated with secure entry. A play lawn, enhanced native vegetation areas, paved interior paths, restroom, playground and associated lawn, picnic areas and pavilions could enhance the park. A full basketball court, horse shoe pits, and 9 disc golf course could appeal to the active recreator. A fenced community garden with raised garden beds, composting, and a storage shed/greenhouse could be located in an area with few existing trees to provide adequate sun exposure. A boat storage shed with lockers could allow owner’s to securely lock boats on site for ease of use near the boat dock/fish-



ing pier (if permissible). A circumnavigating eight foot wide paved path on the east side of the perimeter fence could provide a continuous public pathway system. The land far south, with wetland characteristics could have a boardwalk (if permissible) to immerse one in the wetland ecosystem. Interpretive signs and a birding trail could further enhance this natural area and connect to the pathway system.

PART VI

RIVER ACCESS (PASTURE #11)

Access that was once provided at the Resort’s Marina has since been restricted to resort guests only. Pasture #11 at 13.78 acres was recently acquired to give owners river access. The site currently has pasture land, riparian vegetation along the river and circumnavigating barbed wire fence to contain the Resort’s horses. Relics



of an historic site, a former Camp Abbot training facility, sit atop the site adjacent to a dirt access road.

River access at Pasture #11 could be provided with an access road extending from Deschutes Road, allowing the public to recreate along and in the river. A gatehouse could potentially charge a small parking fee for nonresidents. The barbed wire fence that currently encompasses the pasture could be removed, providing fishermen ample access to the river's edge. An easement could be afforded to the Resort stables for access along the existing equestrian trail at the eastern edge of the park. Two fenced dark parks (large and small dogs are segregated) with shade trees, doggie stations, bark mulch, and a dog water fountain could be an amenity to the site. A fenced dog beach with an armored shoreline with native boulders to prevent erosion could allow dogs to play fetch in the river and cool off on a hot summer's day. Paved parking could accommodate these areas along with overflow parking in the pasture. A soft surface trail could connect this area to the eastern equestrian trail. Along the trail could be an interpretive sign telling of the historic Camp Abbot training site to the north. Ample parking with both standard and trailer stalls could be provided on the western area of the site. Paved paths could link to the different areas of the park with a restroom located on the western edge of the site for ease of connection to the water line. A boat slip, sandy beach, and open space with a universally accessible picnic table could create a fun place to hang out, watch boaters, or enter the river. A low concrete split rail fence could delineate the border between the seasonal wetlands and enhanced native vegetated areas.



PART VII

PATHWAY SYSTEM AND ACCOMMODATIONS

The pathway system is comprised of 33 miles of bike and pedestrian trails, tunnels at road underpasses, and four public restrooms. Many of the tunnels are in need of repair and are a safety hazard. There are missing links in the trail system along key main roads and between amenities. The missing segment between circles two and three along Abbot Drive should be evaluated.

This is a critical connection that needs to be made with the added demand from the new SHARC facility. Restrooms could be added at neighborhood parks. See the Amenities Site Plan for recommended locations.



**PART VIII
PROMENADE ENTRY EXPERIENCE**

The intersections of Beaver Drive, Abbot Drive, and Ponderosa Road has poor circulation and is a safety concern. Summer months witness traffic congestion. Currently buildings are being remodeled, removed, and constructed in the Village. This will free up land for parking. The connection between the Resort and Village needs improvement and dark paths at night limit wayfinding.



There is the opportunity to create a stronger connection between the Resort, Village, and SHARC. The initial concept of a “yellow brick road” was outlined in the Amenities Master Plan. With a new layout to the Village and parking, pedestrian pathways could be strengthened. Pavers, seating, and lighting could make the paths stand out from the asphalt paths. Neighborhood parks could be located along the “yellow brick road”. A roundabout at the intersections of Beaver Drive, Abbot Drive, and Ponderosa Road could alleviate congestion and facilitate improved circulation. The entrance to the Village could be moved further north, by closing off the Country Store entrance. Issues of people parking at the store for an entire day while they are recreating would be mitigated.



**PART IX
COTTONWOOD ENTRY EXPERIENCE**

Cottonwood Road provides a secondary entrance to the Sunriver community and is used largely by residents and owners. The road crosses the train tracks and then curves around and down providing for views of Mt. Bachelor. As the road crosses the intersections of Innaha and Cottonwood, safety issues arise in the winter with slowing cars turning off of Cottonwood. There is a hodgepodge of utilitarian signs and a lack of



streamlined wayfinding. The Cottonwood Enhancement Task Force has assembled documents that outline a vision and design changes to enhance the entry experience.

The Cottonwood entry experience needs to be improved so people have a sense of crossing a threshold into a natural, scenic, and distinctive community. The welcoming experience could first begin as one exits Highway 97. Signage could indicate one is about to enter Sunriver. The radar trailer could be stationed at the overpass to slow traffic before the hill. Wayfinding elements could be seen in a rhythm along the roadway. A new roundabout at the intersection of Imnaha Road and Cottonwood Roads could further slow speeds. A lit stone monument prominently located in the center of the roundabout with signage could give one the sense they have arrived. It would be large enough to be seen above winter snow and contextualize with the older stone monument and stone outcropping at the south entrance. Still, it would be distinctive and appear natural, growing out of the earth, resembling the Cascades in form. Native perennials, grasses, Ponderosa pines, and flowering trees could compliment the monument. There could be groves of Ponderosa pine trees along the roadway, limbed up for fire safety but also giving a more manicured effect. Lodgepole pine could be removed. Pockets of native perennials and grasses, snags, and berms could accent the existing landscape. Crosswalks could be easily identifiable. The Marketplace property could house the kiosk with community events and information about Sunriver on the SW section of the site. The Marketplace anticipates making their facility more vibrant by adding a fire pit and outdoor seating to encourage music and entertainment in the evenings.



