

# City of Mosier

## Waterfront Park Master Plan

### Project Team

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**Prepared For:**  
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# MOSIER WATERFRONT PARK

## Mosier, Oregon

### Rock Creek Area

Rock Creek is a heavily degraded stream that has been impacted from both gravel quarry operations upstream of the site and emergency repair work (to protect the highway and railroad bridges) that has been required over the years. Visitors to the site have also added to the degraded condition by using the streambed as a road to access the site. Flooding and the subsequent rock debris that has come down the creek from upstream has filled in the channel. The creek is now an annual stream, stranding fish upstream until there is enough flow to allow the creek to reach the Columbia River. (This year the creek never made it to the Columbia River). The creek is a salmon spawning creek and will be subject to regulation enforcing the Endangered Species Act. The plan proposes the following improvements:

The following improvements are planned for Rock Creek:

- Excavate creek channel to pre-flood conditions and shift the creek to the west to allow for a larger buffer to the trailhead/parking area. Restore the stream channels, add logs, root wads and boulders to slow and direct water flow and provide habitat. Restore native vegetation to the riparian zone. Work will need to be done in several phases and over several seasons, so adjustments can be made as water is restored to the creek.
- Improve access under the existing railroad bridge. The road would be several feet above the stream channel. Boulders (one to three ton) would define the access road and keep vehicles out of the riparian zone. A gate would limit access to the parking area during periods of high water. A signaling system will need to be developed for the one lane access road to control traffic.
- Define a parking area for sixty to seventy vehicles. The parking area would be defined by large boulders that would control circulation and keep vehicles out of the riparian zone. The surface of the parking area would be coarse pit run gravel. Coarse gravel will hold up to periodic inundation and heavy vehicle use and allow more water to infiltrate the surface. The parking area would be graded to drain to a detention area that would filter storm water. The detention area would overflow to the wetland area to the east of the parking area, allowing for additional filtration of the storm water prior to entering Rock Creek. A planted berm between parking area and railroad would buffer and provide safety for the trailhead. Safety fencing may also be required between the recreational area and the railroad tracks.
- Provide a lawn area along the east side of the parking area to be used for windsurfers to set up their equipment. The lawn would also allow passive recreation and picnic areas. Individual picnic tables would be located along the west edge of the wetland.
- Provide parking for twenty-five vehicles at the waste water treatment plant. This parking would provide overflow and parking for the site during high water when the parking area north of the railroad is closed. Provide fence between railroad and parking/access road.
- Screen treatment plant with evergreen trees and native shrubs.

- Restrooms at the sewage treatment plant would be opened for public use and could be open all year long. Portable restrooms would be provided for seasonal use. The restrooms could be enclosed in a decorative structure. Fresh water would be provided at the trailhead.
- A kiosk located at the north end of the parking area would provide seasonal information about the use of the site.
- Construct a channel to connect Rock Creek to the existing wetland to the east. This would allow water to recharge the wetland, help maintain the wetland plants and help control invasive species. A new box culvert over the channel connecting Rock Creek and the wetland would also help control access to the Columbia River beach area. The structure will have to be designed to allow windsurfers easy access to carry their equipment to the Columbia River beach.
- Limit access to Columbia River under Interstate 84 to pedestrians only. Install a fence between Columbia River access trail and highway.

## MOSIER WATERFRONT PARK Mosier, Oregon

### **Columbia River Access**

Construct a path from Rock Creek and Mosier Creek. The trail will have a gentle gradient and allow easy access along the Columbia River. The trail will be a minimum of four feet wide. Stone benches will be located along the trail affording spectacular views of the Columbia River and the Washington shore. The trail will be located within the right of way of Interstate 84. The trail will need to be constructed as not to undermine or cause erosion of the structural fill supporting the freeway. The City will need to negotiate an agreement with Oregon Department of Transportation for access along the right-of-way. The primary issues to be resolved will be trail safety. Safety issues include debris that could come off the freeway from passing vehicles and ice, snow and rocks coming off the freeway during winter plowing months. Many of these issues have been dealt with in the section of the historic Columbia River Highway Bike Trail that has been constructed close to the freeway.

## MOSIER WATERFRONT PARK

### Mosier, Oregon

#### Mosier Creek Area

Mosier Creek is an active salmon spawning creek. The creek is relatively good condition and has open gravel beds. Beavers are active in the creek and have constructed dams in several locations.

The following improvements are planned for Mosier Creek:

- Protect and enhance the riparian zone, remove non-native invasive species and replant native trees and shrubs to improve habitat for fish and wildlife.
- Construct a cantilevered walk under the existing railroad to provide a safe and accessible walk to the Columbia River.
- Construct a trailhead south of the railroad at the west end of the railroad bridge to provide ADA accessible trail to the Columbia River. Parking would also serve a picnic area created on the old home site (currently a grove of locust trees). Trailhead and picnic area would combine native plants as well as ornamentals to reflect the history of the site. A kiosk would provide information about wildlife and trail information.
- Construct a trail to the Columbia River. Part of the trail will need to be boardwalk and bridge to minimize impact to the wetland, provide ADA access and allow flow of water from the lake to Mosier Creek. A concrete weir may be constructed in this area (see East Lake notes).
- A wildlife viewing platform would provide opportunities to view salmon spawning and bald eagle activities while minimizing impact to these resources.

## MOSIER WATERFRONT PARK Mosier, Oregon

### East Lake Area

East Lake is currently used by the community for carp and bass fishing. The lake is approximately four feet deep and provides habitat for birds and turtles. There has been some interest in turning the lake into a trout fishery similar to Taylor Lake in The Dalles. A trout fishery of this type would be operated by the State Fish and Wildlife Department. Some members of the community have expressed a strong desire to leave the lake as is and not introduce trout. This decision will greatly affect the extent of the work required at the lake. The plan proposes the following options for the lake and will need to be refined based on the type of fishery the community wishes to develop.

### Fisheries Options for East Lake:

**Option A** - If a trout fishery is desired, fifty percent of the lake will need to be dredged to a ten-foot depth. The lake could be drained to allow a track hoe to get access to the lake. Draining the lake would also allow fish species not desired for a trout fishery to be removed from the lake. The dredged material would be used to create emergent wetlands along the northeast and west sides of the lake. A small island would be constructed to increase habitat for wildlife. The work would need to be scheduled to least impact desirable wildlife. A concrete weir would be constructed at the east end of the lake to prohibit non-native fish from re-entering the lake. An air diffusion system would assist in maintaining proper aeration for the fish. An access road would need to be constructed to allow for fish stocking. This road could use the existing crossing located near the west end of the railroad bridge.

**Option B** - If the existing mix of fish is maintained the lake could still be dredged to create emergent wetlands along the banks of the lake for improved habitat. Excavated material from Rock Creek could also be used for this purpose.

- Construct a trail along the south side of the lake to connect Rock Creek and Mosier Creek and allow improved access for fishing and wildlife viewing. Sections of the trail will need to be a raised wood boardwalk to minimize impact to the wetland habitat and deal with the steep grades along the railroad embankment. A fence would need to be constructed between the trail and the railroad for safety. Construct fishing piers along the south side of the lake to create accessible and safe fishing locations. The piers may have floating sections to allow for the changes in the seasonal elevation of the lake.
- A wildlife viewing platform, located along the wetland at the west end of the lake, would provide opportunities to view wetland habitat while minimizing impact to these resources.

## MOSIER WATERFRONT PARK Mosier, Oregon

### **Downtown Park Area**

Many of the improvements shown in this section of the park are seen as long term and would need to be coordinated with the overall Mosier City Plan. The area along the north side of the Historic Columbia River Highway could become a major public gathering place for the community as well as the main orientation site for visitors to the City of Mosier. This area holds development potential if land ownership can be resolved with the Union Pacific Railroad. New commercial development could help to define the downtown and provide a more pedestrian oriented street. The area should reflect the history of the city in both its structures and uses. A new City Hall is proposed for this area. This structure could become a landmark for the city, a center for both civic and tourist activities. This site, located between the railroad and the Historic Columbia River Highway, could contain a mix of active recreation and passive recreational opportunities. The greatest hurdle to successful development of the city park is the railroad impact, both in terms of public safety and aesthetic balance. Berms, fencing and landscaping will go a long way to mitigate this impact.

The city park is an opportunity to draw together all the elements of Mosier's distinct character. Buildings, play structures, shelters, signs and other features will draw upon Mosier's past, present and future. This area will be studied further as part of the Transportation Growth Management Grant that the City of Mosier recently received.

## MOSIER WATERFRONT PARK

### Mosier, Oregon

#### **Where do we go next:**

The next stage of the project involves developing construction documents for the phase one site improvements. Plans will be developed based on the priorities developed by the citizens stakeholders committee. The current priorities are the Rock Creek trail head and restoration of the Rock Creek riparian area, Columbia River access trail, Mosier Creek access trail, east lakes access Trail, east lake fishing pier. Current funding should allow completion of most of these elements. If thorough the development of plans and cost estimates determines additional items could be completed with current funding additional items will be added to the list. (For a complete project scope, budget and prioritized list see cost estimate.)

Final plans will be submitted to the various agencies for approval prior to construction. It is anticipated that construction plans can be completed by early next year with permitting to be complete by early summer. Construction is anticipated to begin in the summer of 2002. There may be certain aspect of the phase one construction that will not require extensive permitting and can begin earlier. As part of the construction document phase detailed cost estimates and a construction schedule will be developed to aid in Forest Service approval and administration of the project grant.

Additional public input will be gathered as part of the construction document phase. We will use the input to help refine details and build an understanding of the type and extent of construction that will be undertaken. The public (through the Stakeholders Committee) will help with prioritization as project estimates are refined. It will be essential for success to have public "buy in" to the project. This will allow for early volunteer recruitment and the residents adoption of the final park. Opportunities for the expression of community character will be explored in the development of the finished design. These opportunities may take the form of public art, signage, interpretation and project details. Local materials, recycled products and local craftsmanship should be incorporated into the project.

#### **Issues for further study:**

- Resolve fisheries issues for East Lake. Phase One work scope does not include any in-lake work for east lake so this issue does not need to be resolved immediately.
- Research possibilities for tertiary treatment of waste water from city sewage treatment plan. Options may include utilizing wetlands and lake west of Rock Creek for treatment. Treated water may be used for irrigation of plant restoration areas.
- Downtown park area should receive further study as part of the streetscape planning for the Historic Highway. These plans should look at park and open space, multi modal transportation through the downtown corridor, and development opportunities along the railroad property north of the Historic Highway.



## **Issues to be resolved**

### **Oregon Department of Transportation**

- Develop an agreement with Oregon Department of Transportation to construct trails and other improvements in their right-of-way Techniques and methods of construction within the right-of-way will need to be reviewed by the Region 4 office of Oregon Department of Transportation for compatibility with the highway.
- Resolve safety and liability issues regarding uses in the right-of-way
- Work out agreement for fees for parking at Rock Creek. Provide for Oregon Department of Transportation's share to be used for ongoing maintenance for improvements in the right-of-way.

### **Union Pacific Railroad**

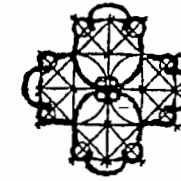
- Develop an agreement with Union Pacific to construct trails and other improvements in their right-of-way
- Resolve safety and liability issues regarding uses in the right-of-way
- Work out lease extension and/or land purchase for additional properties adjacent to the Mosier downtown.
- Work out details for fencing and/or berms along right-of-way

**Mosier Waterfront Park**  
**Quatrefoil Inc.**  
Phase I Cost Estimate  
9.7.01

Item	Qty.	Unit	Cost	Total	In Kind Material	In Kind Labor	Project Grant Phase I	Future Work
<b>Rock Creek Area</b>								
Earthwork (cut)	5000	C.Y.	\$ 5.00	\$ 25,000.00		\$ 5,000.00	\$ 20,000.00	
Drainage			\$	\$ 5,000.00			\$ 5,000.00	
Sleeves			\$	\$ 1,500.00			\$ 1,500.00	
Water Supply			\$	\$ 5,000.00				\$ 5,000.00
Bridge/Culvert at Wetland			\$	\$ 10,000.00			\$ 10,000.00	
Boulders	200	ton	\$ 100.00	\$ 20,000.00	\$ 5,000.00		\$ 15,000.00	
Trail along Columbia River			\$	\$ 30,000.00		\$ 25,000.00	\$ 5,000.00	
Trail	900	L.F.	\$ 9.00	\$ 8,100.00		\$ 8,100.00		
Access Road to Beach (gravel)	250	S.Y.	\$ 14.00	\$ 3,500.00	\$ 500.00		\$ 3,000.00	
Access Road (gravel)	1000	S.Y.	\$ 14.00	\$ 14,000.00	\$ 3,500.00		\$ 10,500.00	
Parking at Treatment Plant (gravel)	550	S.Y.	\$ 14.00	\$ 7,700.00	\$ 2,000.00	\$ 5,700.00		
Trailhead Parking (gravel)	3600	S.Y.	\$ 14.00	\$ 50,400.00	\$ 10,000.00		\$ 40,000.00	\$ 5,000.00
Signage			\$	\$ 5,000.00				\$
Fencing	500	L.F.	\$ 12.00	\$ 6,000.00			\$ 6,000.00	
Gates	2	Ea.	\$ 2,500.00	\$ 5,000.00			\$ 5,000.00	
Guardrail at Historic Highway	300	L.F.	\$ 80.00	\$ 24,000.00				\$ 24,000.00
Kiosk			\$	\$ 5,000.00				\$ 5,000.00
Restroom Enclosure			\$	\$ 10,000.00				\$ 10,000.00
Boardwalk	260	S.F.	\$ 30.00	\$ 7,800.00				\$ 7,800.00
Wildlife Viewing Platform			\$	\$ 20,000.00				\$ 20,000.00
Picnic Tables	4	Ea.	\$ 1,500.00	\$ 6,000.00	\$ 6,000.00			
Non-native plant control			\$	\$ 15,000.00		\$ 15,000.00		
Lawn	2000	S.F.	\$ 1.50	\$ 3,000.00		\$ 3,000.00		
Seeding Native Plants	7500	S.F.	\$ 1.00	\$ 7,500.00		\$ 3,000.00	\$ 4,500.00	
Landscape	7400	S.F.	\$ 2.00	\$ 14,800.00		\$ 9,200.00	\$ 5,000.00	
Creek Restoration	15000	S.F.	\$ 2.00	\$ 30,000.00		\$ 10,000.00	\$ 20,000.00	
Temporary Irrigation			\$	\$ 10,000.00			\$ 10,000.00	
<b>Total</b>			<b>\$</b>	<b>\$ 349,300.00</b>	<b>\$ 27,000.00</b>	<b>\$ 84,000.00</b>	<b>\$ 160,500.00</b>	<b>\$ 76,800.00</b>

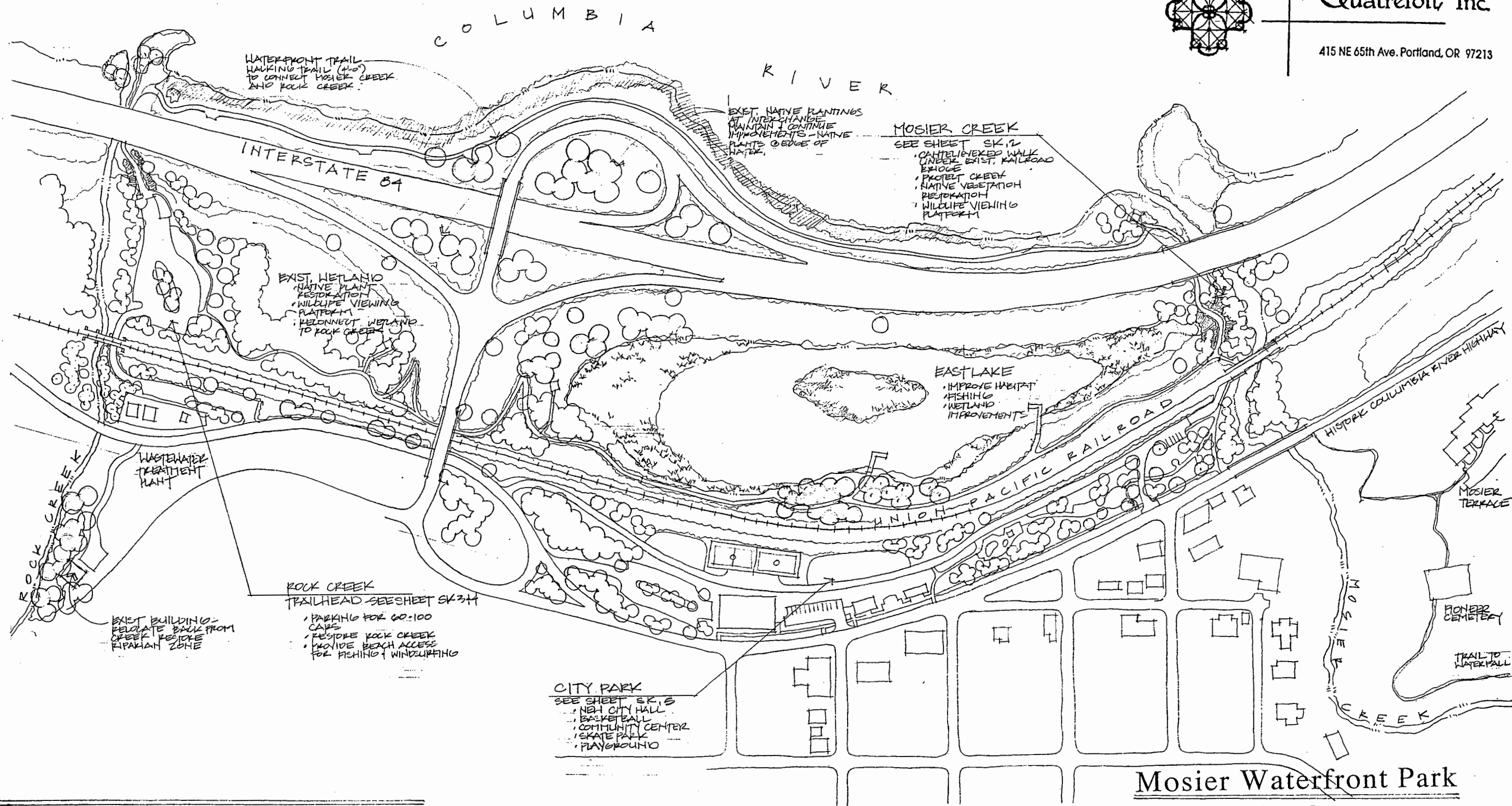
Item	Qty.	Unit	Cost	Total	In Kind Material	In Kind Labor	Project Grant Phase I
<b>Mosier Creek Area</b>							
Earthwork	1000	C.Y.	\$ 5.00	\$ 5,000.00		\$ 1,000.00	
Drainage			\$	2,000.00		2,000.00	
Sleeves			\$	500.00		500.00	
Boulders	50	ton	\$ 100.00	\$ 5,000.00			
Trail	600	L.F.	\$ 9.00	\$ 5,400.00		5,400.00	
Access Road (gravel)	300	S.Y.	\$ 14.00	\$ 4,200.00	\$ 1,000.00	3,200.00	
Parking (gravel)	600	S.Y.	\$ 14.00	\$ 8,400.00	\$ 2,400.00	6,000.00	
Signage			\$	2,500.00			\$ 2,500.00
Fencing	500	L.F.	\$ 12.00	\$ 6,000.00			\$ 6,000.00
Gates	1	Ea.	\$ 2,500.00	\$ 2,500.00			\$ 2,500.00
Kiosk			\$	5,000.00			\$ 5,000.00
Cantilevered Walk at RR Bridge			\$	50,000.00			\$ 50,000.00
Boardwalk	800	S.F.	\$ 30.00	\$ 24,000.00			\$ 24,000.00
Wildlife Viewing Platform			\$	15,000.00			\$ 15,000.00
Picnic Tables	3	Ea.	\$ 1,500.00	\$ 4,500.00	\$ 4,500.00		
Non-native plant control			\$	15,000.00		15,000.00	
Lawn	2000	S.F.	\$ 1.50	\$ 3,000.00		3,000.00	
Seeding Native Plants	3000	S.F.	\$ 1.00	\$ 3,000.00			\$ 3,000.00
Native Plant Restoration	12000	S.F.	\$ 2.00	\$ 24,000.00		18,000.00	\$ 6,000.00
			<b>Total</b>	<b>\$ 185,000.00</b>	<b>\$ 7,900.00</b>	<b>\$ 54,100.00</b>	<b>\$ 91,500.00</b>
							<b>22,500.00</b>
<b>East Lake Improvements</b>							
Lake Dredging	10000	C.Y.	\$ 7.50	\$ 75,000.00			\$ 75,000.00
Concrete Weir			\$	12,000.00			\$ 12,000.00
Aeration System			\$	20,000.00			\$ 20,000.00
Drainage			\$	2,000.00			\$ 2,000.00
Sleeves			\$	500.00			\$ 500.00
Trail	600	L.F.	\$ 9.00	\$ 5,400.00		5,400.00	
Fencing	1800	L.F.	\$ 12.00	\$ 21,600.00			\$ 21,000.00
Fishing Piers (two)			\$	60,000.00			\$ 30,000.00
Boardwalk	3000	S.F.	\$ 30.00	\$ 90,000.00			\$ 50,000.00
Wildlife Viewing Platform			\$	15,000.00			\$ 15,000.00
Basking Logs			\$	2,500.00		2,500.00	
Non-native plant control			\$	15,000.00		15,000.00	
Seeding Native Plants	4500	S.F.	\$ 1.00	\$ 4,500.00		2,000.00	\$ 2,500.00
Native Plant Restoration	14000	S.F.	\$ 2.00	\$ 28,000.00		20,000.00	\$ 8,000.00
			<b>Total</b>	<b>\$ 351,500.00</b>	<b>\$ -</b>	<b>\$ 44,900.00</b>	<b>\$ 111,500.00</b>
							<b>194,500.00</b>

Item	Qty.	Unit	Cost	Total	In Kind Material	In Kind Labor	Project Grant Phase I	Future
<b>Downtown Park</b>								
Earthwork (fill)	3000	C.Y.	\$ 5.00	\$ 15,000.00				\$ 15,000.00
Drainage			\$	\$ 5,000.00				\$ 5,000.00
Sleeves			\$	\$ 1,500.00				\$ 1,500.00
Sidewalk at Historic Highway	1200	L.F.	\$ 15.00	\$ 18,000.00				\$ 18,000.00
Trail	800	L.F.	\$ 9.00	\$ 7,200.00				\$ 7,200.00
Access Road (gravel)	3500	S.Y.	\$ 14.00	\$ 49,000.00				\$ 4,900.00
Parking (gravel)	1200	S.Y.	\$ 14.00	\$ 16,800.00				\$ 16,800.00
Overlook Plaza			\$	\$ 45,000.00				\$ 45,000.00
Signage			\$	\$ 2,500.00				\$ 2,500.00
Fencing	800	L.F.	\$ 12.00	\$ 9,600.00				\$ 96,000.00
Gates	2	Ea.	\$ 2,500.00	\$ 5,000.00				\$ 5,000.00
Kiosk			\$	\$ 5,000.00				\$ 5,000.00
Basketball Court (two)			\$	\$ 50,000.00				\$ 50,000.00
Skateboard Park			\$	\$ 100,000.00				\$ 100,000.00
Playground			\$	\$ 30,000.00				\$ 30,000.00
Non-native plant control			\$	\$ 10,000.00				\$ 10,000.00
Lawn	16000	S.F.	\$ 1.50	\$ 24,000.00				\$ 24,000.00
Seeding Native Plants	10000	S.F.	\$ 1.00	\$ 10,000.00				\$ 10,000.00
Native Plant Restoration	20000	S.F.	\$ 2.00	\$ 40,000.00				\$ 40,000.00
		<b>Total</b>	<b>\$</b>	<b>\$ 443,600.00</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$ 485,900.00</b>
Mobilization							\$ 10,000.00	
Permits								
Permit Acquisition							\$ 10,000.00	
Design and Engineering							\$ 65,000.00	
Contingency 10%							\$ 50,000.00	
<b>Total</b>			<b>\$</b>	<b>\$ 1,329,400.00</b>	<b>\$</b>	<b>\$ 34,900.00</b>	<b>\$ 498,500.00</b>	<b>\$ 779,700.00</b>



Quatrefoil Inc.

415 NE 65th Ave. Portland, OR 97213



WATERFRONT TRAIL  
HAULING TRAIL (400')  
TO CONNECT MOSIER CREEK  
AND ROCK CREEK

EXIST. NATIVE PLANTINGS  
AT INTERCHANGE  
MAINTAIN & CONTINUE  
IMPROVEMENTS - NATIVE  
PLANTS @ EDGE OF  
WATER.

MOSIER CREEK  
SEE SHEET SK 12  
• CANTILEVERED WALK  
UNDER EXIST. RAILROAD  
BRIDGE  
• PROTECT CREEK  
• NATIVE VEGETATION  
RESTORATION  
• WILDLIFE VIEWING  
PLATFORM

EXIST. WETLAND  
• NATIVE PLANT  
RESTORATION  
• WILDLIFE VIEWING  
PLATFORM  
• RECONNECT WETLAND  
TO ROCK CREEK

EAST LAKE  
• IMPROVE HABITAT  
• FISHING  
• WETLAND  
IMPROVEMENTS

WASTEWATER  
TREATMENT  
PLANT

ROCK CREEK  
TRAILHEAD SEE SHEET SK 34  
• PARKING FOR 60-100  
CARS  
• RESTORE ROCK CREEK  
• PROVIDE BEACH ACCESS  
FOR FISHING & WINDSURFING

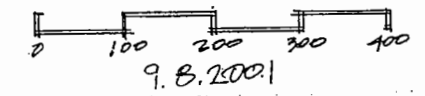
EXIST. BUILDING -  
RELOCATE BACK FROM  
CREEK RESTORE  
RIPARIAN ZONE

CITY PARK  
SEE SHEET SK 5  
• NEH CITY HALL  
• BASKETBALL  
• COMMUNITY CENTER  
• SKATE PARK  
• PLAYGROUND

# Mosier Waterfront Park

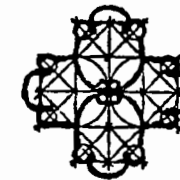
Mosier, Oregon

Master Plan Overview



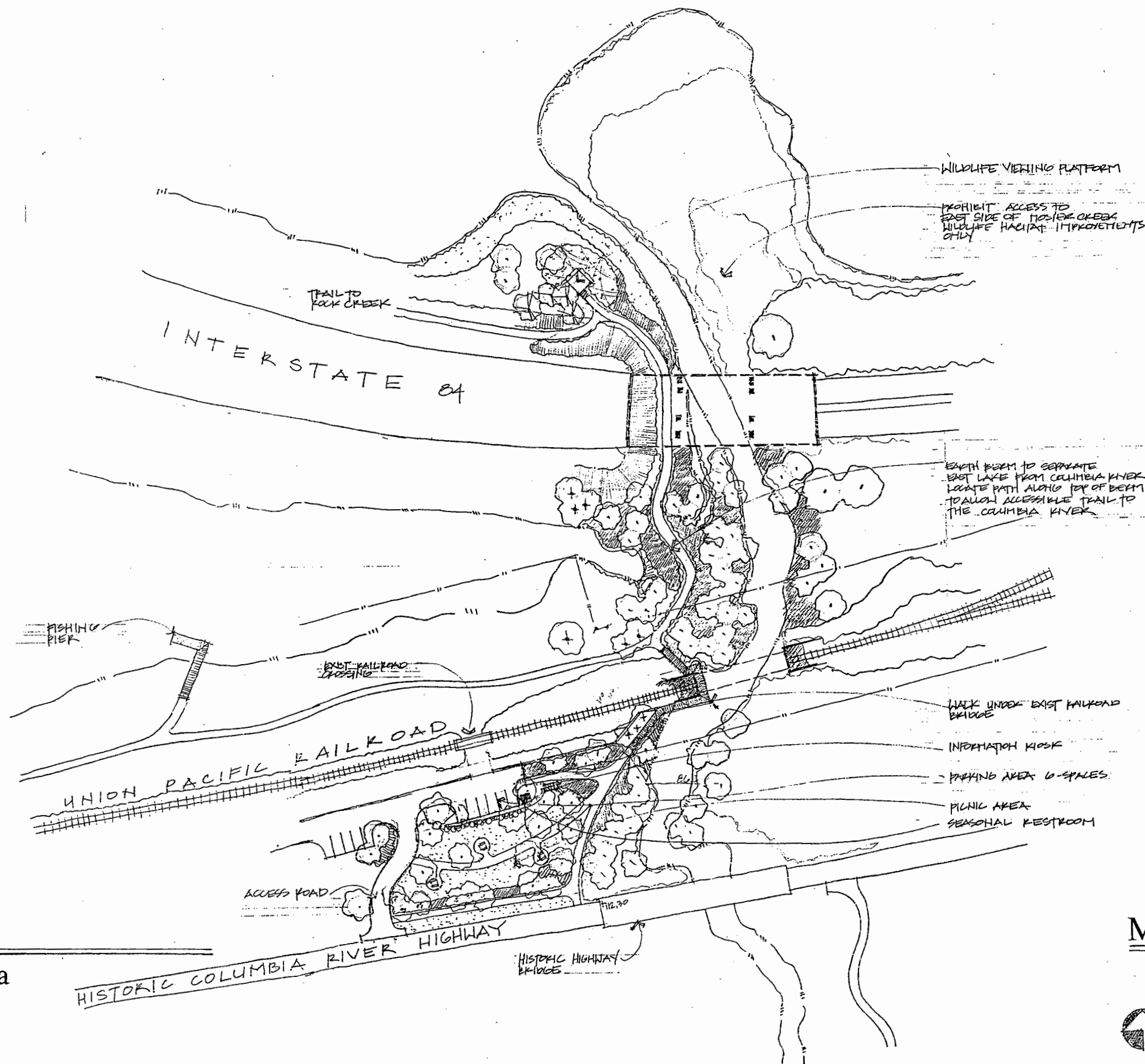
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Quatrefoil Inc.

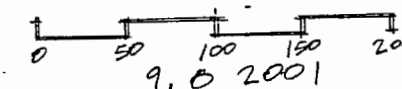
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Mosier Creek Area

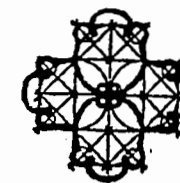
# Mosier Waterfront Park

Mosier, Oregon



SK-2

C O L U M B I A R I V E R



Quatrefoil, Inc.