SECTION 2
SUMMARY OF STAKEHOLDERS & TASK FORCE INFORMATION

SUNRIVER POLICE

Provide:

1. Interior parking for emergency vehicles
2. Covered parking (with electricity) for police cars, pitched backwards
3. An evidence storage area (separate and secure from other uses, not in the Roundhouse.)
4. Exclusive egress for police vehicles only.
5. A secure parking area with garage door opener, fence, and gate on wheels.
6. A locker facility for bikers.
7. Secured bike parking (for 8)
8. Armory for weapons
9. A barrier at the entrance door (bollards) and a panic button

SUNRIVER FIRE

Vars Lasdon was the architect of the fire station

Provide:

1. Training facility for structure fire protection will need live fire training, vertical ventilation, search & recue
2. Work stations (office space)
3. Fitness room
4. Copy room
5. Storage: personal protective equipment shall be stored in an area with ventilation, free from vehicle exhaust contamination.

SROA PUBLIC WORKS DEPARTMENT

Provide:

1. A roof over the cinder bin
2. New office and storage space on new grounds
3. Improved ventilation at existing office/storage space- convert to all storage space
4. Covered storage for SROA equipment with electricity for lighting and shore power needs (block heaters, chargers)
5. Covered storage with large 15'x30' bays with high clearance (2 loaders, loader mount plows and blower, motor grader, 2 heavy trucks, but skid packs for trucks, chipper) 8 existing – no additional needed
6. Fully enclosed 15'x60' heated drive through bays (2 heavy sander trucks with front plow, street sweeper, 2 electric vehicles and a wash bay) 2 existing 2 additional needed
7. Covered storage with 12'x24' bays (2 bobcats, 7 light vehicles, 7 trailers/trailer mounted equipment police trailers included) 0 existing- 15 needed
8. Covered equipment racks (approx. 15-20 various attachments/snowplows for equipment and vehicles) 0 existing, 1000sf needed
9. Cover parking spaces (7 patrol cars, 3 SROA admin light vehicles) 0 existing, 10 needed
10. Waste oil system with storage capacity for 1000 gallons for Fleet Service operations.
11. Water/oil separation system for wash bay and shop drains meeting environmental/industry standards
12. New recycling facility: relocate to newly acquired golf maintenance property or moved to Lake Penhol low on resort land. Another option- carting service. Public needs their own access/point of egress

SROA Administrative and Recreation Departments

Provide:

1. River access at Pasture #11 with boat slip, beach, picnicking, dog park(s), trailhead with fee's for parking
2. River access at Harper's Bridge
3. New archival storage area
4. Restrooms at parks and tennis courts
5. Add bike trails to missing links to create a master pathway plan (expand on current one) Lanes lead to roads, all roads should have pathways (ex. look at section between circles 2 & 3).
6. Provide more restrooms throughout the trail system, similar to the restrooms on the golf courses.
7. Public access to existing Mary McCallum Park and private access at new adjacent property

SUNRIVER RESORT

The old south pool site (1.5 acres) for 33 acres at locations: Pasture #11, Land adjacent to Mary McCallum Park, golf maintenance south of Public Works, and the tennis court sites. Upgrades were recently made to the stables and marina. The intent is to revamp the whole resort core with acquisition of the south pool site.

Provide:

1. An enhanced entry experience
2. Lighting between Resort and Village

VILLAGE AT SUNRIVER

1. Move main entrance north away from Abbot/Beaver intersection
2. Close off main entrance out country store with roundabout to mitigate congestion and ease traffic flow
3. Create "yellow brick road" between the resort, Village, and SHARC. Pathways between Resort and Village should be lit, pathways between Village and SHARC not necessarily lit.

COUNTRY STORE

People park all day in customer parking spaces. Portable bike racks are set up during peak months.

1. Parking needs to be managed

COTTONWOOD ENTRANCE TASK FORCE

A Development Manual is being revised. Currently there is no wayfinding on Highway 97 at Cottonwood once off the off ramp, just "attractions". As one enters one gets a view of Mt. Bachelor. There is the opportunity to create the feeling of a gated community without the gate. The entrance shall communicate the Sunriver brand:

a natural, scenic, unique, recreation mecca. The entrance shall identify with the community and remind travelers they are entering an extraordinary place. Managing speed at the intersections of Imnaha and Cottonwood is needed due to the hill and curve in the road, and right turns.

Provide:

1. A pair of stone monuments that compliments the older entrance monument but doesn't mimic it. Signage on the monument shall be lit (and on the north monument only). Scale of monument must keep winter snow depths in mind (at least 12' high). Use native rock found within Sunriver. Could be a combination of natural and built elements that take on a prominent, distinctive, and artistic form (but not ostentatious).
2. Wayfinding (move signs to kiosk at Marketplace)
3. Roundabout with anticipation of increased traffic
4. Removal of u-turn/radar pull-out and place a permanent solar powered speed reader at RR overpass (if roundabout isn't built)
5. Nature-scaping along the corridor. Native accent plants on existing berms between store and circle 10. Thin Lodgepole pine and replace with Ponderosa pine. Limb up existing and new trees for visibility and reduce ladder fuels. Give a native manicured look.
6. Crosswalks at areas of high circulation (control foot traffic) and connections to trail system
7. Utilize volunteers for installation