415 NE 65th Ave. Portland, OR 97213

COLUMBIA RIVER  
BEACH ACCESS

PATH TO  
MOSIER CREEK

INTERSTATE 84

PORTABLE RESTROOM  
FOR SEASONAL USE

RECONSTRUCT WETLAND  
AND CREEK KIPAKIAH  
ZONE

INFORMATION KIOSK

WESTERN  
LAKE

OPEN LAWN

GRAVEL PARKING AREA  
OR SPACES  
DEEPER PARKING AREA  
WITH LARGE (1-2 FT)  
BOULDERS

WATER QUALITY  
FACILITY AT CENTER  
OF PARKING AREA

BOARDWALK AND  
OVERLOOK DECK

PICNIC AREAS

TRAIL TO MOSIER  
CREEK

UNION PACIFIC RAILROAD

RESTORE GREEN CHANNEL  
REMOVE ANGULAR GRAVEL  
DEPOSITS TO RE-TOUR  
ORIGINAL STREAM  
CHANNEL

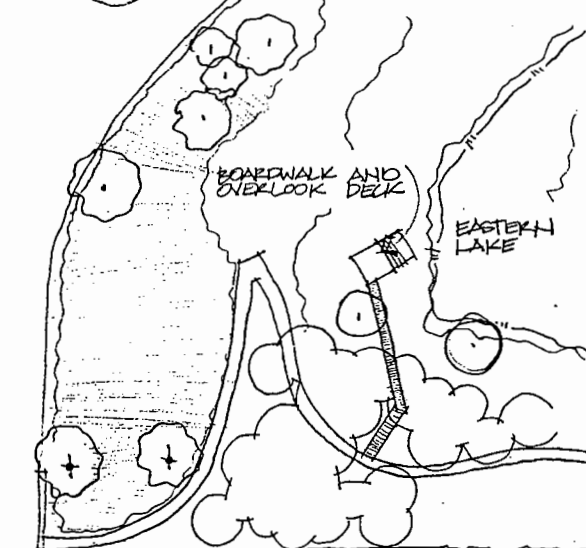
ACCESS ROAD UNDER  
EXIST RAILROAD  
BRIDGE

HISTORIC COLUMBIA RIVER

GLAZIERAIL (HISTORIC WOOD RAIL)

ACCESS ROAD  
FOR ROCK CREEK  
TRAILHEAD

PARKING  
24 SPACES



BOARDWALK AND  
OVERLOOK DECK

PICNIC AREAS

EASTERN  
LAKE

HIGHWAY

ACCESS UNDER EXIST. BRIDGE  
MAINTAIN TRUCK ACCESS ALONG  
RAILROAD FOR MAINTENANCE

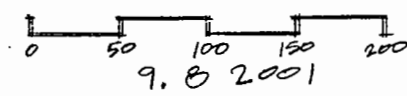
REMOVE & REGRADE  
EXIST ROAD. RESTORE  
NATIVE VEGETATION  
LOOK INTO POSSIBLE  
LAND ACQUISITION OF  
EASMENTS

WASTEWATER  
TREATMENT

# Mosier Waterfront Park

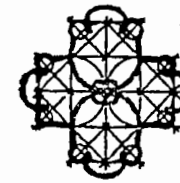
Mosier, Oregon

Rock Creek Area



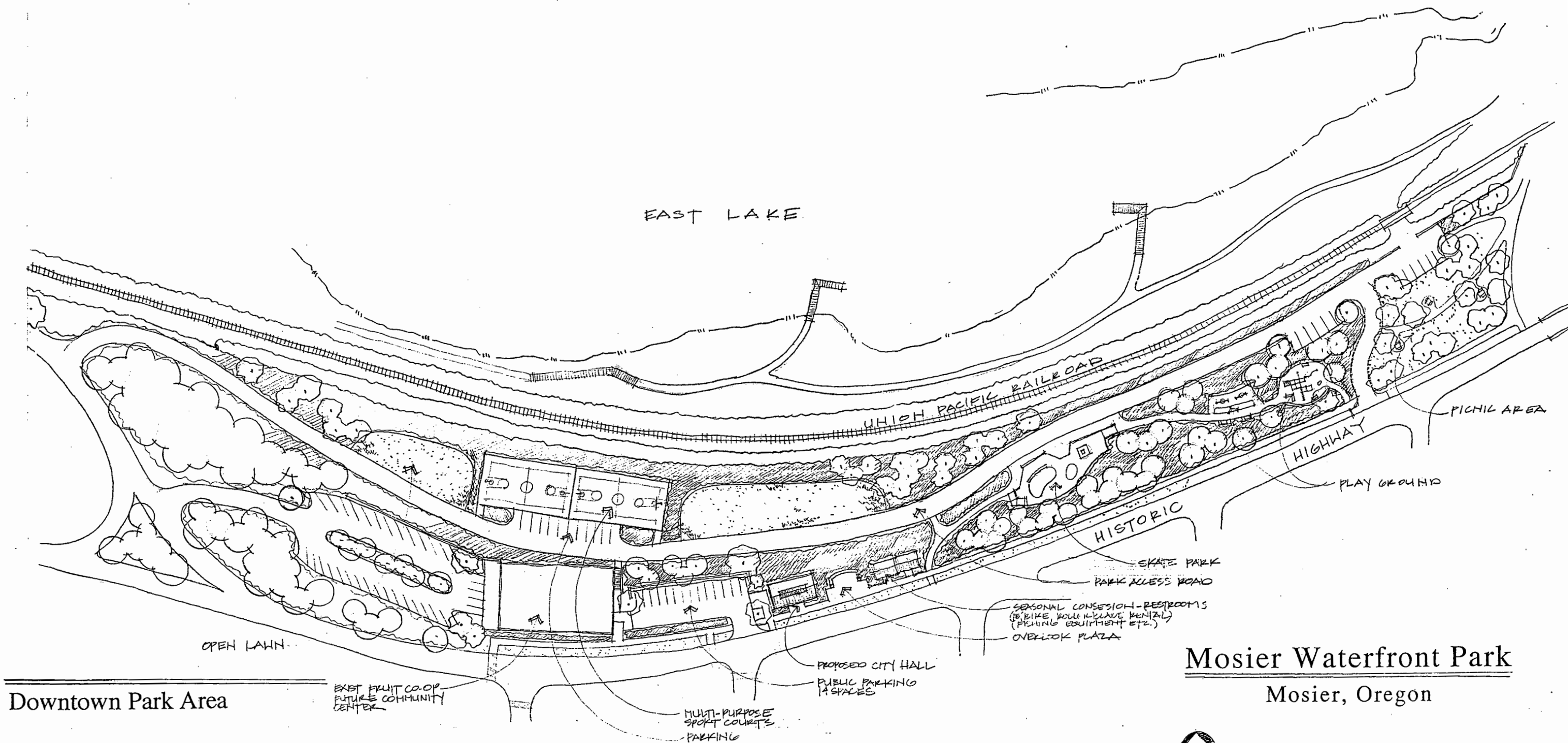
SK-3





Quatrefoil, Inc.

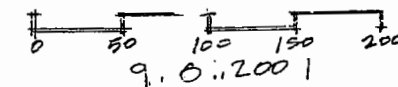
415 NE 65th Ave. Portland, OR 97213



Downtown Park Area

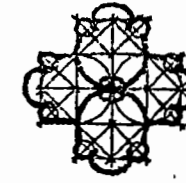
# Mosier Waterfront Park

Mosier, Oregon



SK-4





INTERPRETIVE SIGN AND TRAIL MAP

ACCESSIBLE PATH TRAVERSES SLOPE

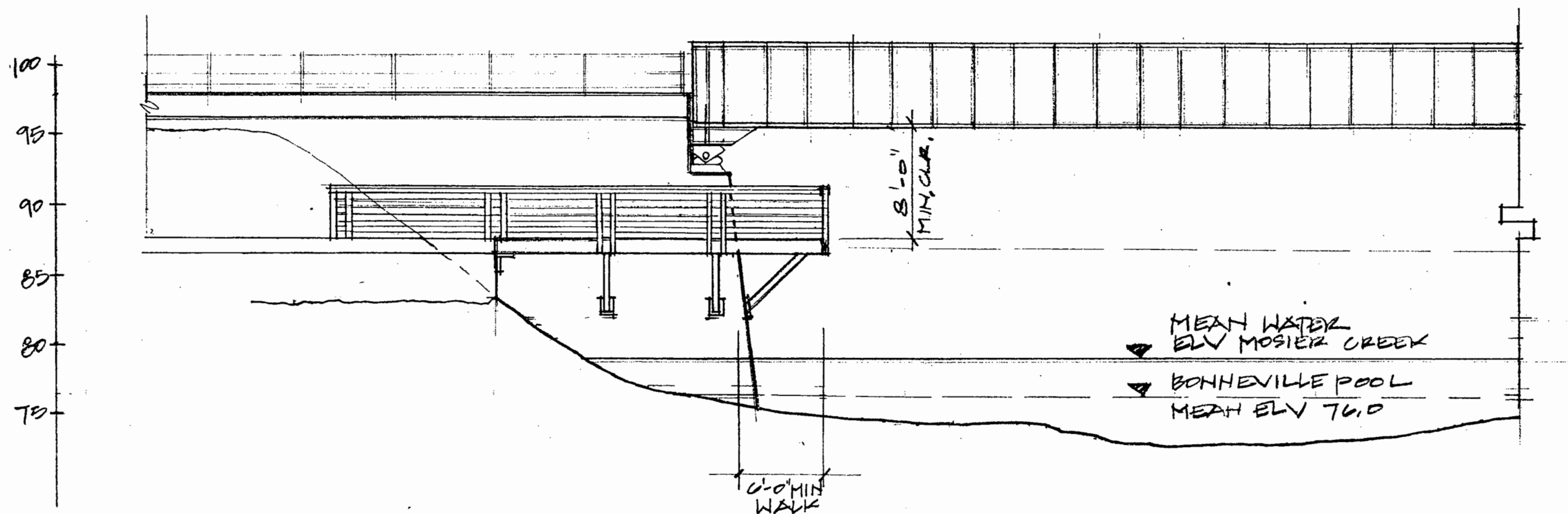
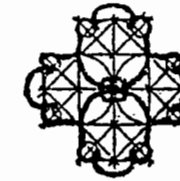
STABILIZE SLOPE AS NEEDED

FOOTBRIDGE ATTACHED TO CONCRETE ABUTMENT WITH SAFETY RAILING.

RESTORE AND ENHANCE RIPARIAN ZONE

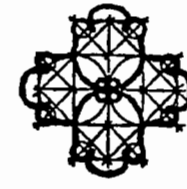
Mosier Creek  
View of Walkway at Existing Railroad Bridge

Mosier Waterfront Park  
Mosier, Oregon



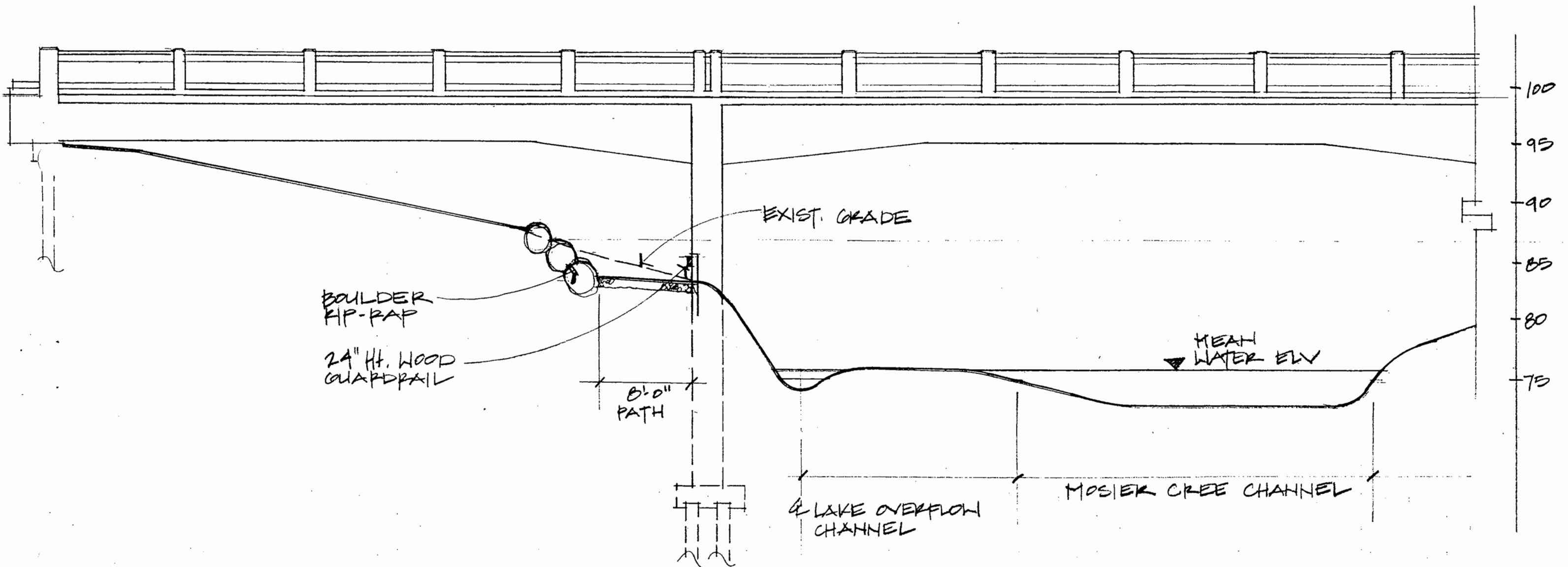
Mosier Creek  
Cantilevered Walk at Railroad Bridge

Mosier Waterfront Park  
Mosier, Oregon



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415 NE 65th Ave. Portland, OR 97213



Mosier Creek

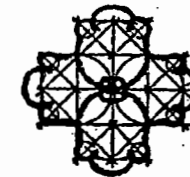
Trail Section at Highway 84

Scale: 1/8"=1'-0"

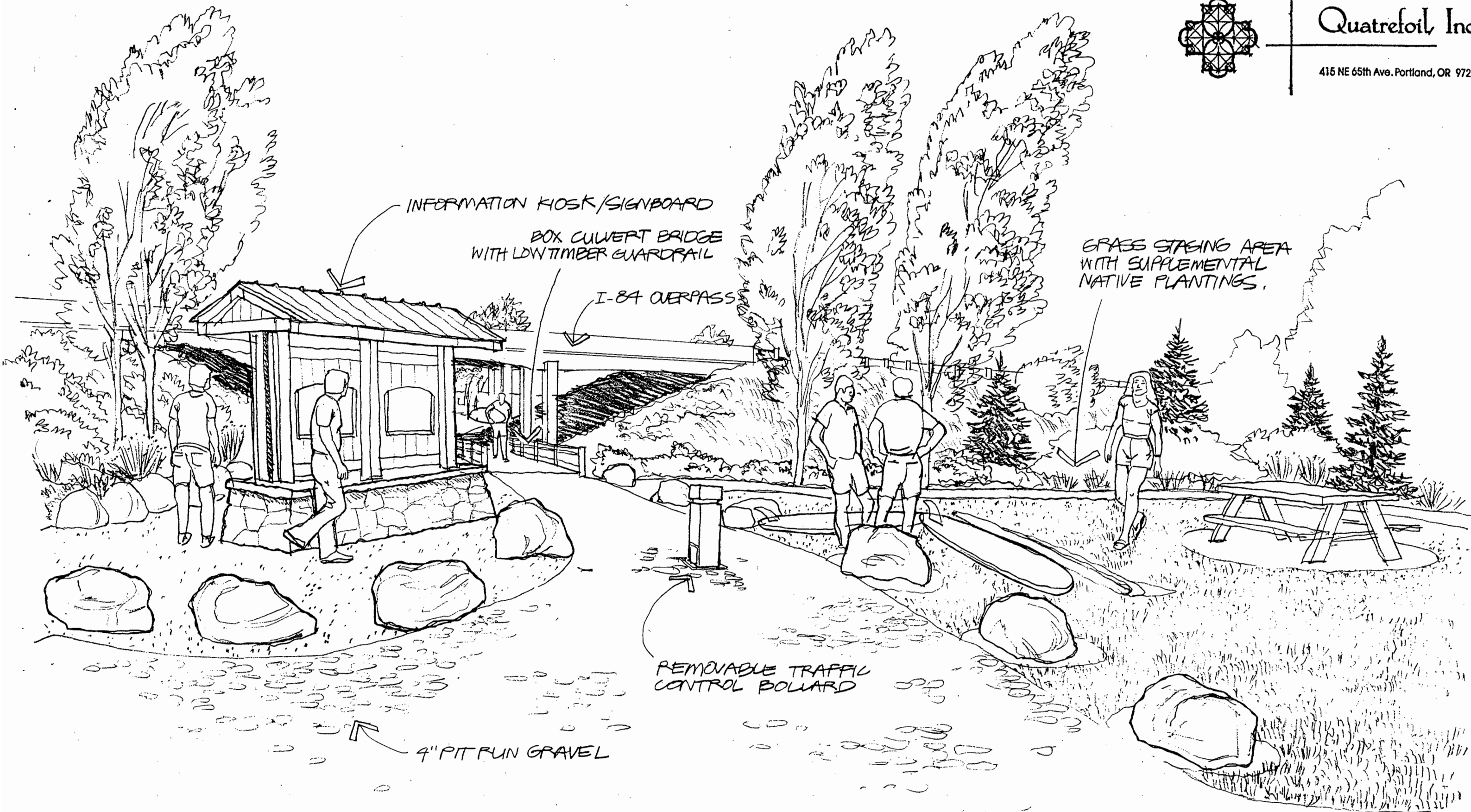
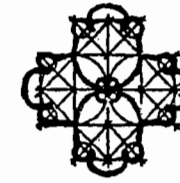
Mosier Waterfront Park

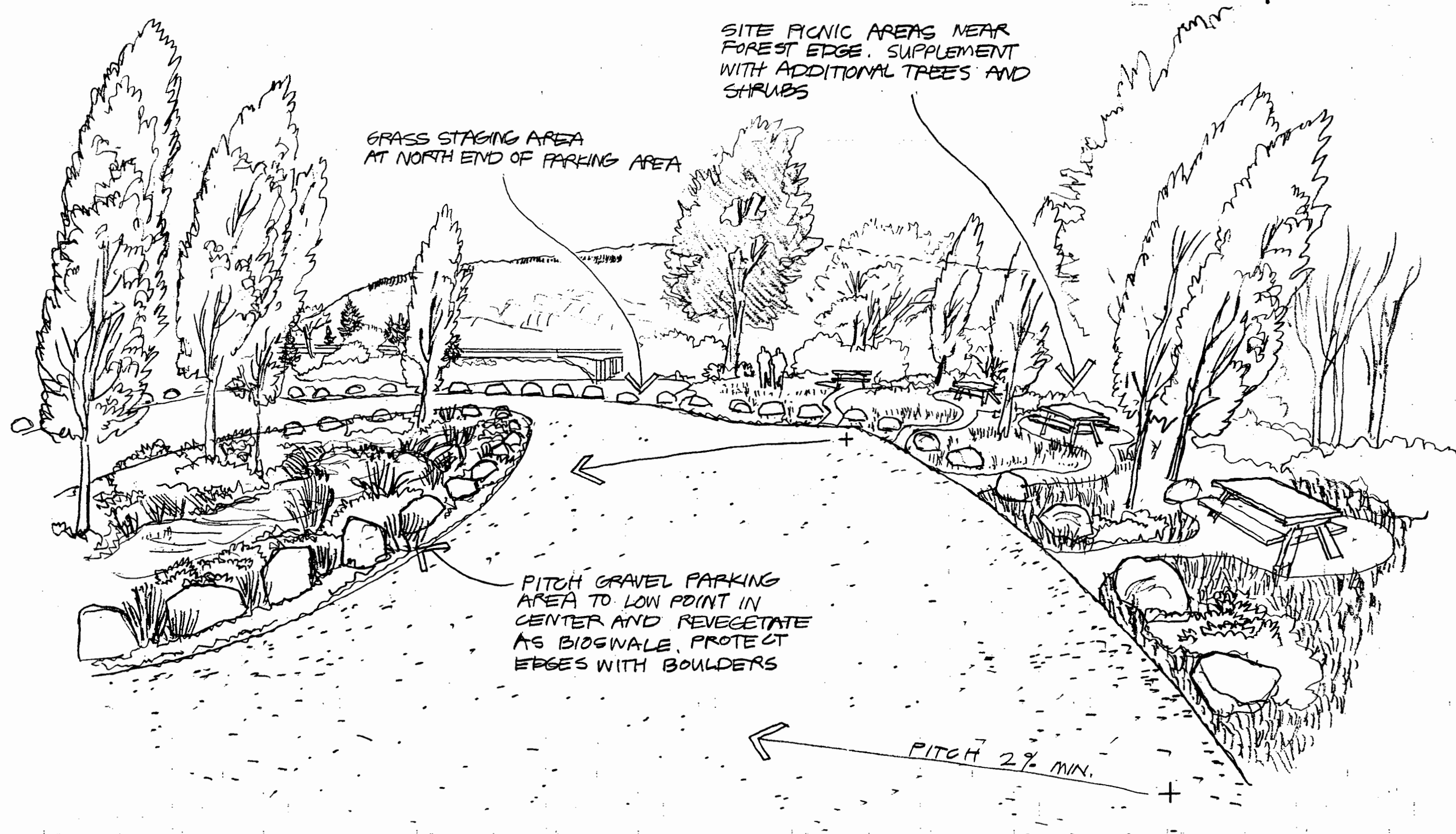
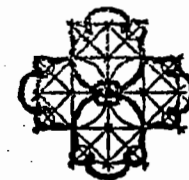
Mosier, Oregon

SK-7







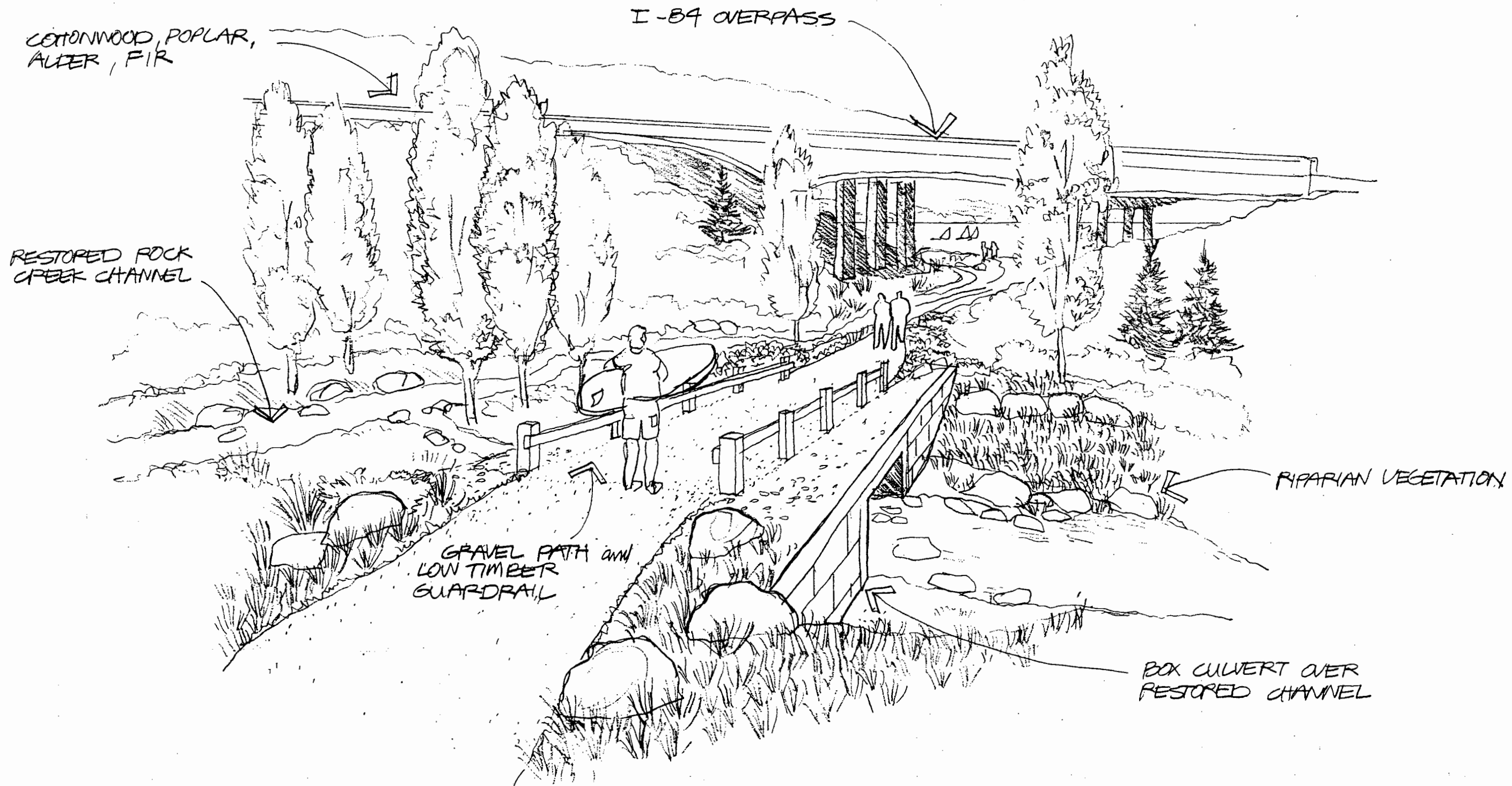
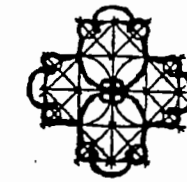


Rock Creek

Parking Area at Rock Creek Trailhead

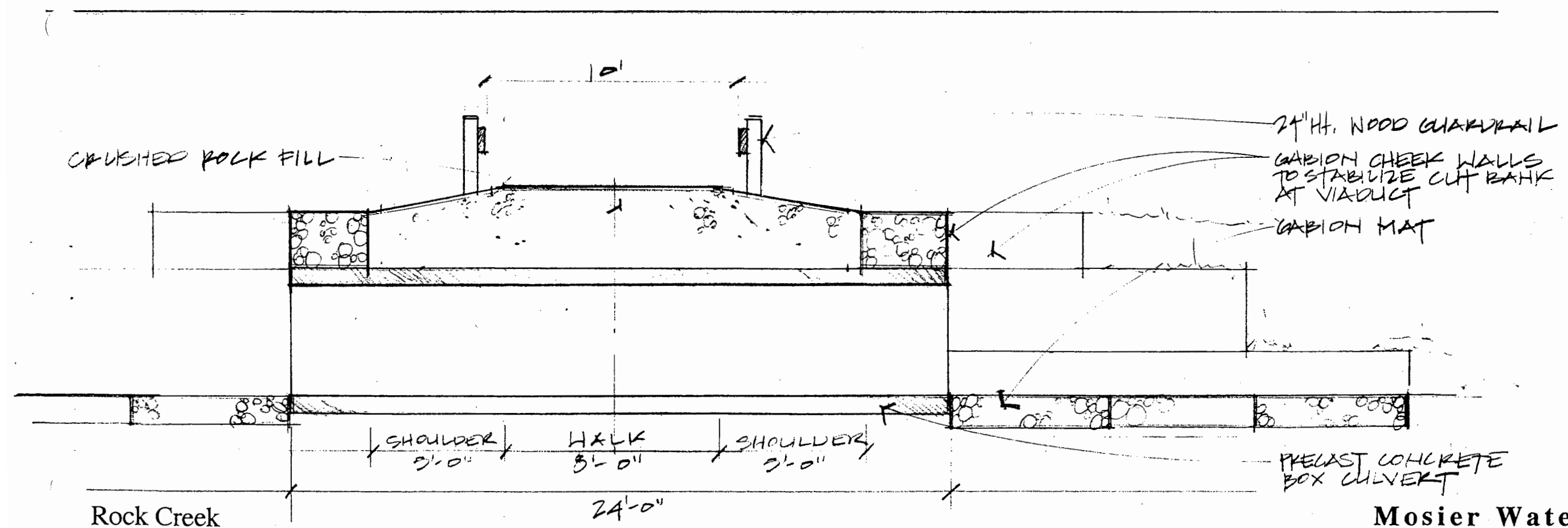
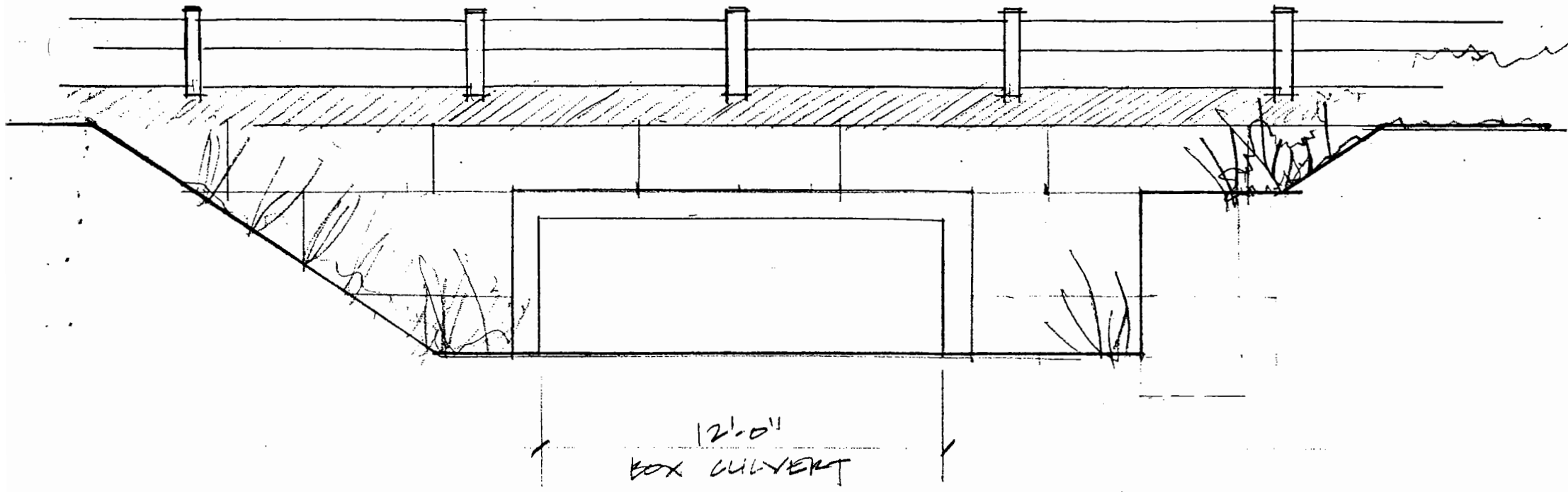
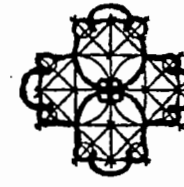
Mosier Waterfront Park