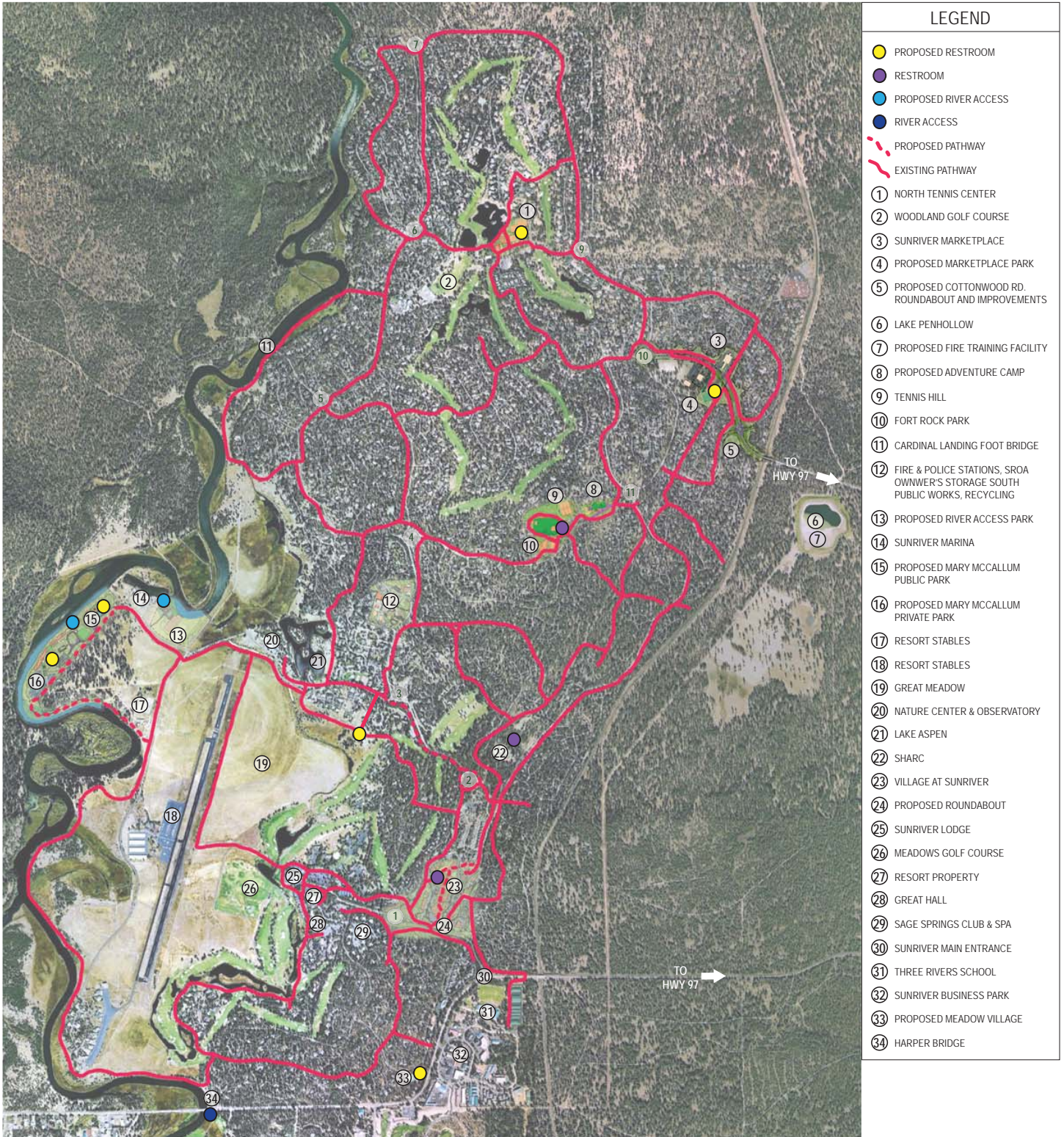
SUNRIVER MARKETPLACE

S. Imnaha was not originally designed to connect to Cottonwood Rd for public use yet remain as fire emergency access only. Although they don't make a profit they stay open to employ people in the community. They would like the community to positively support them.

1. Close South Imnaha so more traffic is directed by the market.
2. Upgrade Cottonwood entrance
3. Potential to locate kiosk in the marketplace parking lot but not at the trailer parking area at the east end. Parking space counts on the west side could potentially be reduced for the kiosk by looking at parking counts. Adjacent property is SROA so a pull-out is possible.
4. Add night-life to the area with evening events by adding a fire pit.

SECTION 3
EXHIBITS OF EXISTING AND PROPOSED SITE IMPROVEMENTS

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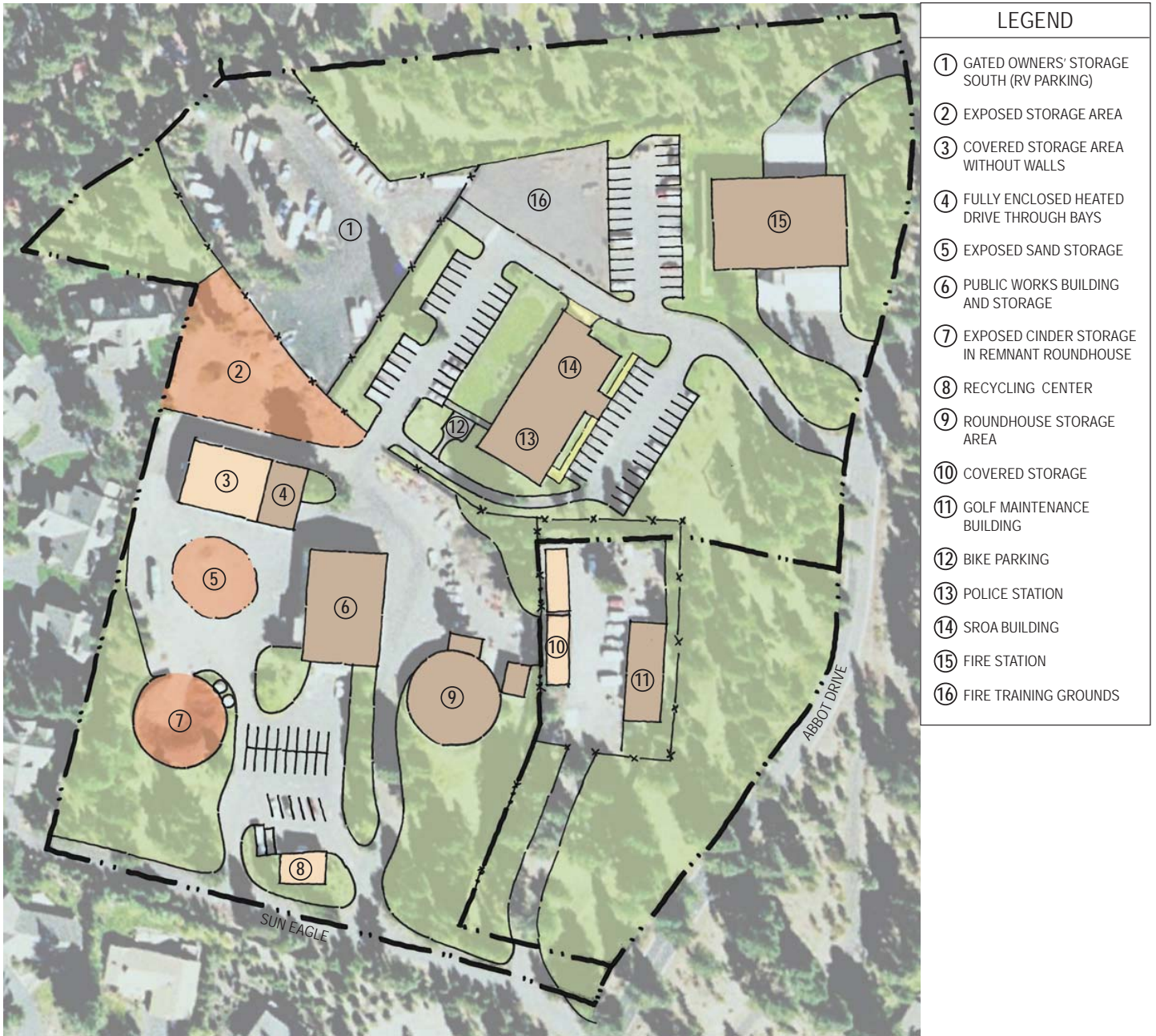
LEGEND	
●	PROPOSED RESTROOM
●	RESTROOM
●	PROPOSED RIVER ACCESS
●	RIVER ACCESS
- - -	PROPOSED PATHWAY
—	EXISTING PATHWAY
①	NORTH TENNIS CENTER
②	WOODLAND GOLF COURSE
③	SUNRIVER MARKETPLACE
④	PROPOSED MARKETPLACE PARK
⑤	PROPOSED COTTONWOOD RD. ROUNDABOUT AND IMPROVEMENTS
⑥	LAKE PENHOLLOW
⑦	PROPOSED FIRE TRAINING FACILITY
⑧	PROPOSED ADVENTURE CAMP
⑨	TENNIS HILL
⑩	FORT ROCK PARK
⑪	CARDINAL LANDING FOOT BRIDGE
⑫	FIRE & POLICE STATIONS, SROA OWNER'S STORAGE SOUTH PUBLIC WORKS, RECYCLING
⑬	PROPOSED RIVER ACCESS PARK
⑭	SUNRIVER MARINA
⑮	PROPOSED MARY MCCALLUM PUBLIC PARK
⑯	PROPOSED MARY MCCALLUM PRIVATE PARK
⑰	RESORT STABLES
⑱	RESORT STABLES
⑲	GREAT MEADOW
⑳	NATURE CENTER & OBSERVATORY
㉑	LAKE ASPEN
㉒	SHARC
㉓	VILLAGE AT SUNRIVER
㉔	PROPOSED ROUNDABOUT
㉕	SUNRIVER LODGE
㉖	MEADOWS GOLF COURSE
㉗	RESORT PROPERTY
㉘	GREAT HALL
㉙	SAGE SPRINGS CLUB & SPA
㉚	SUNRIVER MAIN ENTRANCE
㉛	THREE RIVERS SCHOOL
㉜	SUNRIVER BUSINESS PARK
㉝	PROPOSED MEADOW VILLAGE
㉞	HARPER BRIDGE

SUNRIVER, OREGON
AMENITIES SITE PLAN

AUGUST 2012

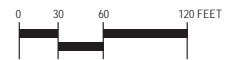
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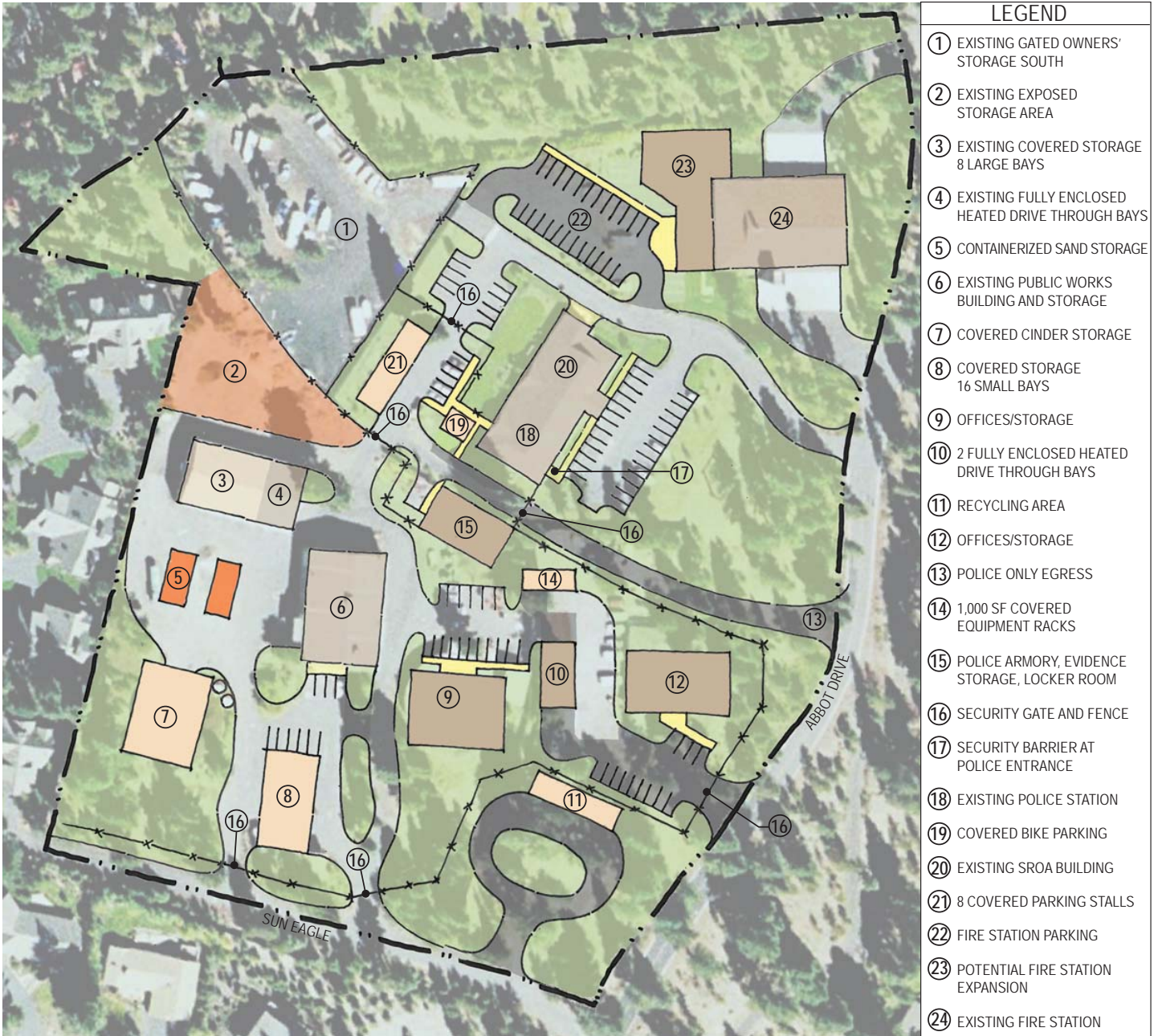