Mosier, Oregon

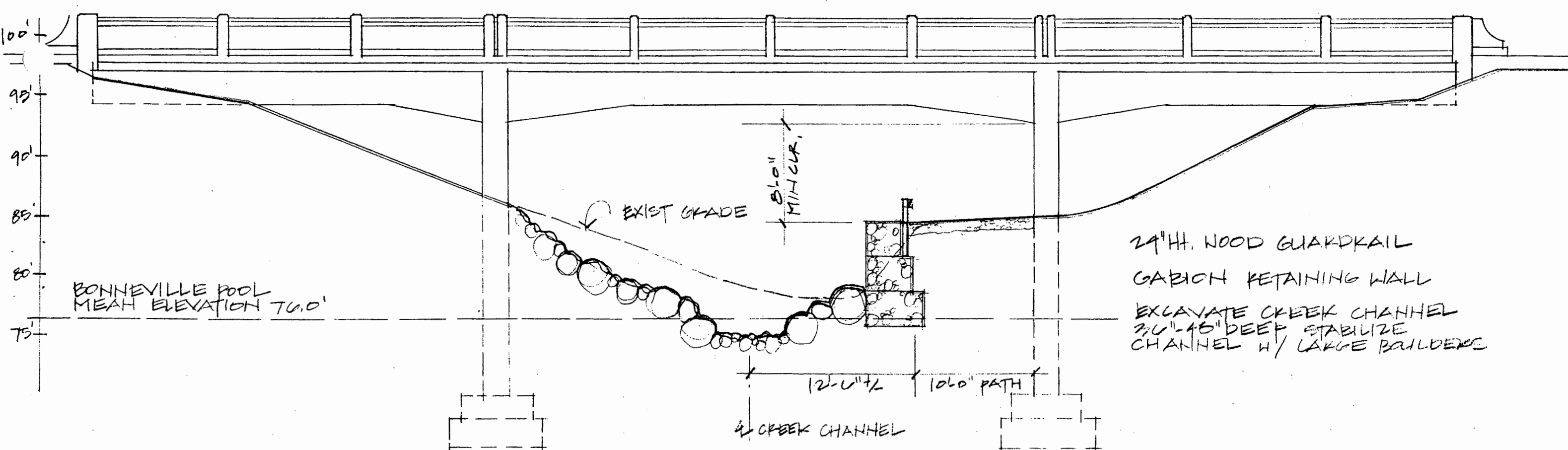
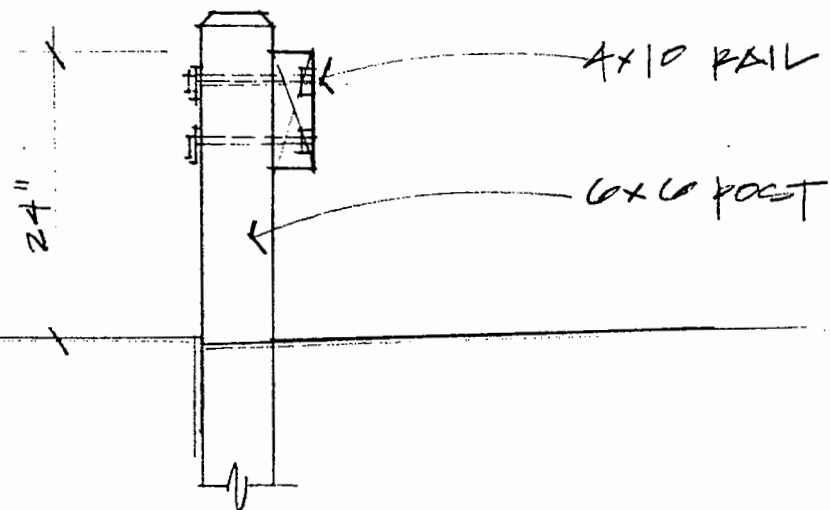
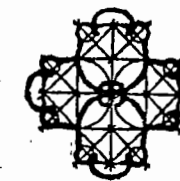


Rock Creek  
Wetland Crossing

Mosier Waterfront Park  
Mosier, Oregon







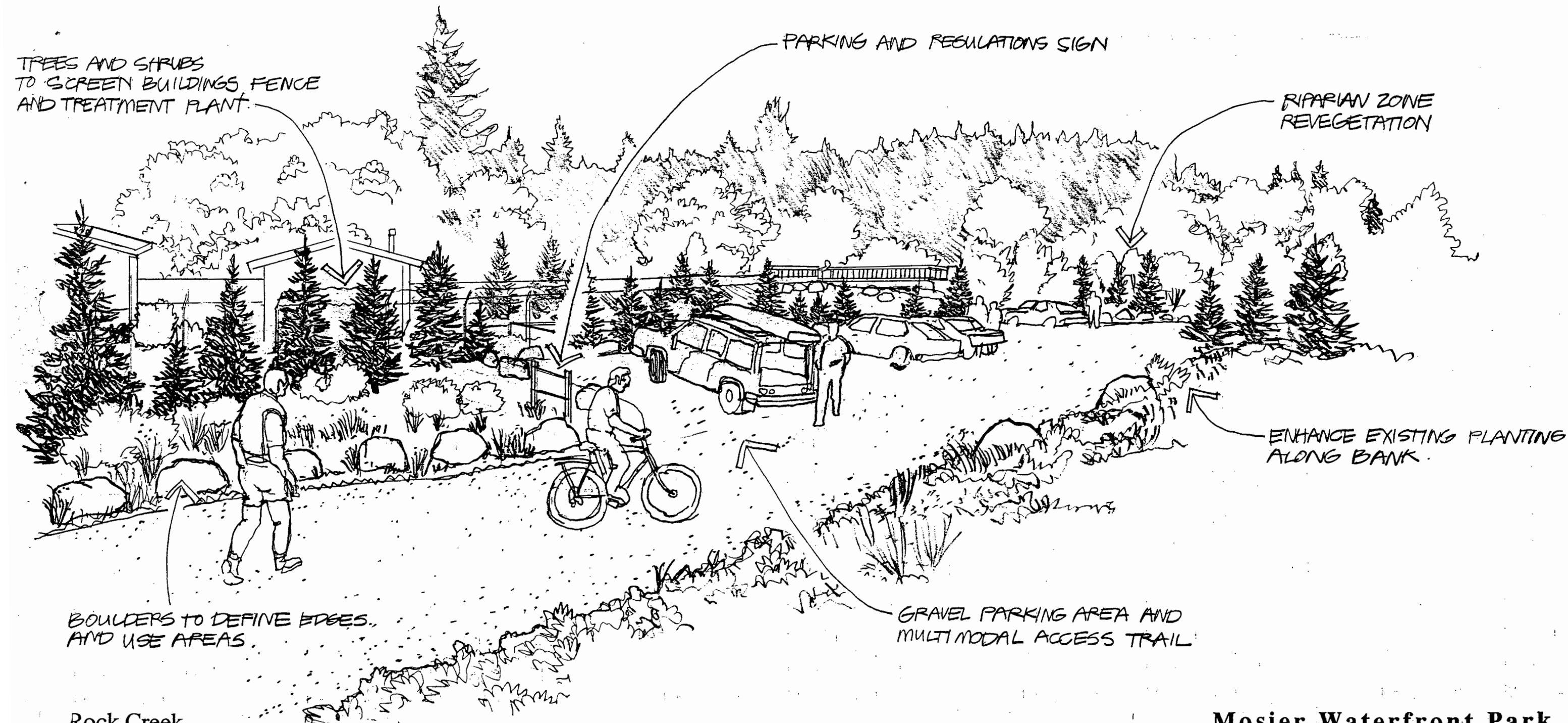
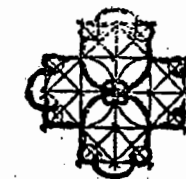
Rock Creek

Trail Section at Highway 84 Bridge

Scale: 1/8"=1'-0"

Mosier Waterfront Park

Mosier, Oregon

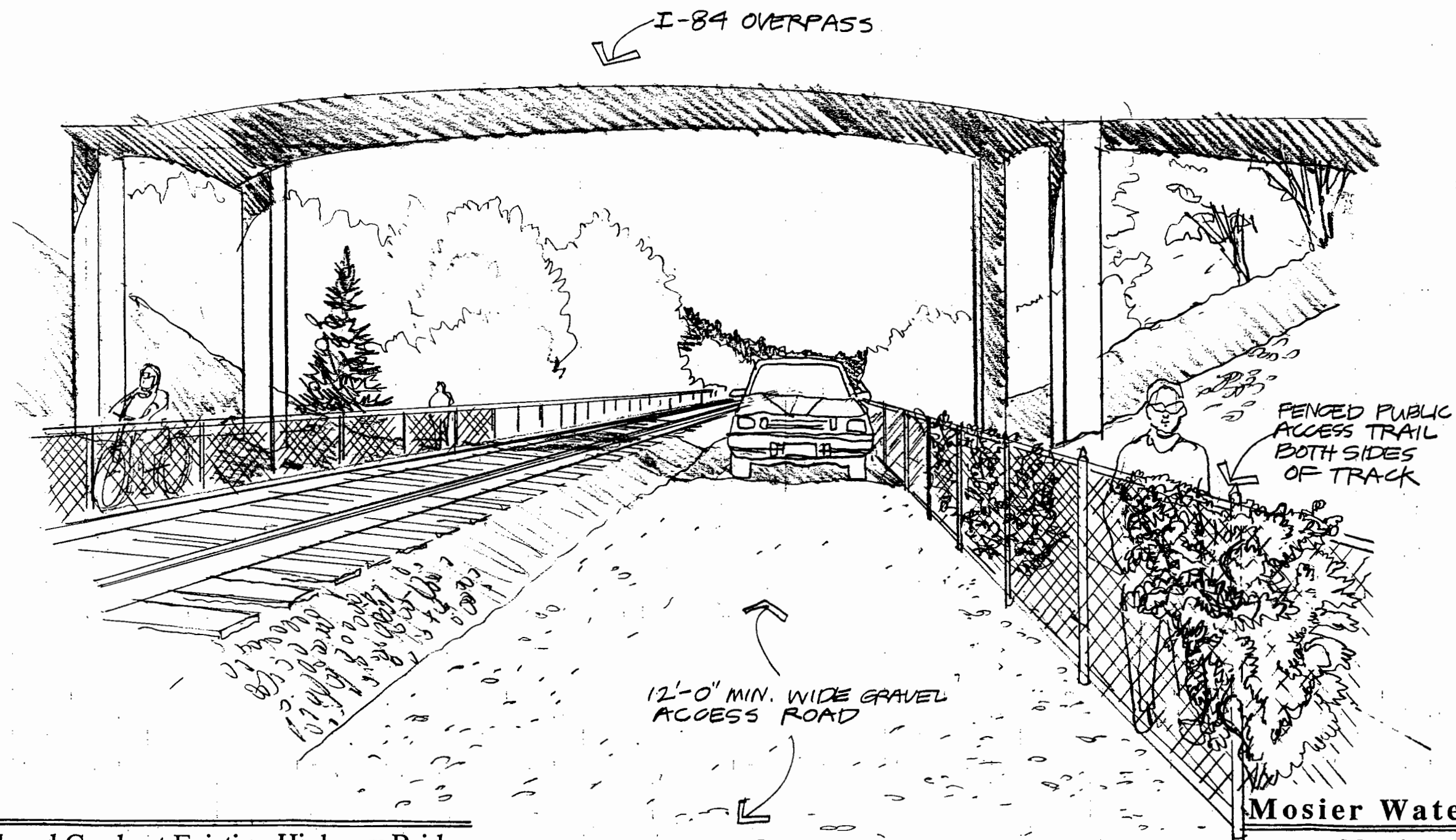
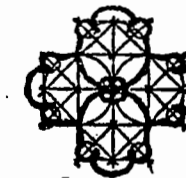


Rock Creek

Parking at Wastewater Treatment Plant

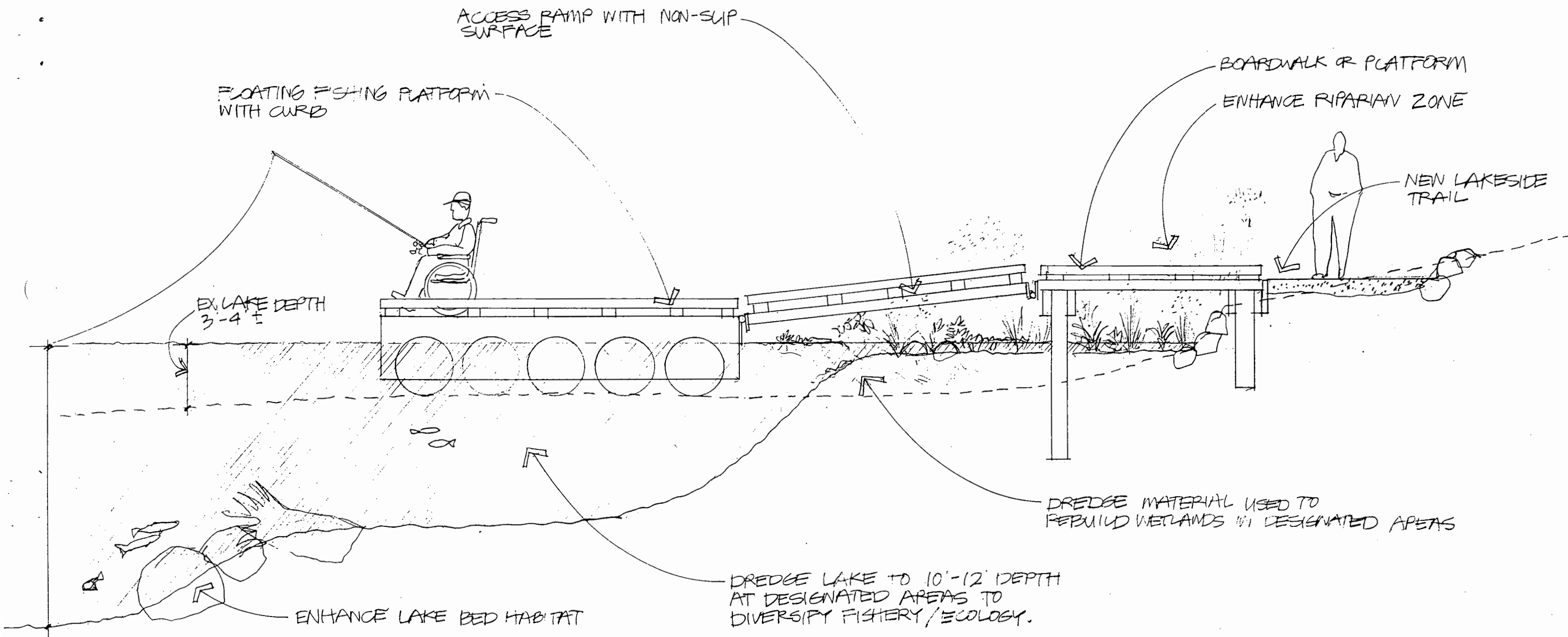
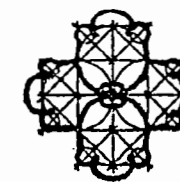
**Mosier Waterfront Park**

Mosier, Oregon



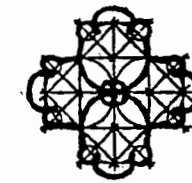
Trail at Railroad Grade at Existing Highway Bridge

Mosier Waterfront Park  
Mosier, Oregon



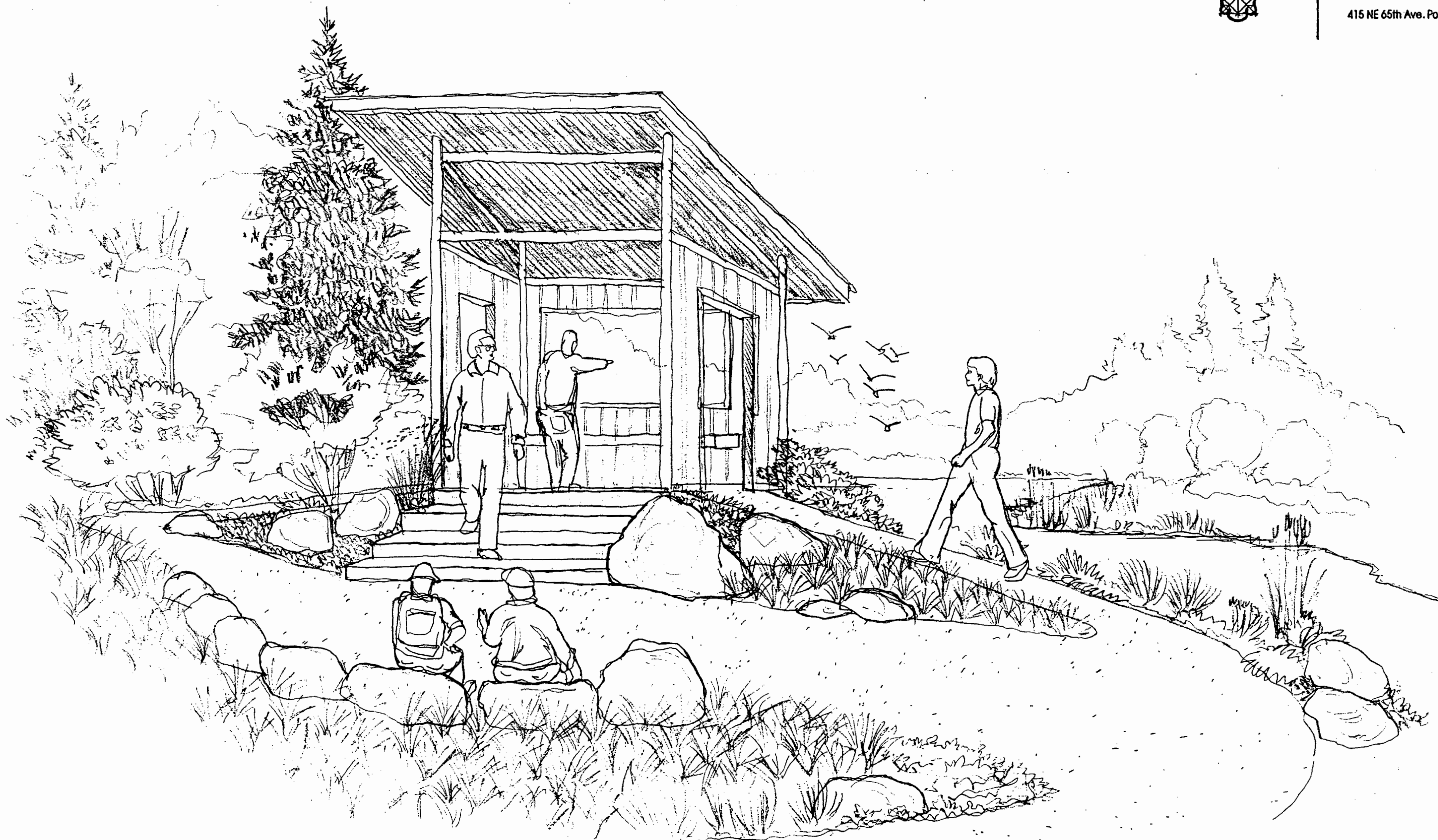
Accessible Fishing Platform along East Lake  
Scale: 1/4"=1'-0"

**Mosier Waterfront Park**  
Mosier, Oregon



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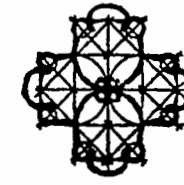
415 NE 65th Ave. Portland, OR 97213



Wildlife Viewing Blind

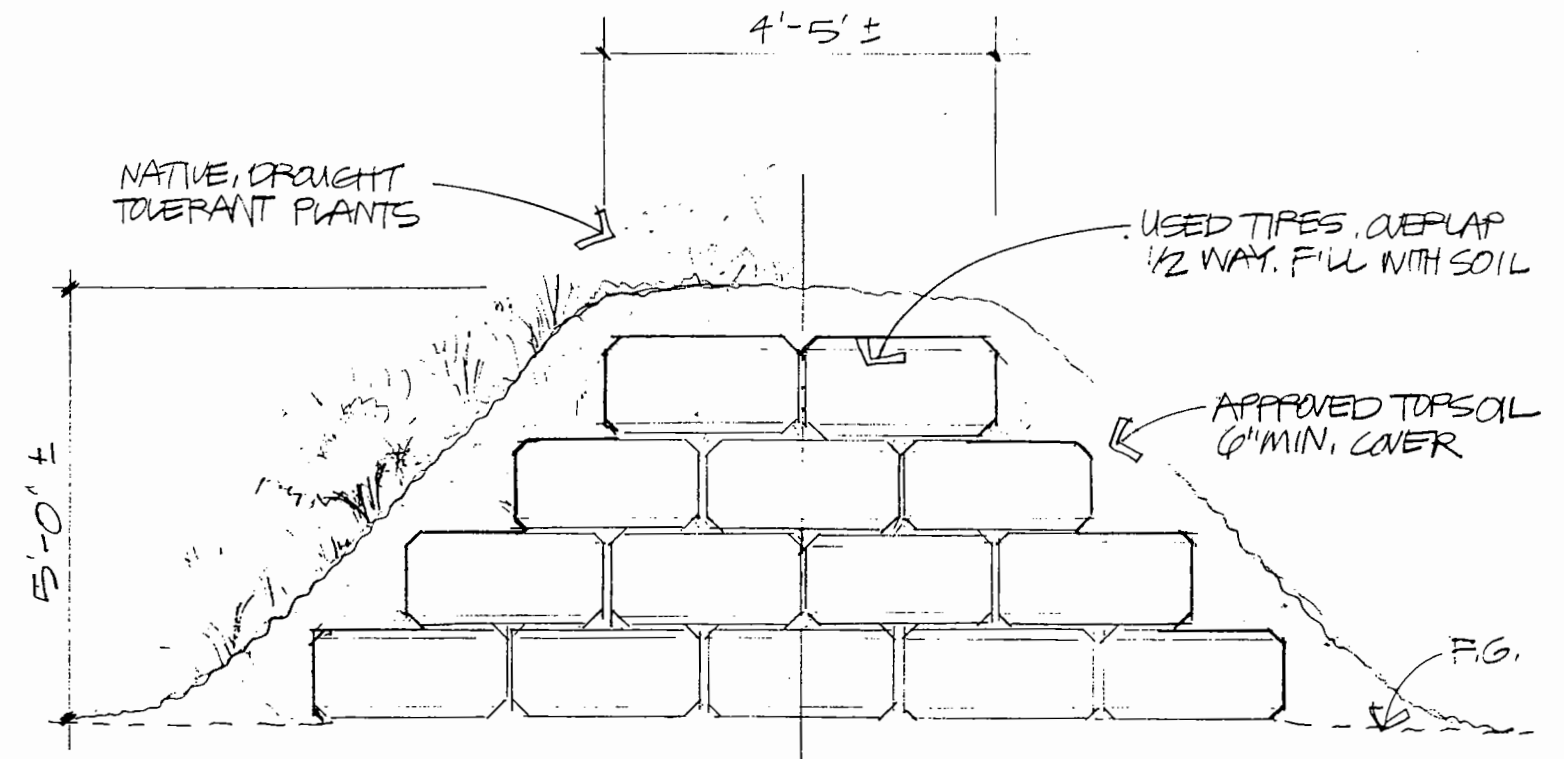
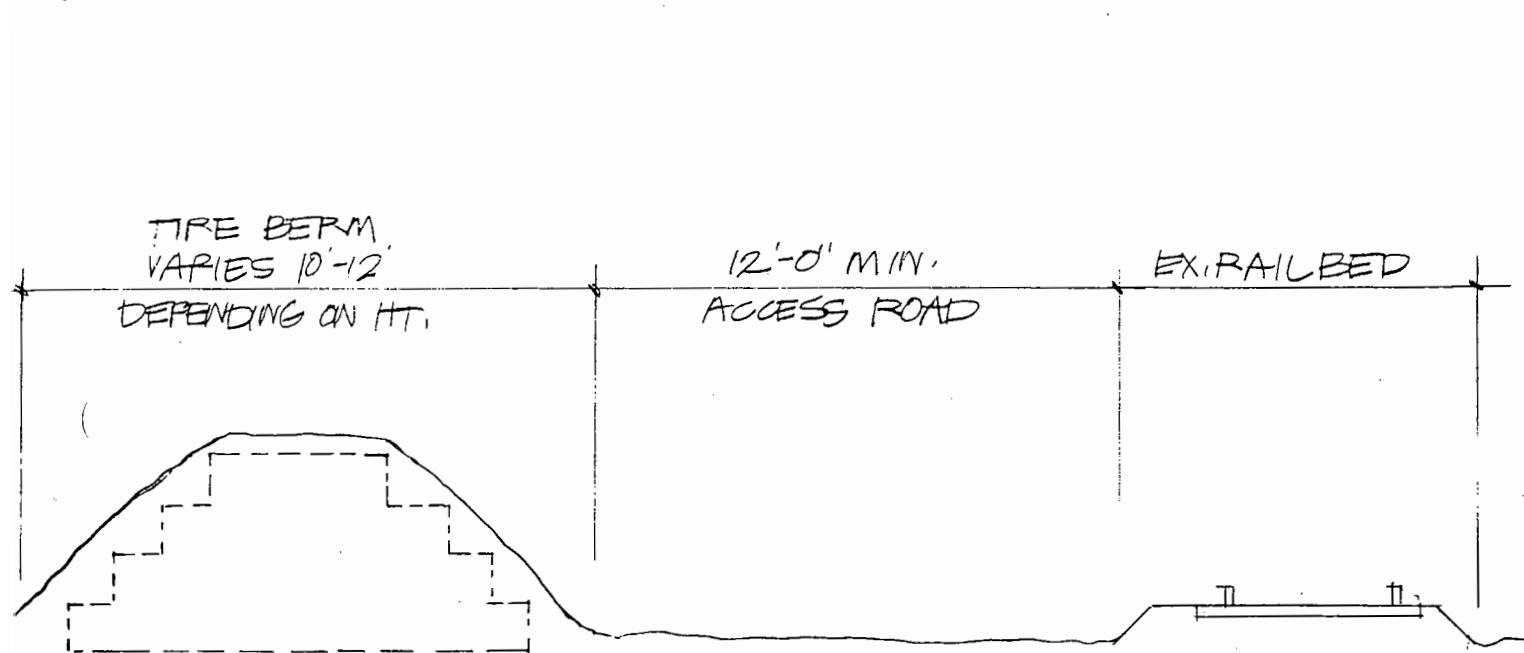
**Mosier Waterfront Park**

Mosier, Oregon SK-17



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Tire Berm Detail

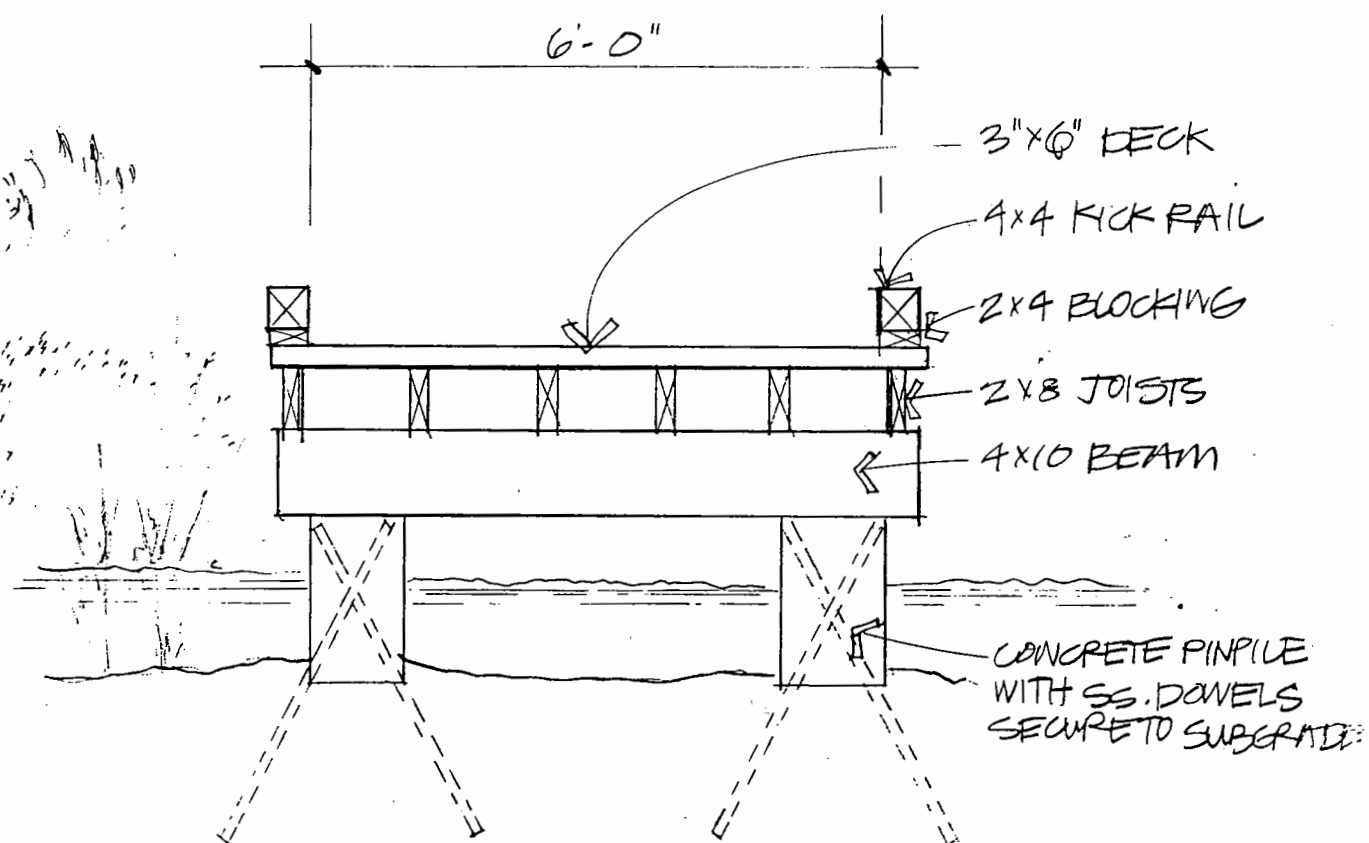
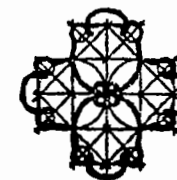
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**Mosier Waterfront Park**