PUBLIC WORKS AND SUNRIVER SERVICE DISTRICT
EXISTING SITE CONDITIONS

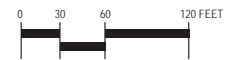
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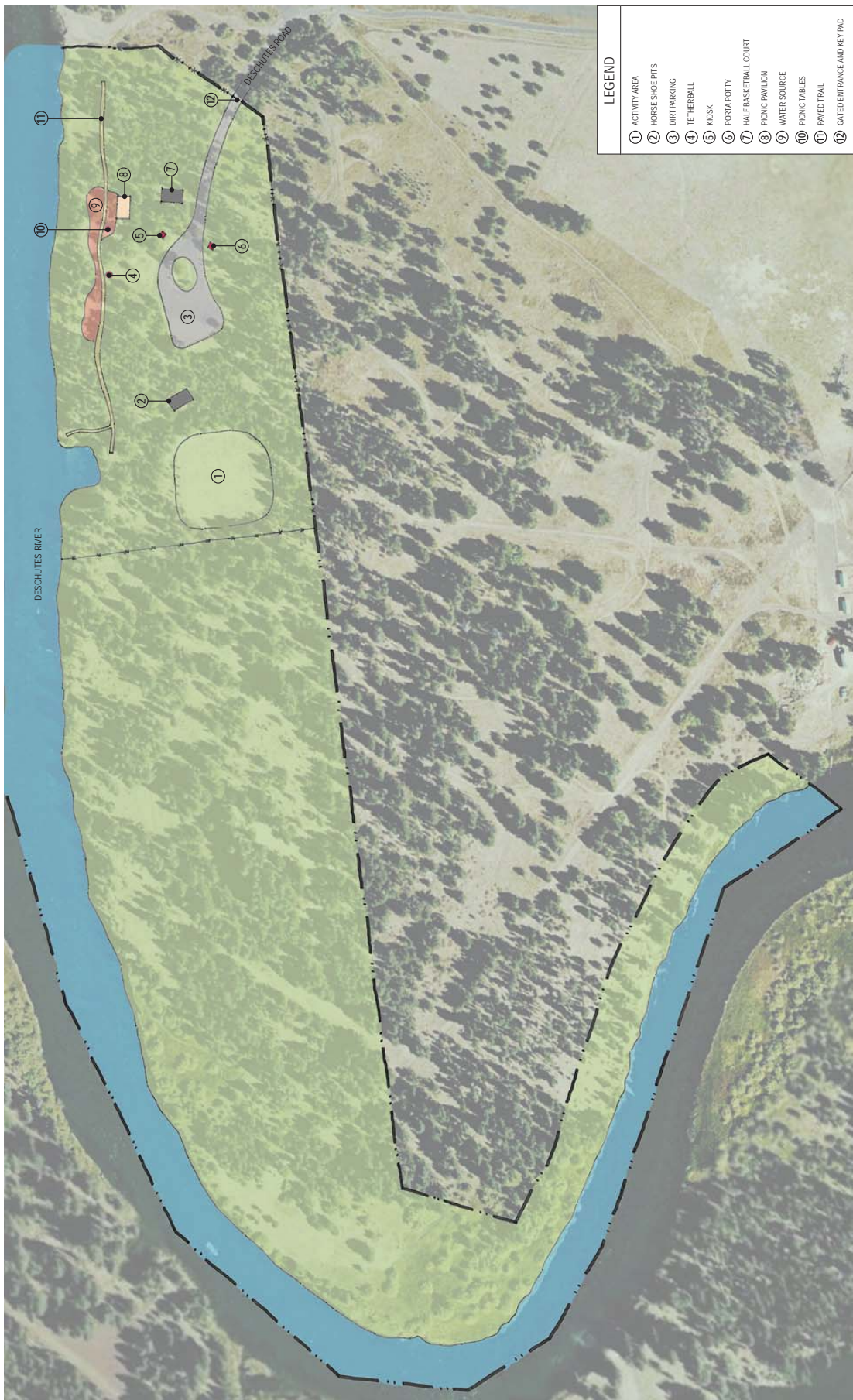