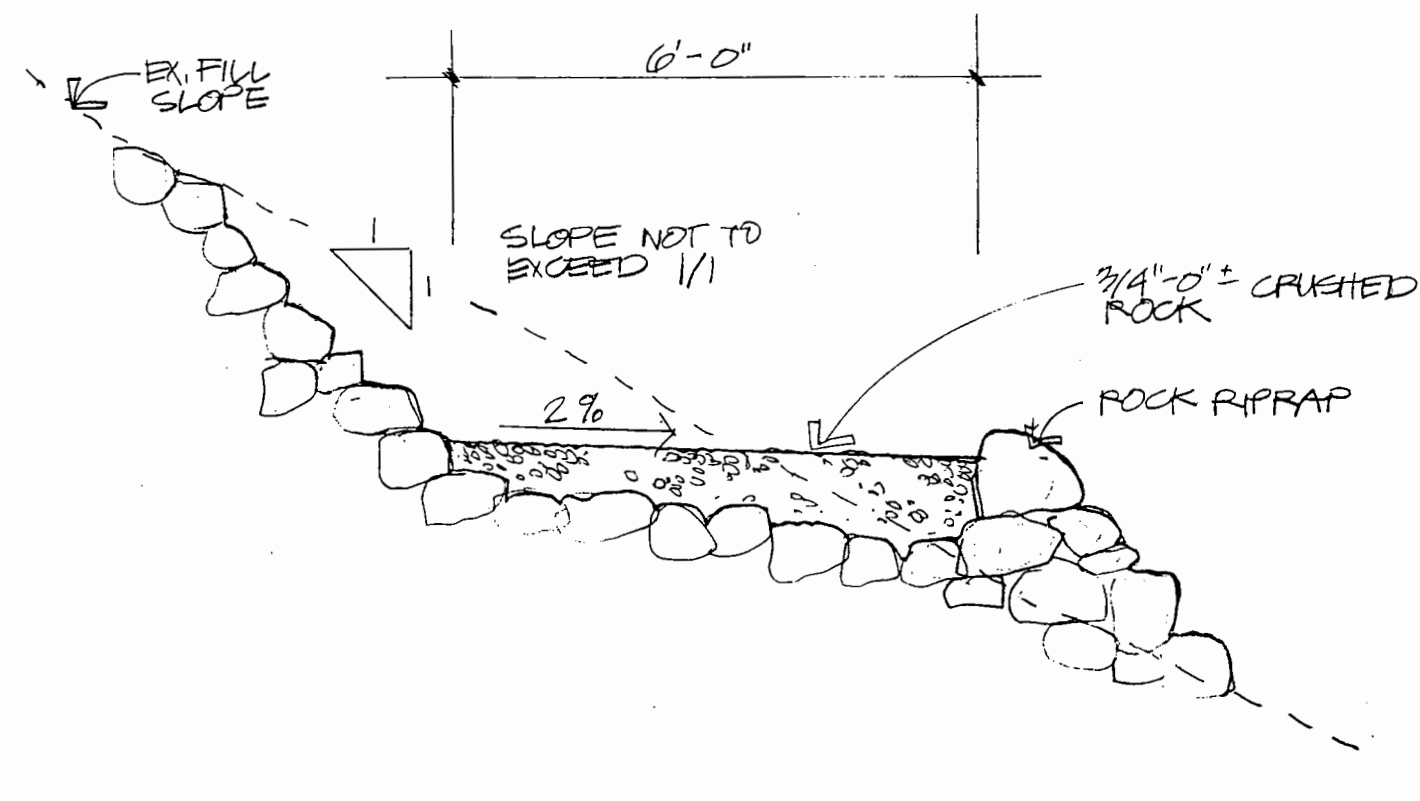
Mosier, Oregon

SK-18

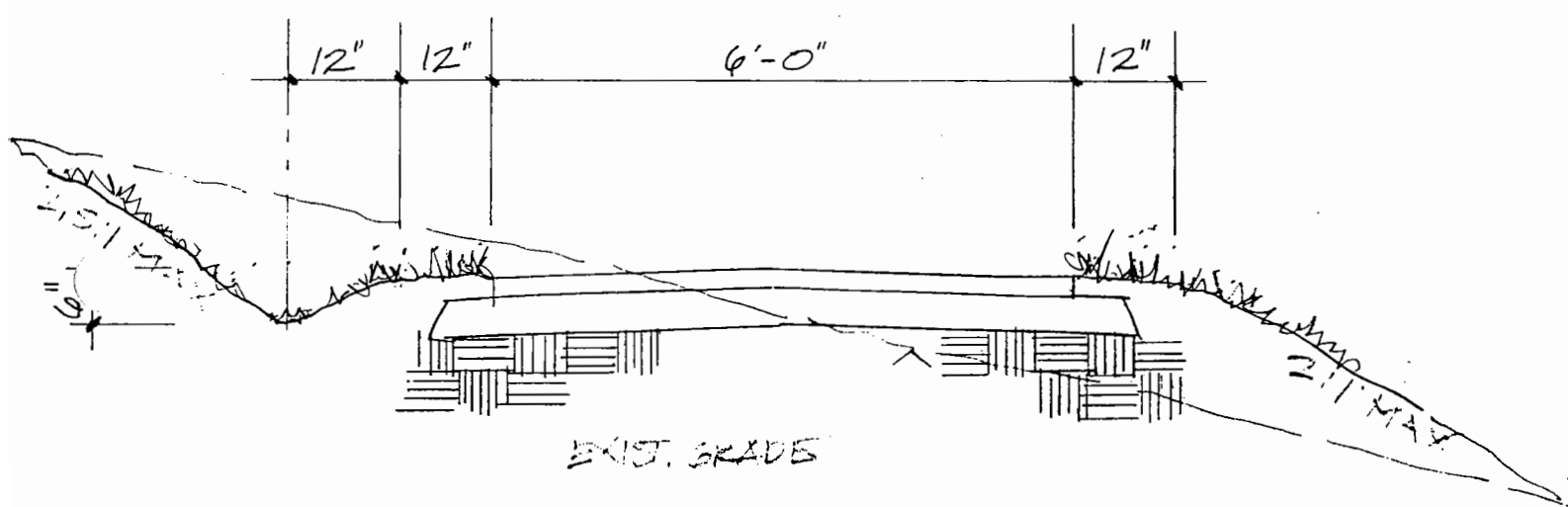
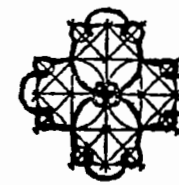




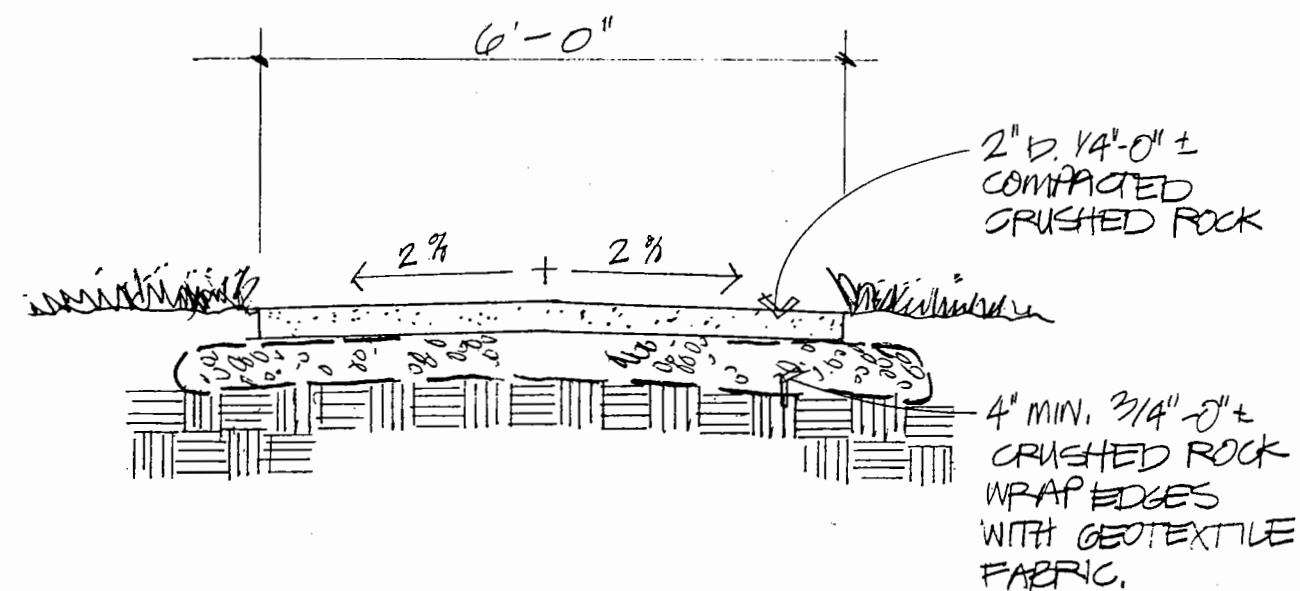
Boardwalk at Wetland Areas



Trail at Highway and Railway Fill Slopes



Typical Cut/Fill Trail Section



Typical Trail Section



# Mosier Waterfront Park

## Questionnaire

1. Please rank the uses you would like to see at Mosier Waterfront Park. (1-3 one the most important)

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Basketball Courts | <input type="checkbox"/> Indoor Swimming | <input type="checkbox"/> Skateboard Park |
| <input type="checkbox"/> Tennis Courts     | <input type="checkbox"/> Horseshoes      | <input type="checkbox"/> Other           |

2. Please rank existing uses in their importance to you. (1-3 one the most important)

- |                                       |                                      |  |
|---------------------------------------|--------------------------------------|--|
| <input type="checkbox"/> Lake Fishing | <input type="checkbox"/> Windsurfing | <input type="checkbox"/> Bird Watching |
| <input type="checkbox"/> Hiking       | <input type="checkbox"/> Kayaking    | <input type="checkbox"/> River Fishing |

3. Please rank the following uses as to your preference. (1-3 one the most important)

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Recreational   | <input type="checkbox"/> Salmon Habitat | <input type="checkbox"/> Commercial        |
| <input type="checkbox"/> Other Wildlife | <input type="checkbox"/> Industrial     | <input type="checkbox"/> Civic (Town Hall) |

4. Would you still use the site for windsurfing if there were no access to parking on the north side of the railroad tracks? Yes No

5. Would you be interested in interpretive trails to be used for educational purposes? Yes No

6. Do you currently fish for carp and bass in the lakes? Yes No

7. Would you be interested in eliminating the carp and bass and using the lakes for trout fishing? Yes No

8. If the below-grade railroad crossing (currently at Rock Creek) were eliminated, would you be in favor or opposed to an on-grade crossing to allow access to parking north of the railroad tracks? In favor Opposed to

**Please use the other side of this questionnaire for additional comments.**

Return to: Gay Jervey, Project Manager, P.O. Box 328, Mosier, Oregon 97040-0328

Mosier Waterfront Park  
Questionnaire  
**Final Tabulation**  
July 20, 2001

1. Please rank the uses you would like to see at Mosier Waterfront Park.

(28 responses, gave ranking points)

(24)	Indoor Swimming	(6)	Playground
(22)	Skateboard Park	(4)	City Park
(20)	Horseshoes	(2)	Multipurpose Court
(19)	Basketball Courts	(2)	Jet ski
(16)	Tennis Courts	(1)	Climbing Wall
(9)	Picnicking	(1)	BBQ Pit

2. Please rank existing uses in their importance to you.

(28 responses, gave ranking points)

(39)	Hiking
(36)	Windsurfing
(31)	Bird Watching
(29)	Lake Fishing
(16)	Kayaking
(15)	River Fishing

3. Please rank the following uses as to your preference.

(28 responses, gave ranking points)

(64)	Recreational
(38)	Salmon Habitat
(35)	Other Wildlife
(14)	Civic (Town Hall)
(6)	Commercial

4. Would you still use the site for windsurfing if there were no access to parking on the north side of the railroad tracks?

(20 responses)      (15) No      (5) Yes

5. Would you be interested in interpretive trails to be used for educational purposes?

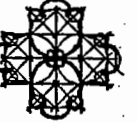
(26 responses)      (22) Yes      (4) No

6. Do you currently fish for carp and bass in the lakes?

(27 responses)      (19) No      (8) Yes

7. Would you be interested in eliminating the carp and bass and using the lakes for trout fishing?

(23 responses)      (14) No      (9) Yes



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 OREGON  
 07/26/1996  
 LANDSCAPE ARCHITECT

Mosier Waterfront Park  
 Mosier, Oregon

Context Map  
 and  
 Title Sheet

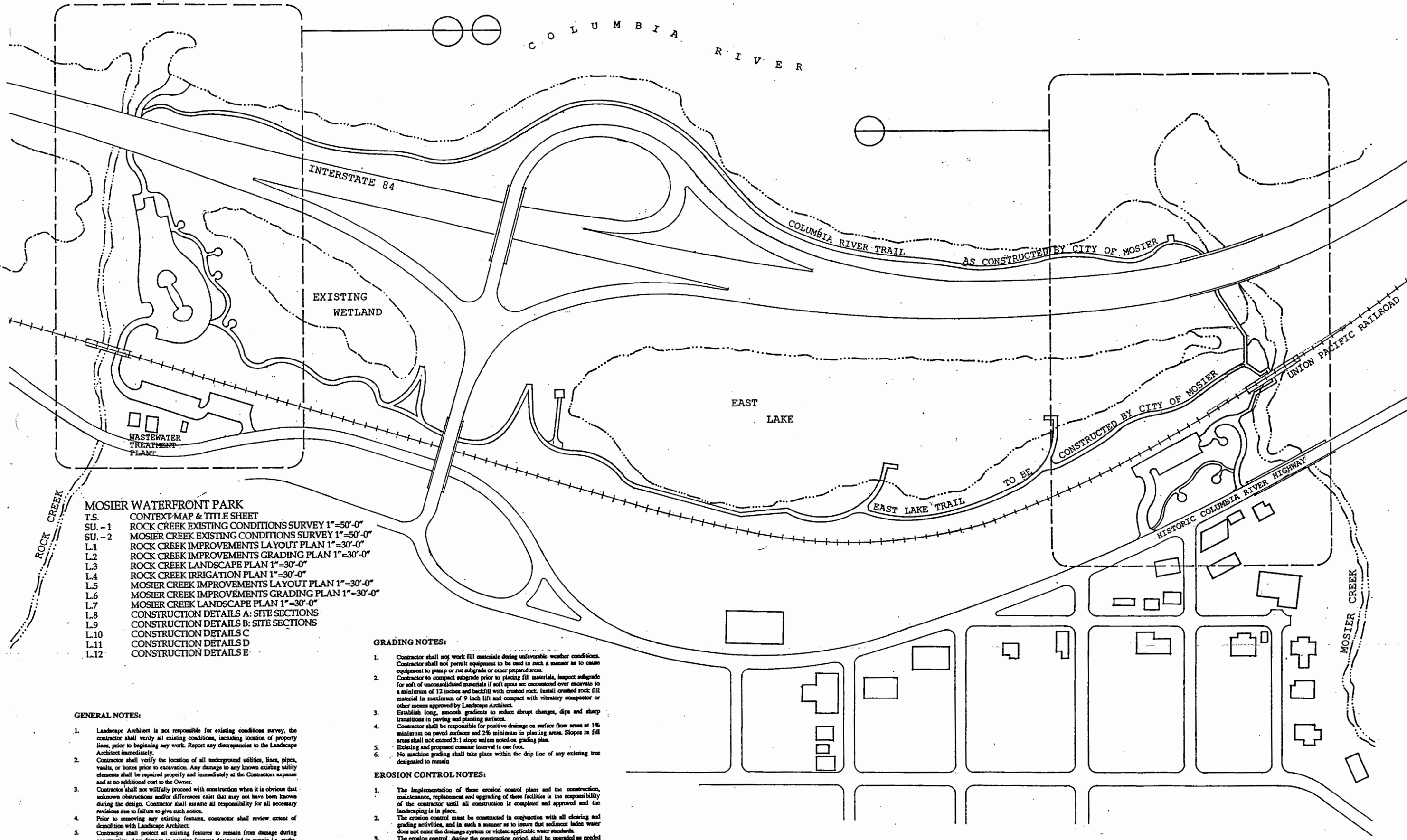
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 80655T

Scale: 1" = 100'-0"



Sheet No.

T.S.



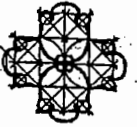
- MOSIER WATERFRONT PARK**
- T.S. CONTEXT MAP & TITLE SHEET
  - SU.-1 ROCK CREEK EXISTING CONDITIONS SURVEY 1"=50'-0"
  - SU.-2 MOSIER CREEK EXISTING CONDITIONS SURVEY 1"=50'-0"
  - L.1 ROCK CREEK IMPROVEMENTS LAYOUT PLAN 1"=30'-0"
  - L.2 ROCK CREEK IMPROVEMENTS GRADING PLAN 1"=30'-0"
  - L.3 ROCK CREEK LANDSCAPE PLAN 1"=30'-0"
  - L.4 ROCK CREEK IRRIGATION PLAN 1"=30'-0"
  - L.5 MOSIER CREEK IMPROVEMENTS LAYOUT PLAN 1"=30'-0"
  - L.6 MOSIER CREEK IMPROVEMENTS GRADING PLAN 1"=30'-0"
  - L.7 MOSIER CREEK LANDSCAPE PLAN 1"=30'-0"
  - L.8 CONSTRUCTION DETAILS A: SITE SECTIONS
  - L.9 CONSTRUCTION DETAILS B: SITE SECTIONS
  - L.10 CONSTRUCTION DETAILS C
  - L.11 CONSTRUCTION DETAILS D
  - L.12 CONSTRUCTION DETAILS E

- GENERAL NOTES:**
1. Landscape Architect is not responsible for existing conditions survey, the contractor shall verify all existing conditions, including location of property lines, prior to beginning any work. Report any discrepancies to the Landscape Architect immediately.
  2. Contractor shall verify the location of all underground utilities, lines, pipes, vaults, or boxes prior to excavation. Any damage to any known existing utility elements shall be repaired properly and immediately at the Contractor's expense and at no additional cost to the Owner.
  3. Contractor shall not willfully proceed with construction when it is obvious that unknown obstructions and/or differences exist that may not have been known during the design. Contractor shall assume all responsibility for all necessary revisions due to failure to give such notice.
  4. Prior to removing any existing features, contractor shall review extent of demolition with Landscape Architect.
  5. Contractor shall protect all existing features to remain from damage during construction. Any damage to existing features designated to remain i.e. curbs, walls, plant material, lawn or fences shall be repaired or replaced by the Contractor at no expense to the Owner.
  6. Contractor shall remove from the site and legally dispose of all debris and excavated material not required for fill. No rubbish or debris shall be buried on the site.