PUBLIC WORKS AND SUNRIVER SERVICE DISTRICT
PROPOSED SITE IMPROVEMENTS

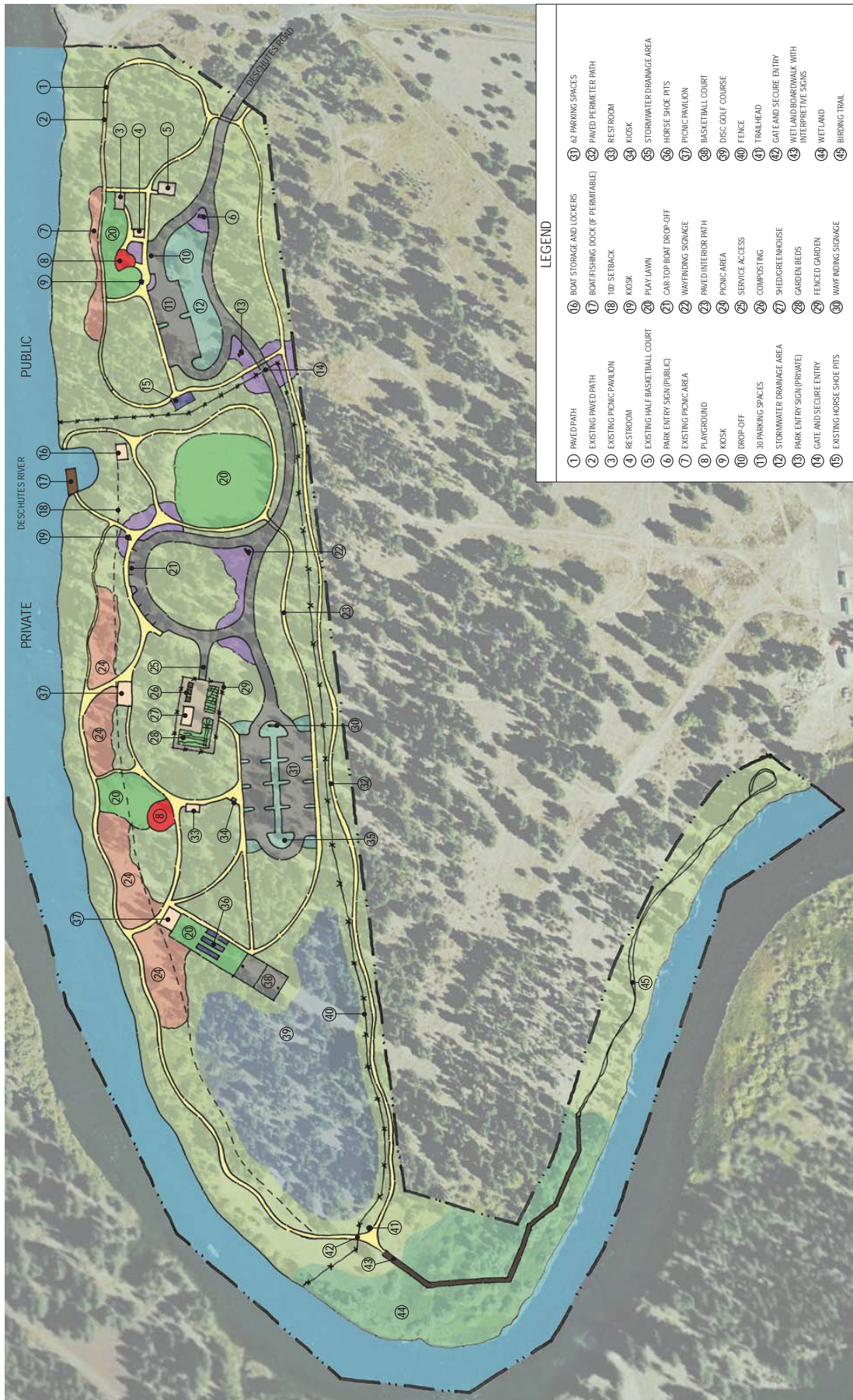
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MARY MCCALLUM PARK
EXISTING SITE CONDITIONS

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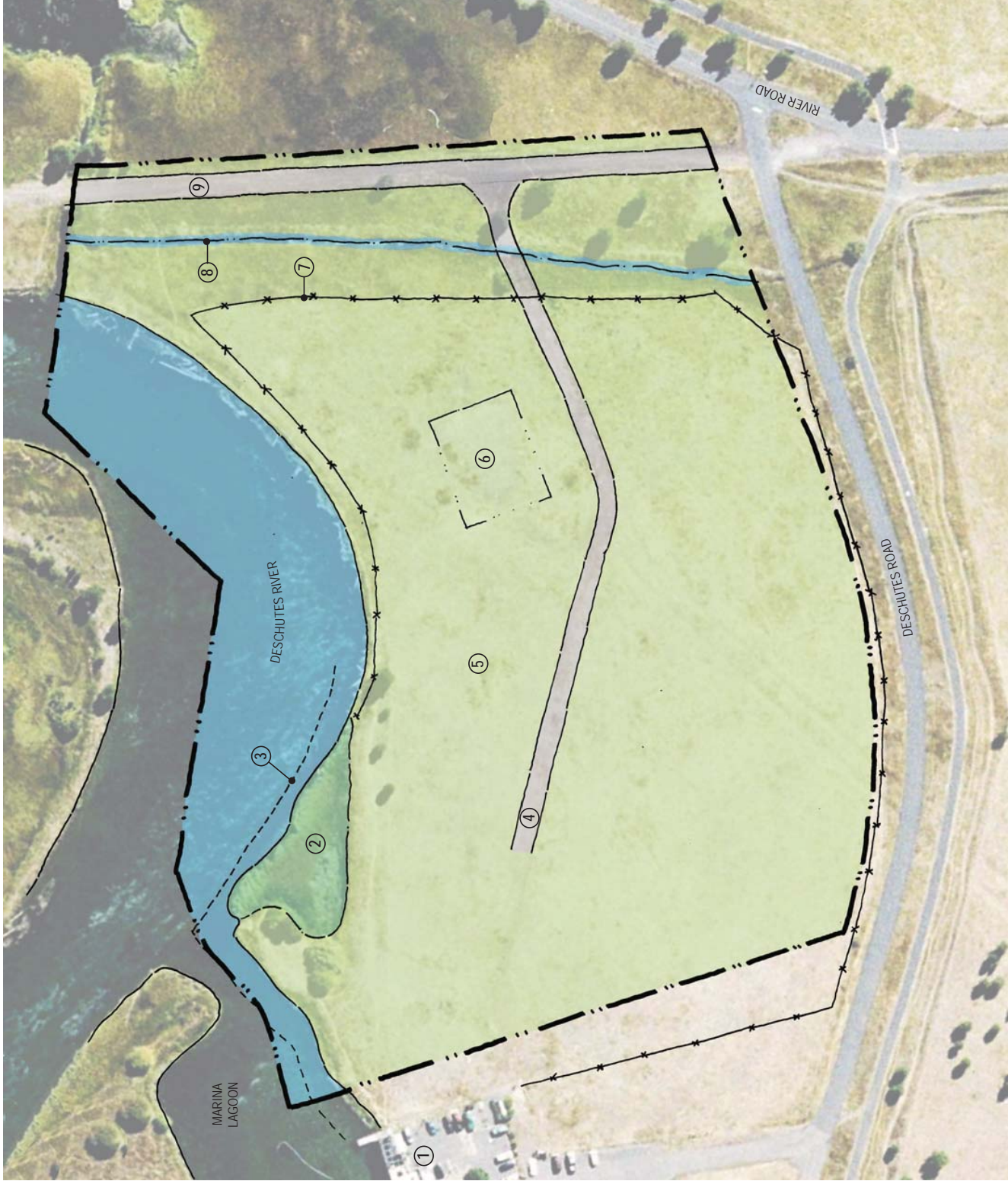
LEGEND

1 PAVED PATH	16 BOAT STORAGE AND LOCKERS	31 62 PARKING SPACES
2 EXISTING PAVED PATH	17 BOAT FISHING DOCK (IF PERMISSIBLE)	32 PAVED PERIMETER PATH
3 EXISTING PICNIC PAVILION	18 100' SETBACK	33 RESTROOM
4 RESTROOM	19 KIOSK	34 KIOSK
5 EXISTING HALF BASKETBALL COURT	20 PLAY LAWN	35 STORMWATER DRAINAGE AREA
6 PARK ENTRY SIGN (PUBLIC)	21 CAR-TOP BOAT DROP-OFF	36 HORSE SHOE PITS
7 EXISTING PICNIC AREA	22 WANDERING SIGNAGE	37 PICNIC PAVILION
8 PLAYGROUND	23 PAVED INTERIOR PATH	38 BASKETBALL COURT
9 KIOSK	24 PICNIC AREA	39 DISC GOLF COURSE
10 DROP-OFF	25 SERVICE ACCESS	40 FENCE
11 30 PARKING SPACES	26 COMPOSTING	41 TRAILHEAD
12 STORMWATER DRAINAGE AREA	27 SHED/GREENHOUSE	42 GATE AND SECURE ENTRY
13 PARK ENTRY SIGN (PRIVATE)	28 GARDEN BEDS	43 WETLAND BOARDWALK WITH INTERPRETIVE SIGNS
14 GATE AND SECURE ENTRY	29 FENCED GARDEN	44 WETLAND
15 EXISTING HORSE SHOE PITS	30 WANDERING SIGNAGE	45 BIRDING TRAIL

MARY MCCALLUM PARK
PROPOSED SITE IMPROVEMENTS

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LEGEND	
①	HOLA RESTAURANT
②	SEASONAL WETLANDS
③	APPROXIMATE WINTER WATERLINE
④	OLD GRAVEL ACCESS ROAD
⑤	PASTURE
⑥	HISTORIC SITE - FORMER CAMP ABBOT TRAINING SITE
⑦	BARBED WIRE FENCE
⑧	DRAINAGE SWALE
⑨	CAMP ABBOT TRAINING AIDS ROAD



PASTURE #11
EXISTING SITE CONDITIONS

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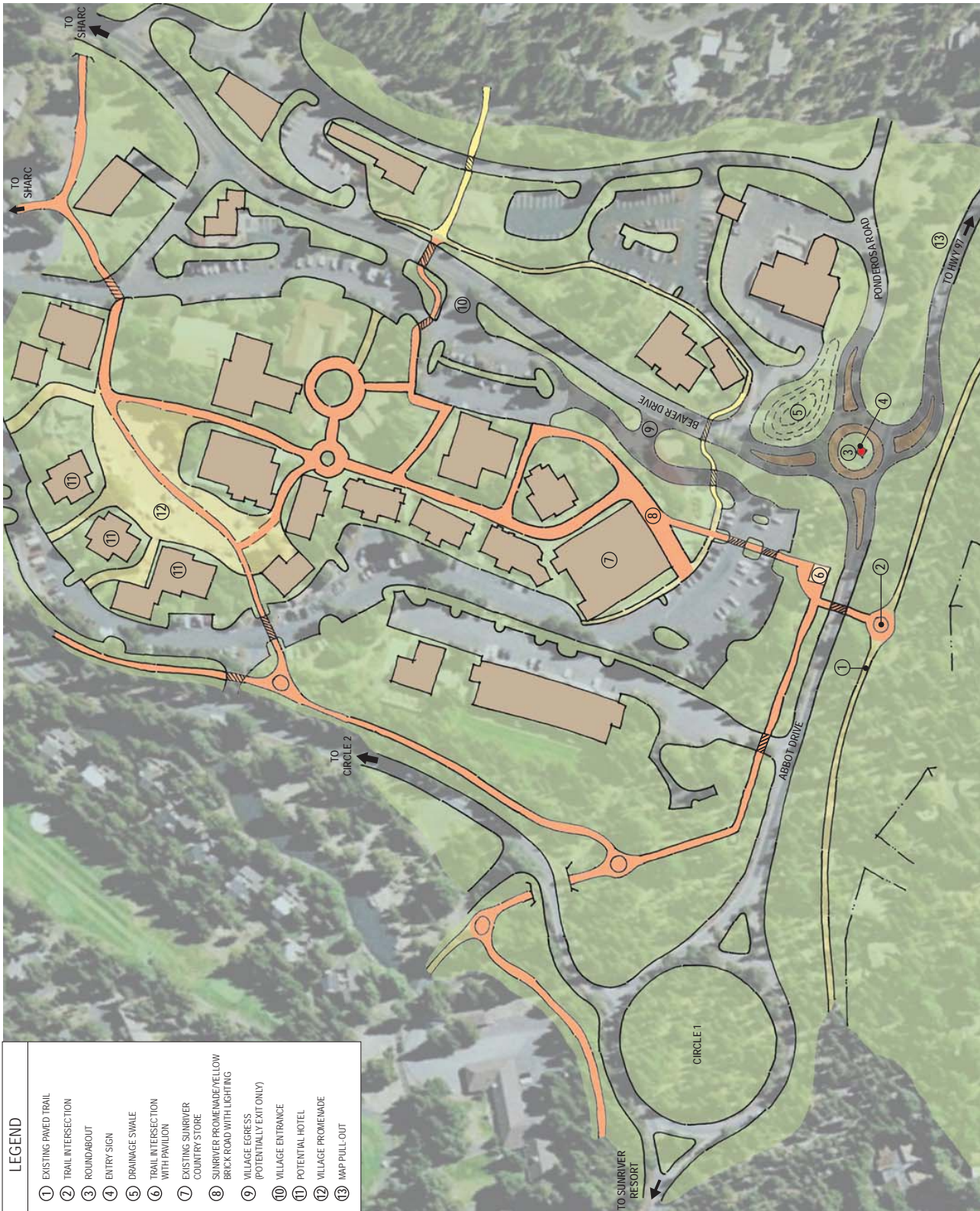
LEGEND	
1	HOLA RESTAURANT
2	PICNIC TABLE
3	BOAT SLIP
4	SAND BEACH
5	OPEN SPACE
6	DROP-OFF ZONE
7	TIE DOWN PARKING
8	RIVER PATROL PARKING
9	PEDESTRIAN CONNECTION TO MARINA
10	RESTROOM
11	STORMWATER SWALE
12	PAVED PARKING: 47 STANDARD STALLS 8 TRAILER STALLS
13	SEASONAL WETLANDS
14	WINTER WATER LINE
15	SIX FOOT WIDE CONCRETE SIDEWALK
16	ENHANCED NATIVE VEGETATION
17	LOW CONCRETE SPLIT RAIL FENCE
18	ROCK EMBANKMENT
19	DOG BEACH WITH BARK
20	4' CHAIN LINK FENCE
21	SMALL DOG AREA WITH BARK
22	GATE HOUSE
23	OVERFLOW PARKING
24	LARGE DOG AREA WITH BARK
25	PASTURE
26	HISTORIC SITE
27	INTERPRETIVE SIGN
28	SOFT SURFACE TRAIL
29	TRAILHEAD PARKING
30	EXISTING BARBED WIRE FENCE
31	EXISTING DRAINAGE SWALE
32	EXISTING EQUESTRIAN TRAIL



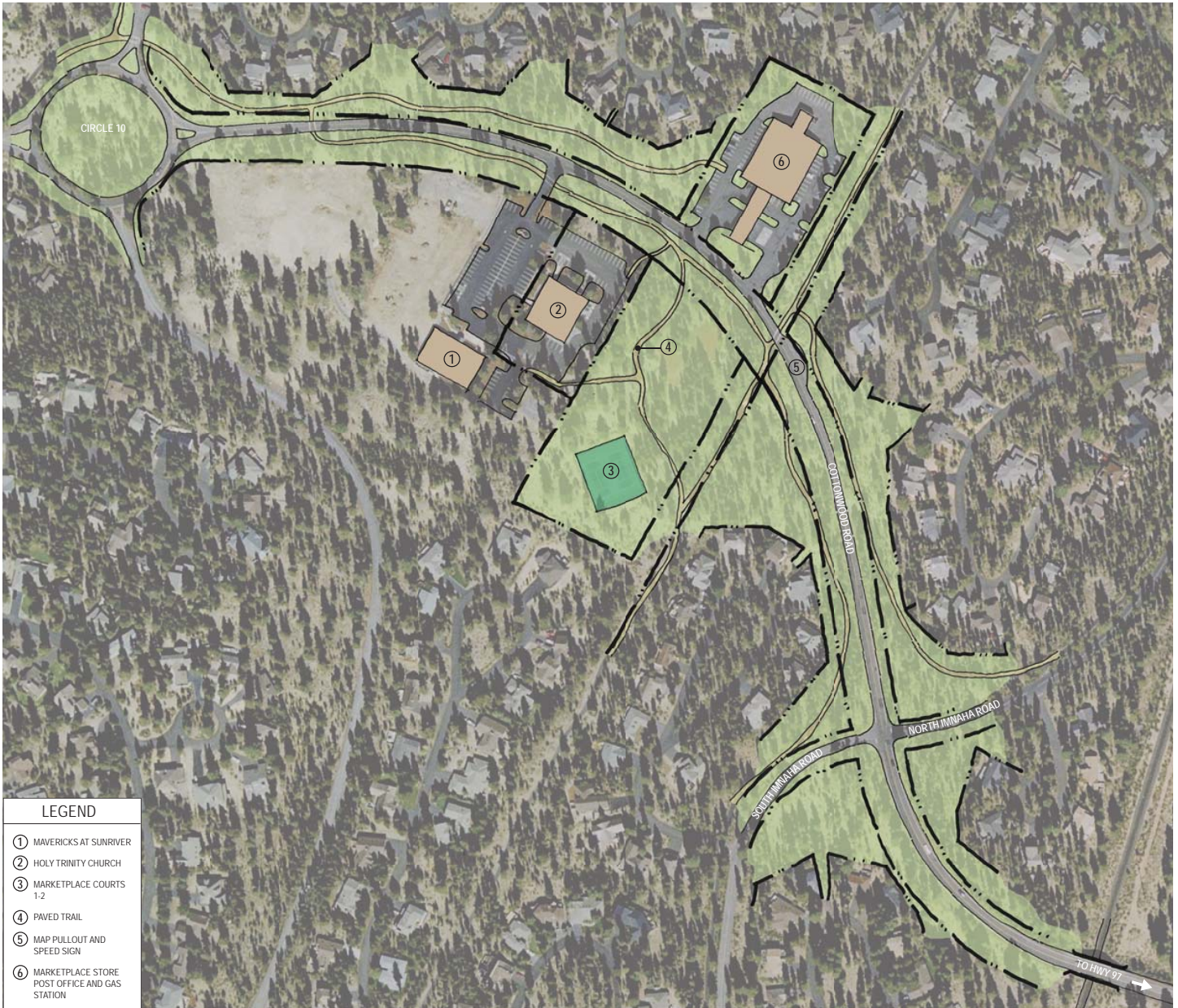
PASTURE #11 - RIVER ACCESS AND DOG PARK
 PROPOSED SITE IMPROVEMENTS
 AUGUST 2012



ABBOT/BEAVER/PONDEROSA VILLAGE ENTRANCE
EXISTING SITE CONDITIONS
AUGUST 2012



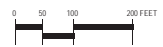
ABBOT/BEAVER/PONDEROSA VILLAGE ENTRANCE
PROPOSED SITE IMPROVEMENTS
AUGUST 2012



LEGEND	
①	MAVERICKS AT SUNRIVER
②	HOLY TRINITY CHURCH
③	MARKETPLACE COURTS 1-2
④	PAVED TRAIL
⑤	MAP PULLOUT AND SPEED SIGN
⑥	MARKETPLACE STORE POST OFFICE AND GAS STATION

COTTONWOOD ENTRANCE
EXISTING SITE CONDITIONS

AUGUST 2012





COTTONWOOD ENTRANCE
PROPOSED SITE IMPROVEMENTS

AUGUST 2012