- GRADING NOTES:**
1. Contractor shall not work fill materials during unfavorable weather conditions. Contractor shall not permit equipment to be used in such a manner as to cause equipment to pump or rut subgrade or other prepared areas.
  2. Contractor to compact subgrade prior to placing fill materials. Inspect subgrade for soft or unconsolidated materials if soft spots are encountered over excavate to a minimum of 12 inches and backfill with crushed rock. Install crushed rock fill material in maximum of 9 inch lift and compact with vibratory compactor or other means approved by Landscape Architect.
  3. Establish long, smooth gradients to reduce abrupt changes, dips and sharp transitions in paving and planting surfaces.
  4. Contractor shall be responsible for positive drainage on surface flow areas at 1% minimum on paved surfaces and 2% minimum in planting areas. Slopes in fill areas shall not exceed 3:1 slope unless noted on grading plan.
  5. Existing and proposed contour interval is one foot.
  6. No machine grading shall take place within the drip line of any existing tree designated to remain.

- EROSION CONTROL NOTES:**
1. The implementation of these erosion control plans and the construction, maintenance, replacement and upgrading of these facilities is the responsibility of the contractor until all construction is completed and approved and the landscaping is in place.
  2. The erosion control must be constructed in conjunction with all clearing and grading activities, and in such a manner as to ensure that sediment laden water does not enter the drainage system or violate applicable water standards.
  3. The erosion control, during the construction period, shall be upgraded as needed for unexpected storm events and to ensure that sediment laden water does not leave the site.
  4. At no time shall more than one foot of sediment be allowed to accumulate within a trapped catch basin or behind sediment control devices. All catch basins and conveyance lines shall be cleaned prior to paving.
  5. Stabilized construction entrance shall be installed at the beginning of construction and maintained for the duration of the project. Additional measures may be required to ensure that all paved areas are kept clean for the duration of the project.

All work shall conform to the requirements of the latest adopted editions of the Uniform Building Code and all other local and state codes and ordinances and regulations.



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 07/26/1996  
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# Mosier Waterfront Park Mosier, Oregon

Rock Creek  
 Layout Plan

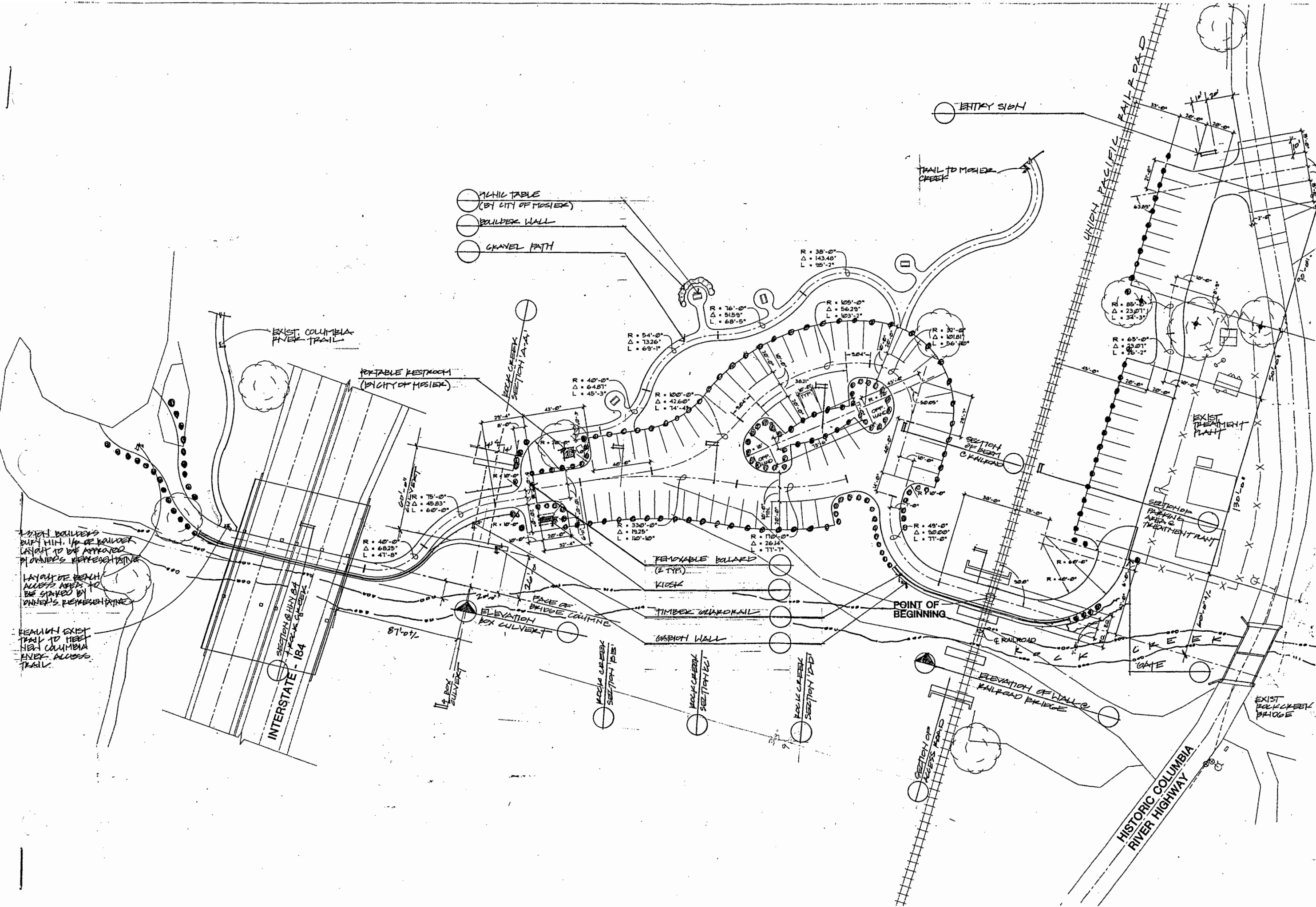
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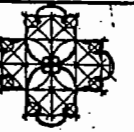
L2



EXIST BOLLARDS  
 BURY MIN. 1/2 OF BOLLARD  
 LAYOUT TO BE APPROVED  
 BY OWNER'S REPRESENTATIVE

LAYOUT OF BEAM  
 ACCESS AREA TO  
 BE STAKED BY  
 OWNER'S REPRESENTATIVE

REMOVE EXIST  
 TRAIL TO HIST  
 COLUMBIA  
 RIVER. ACCESS  
 TRAIL



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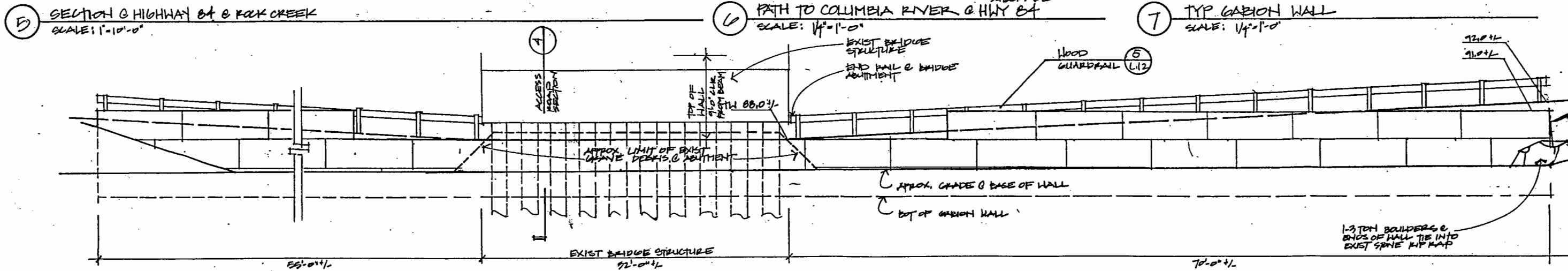
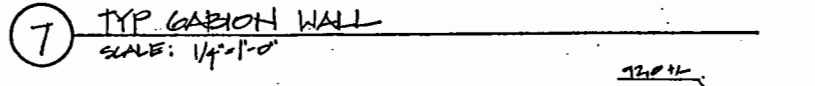
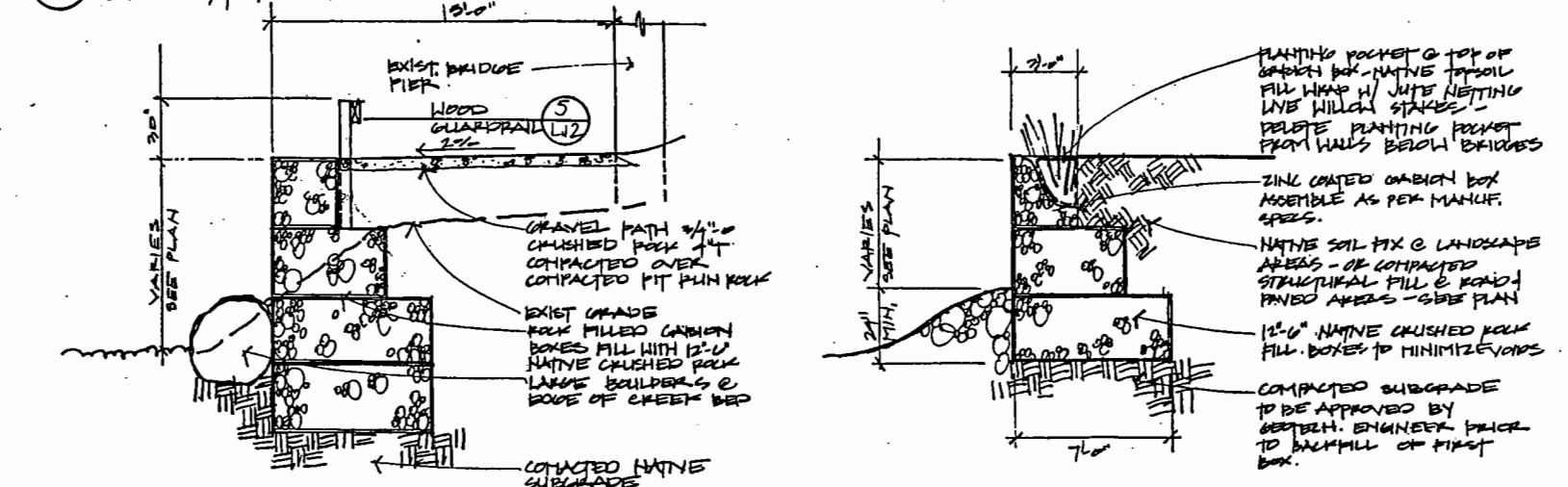
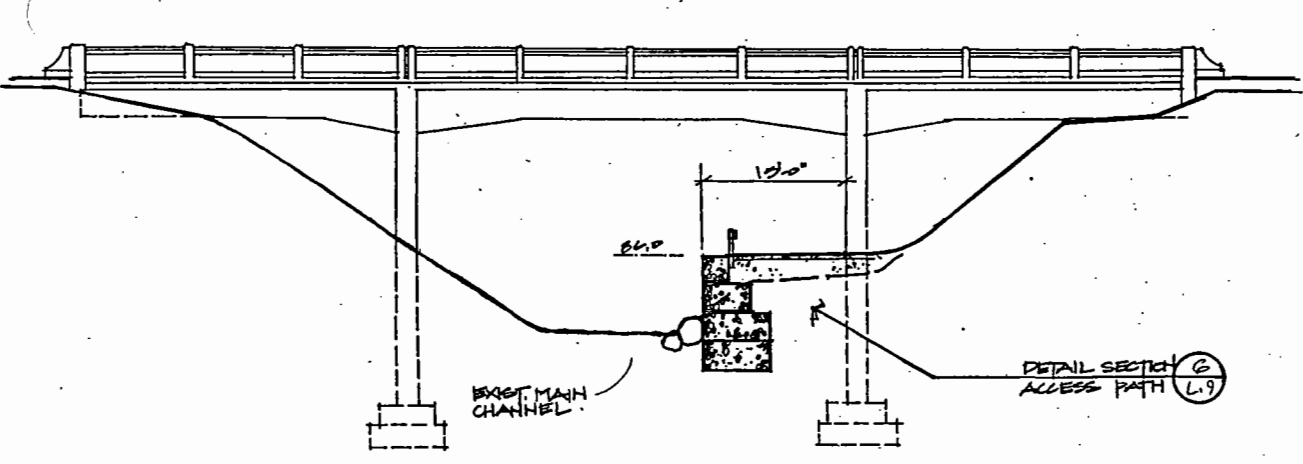
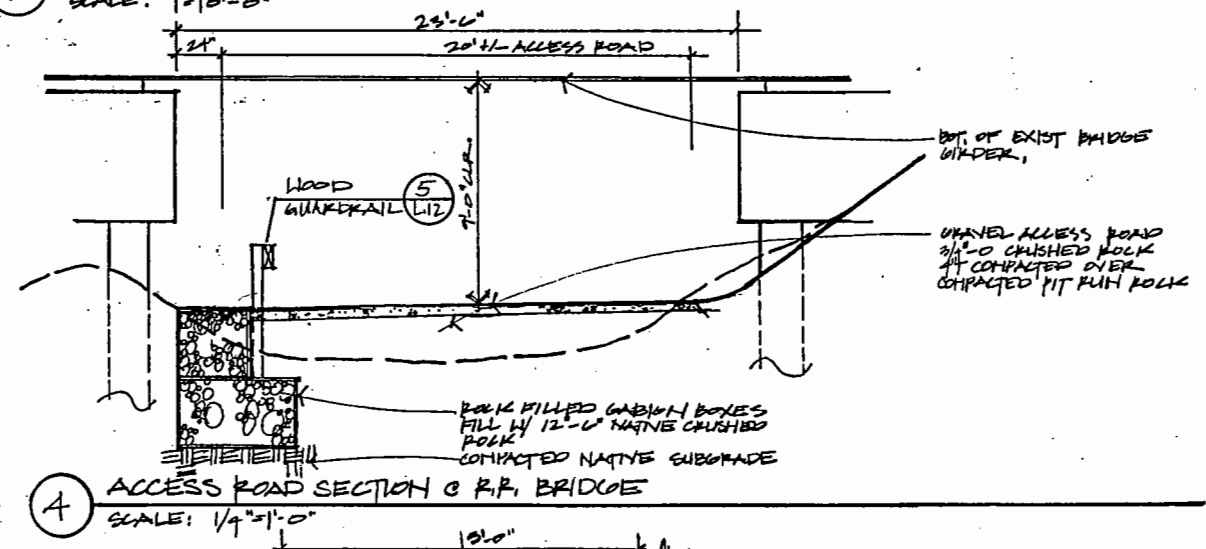
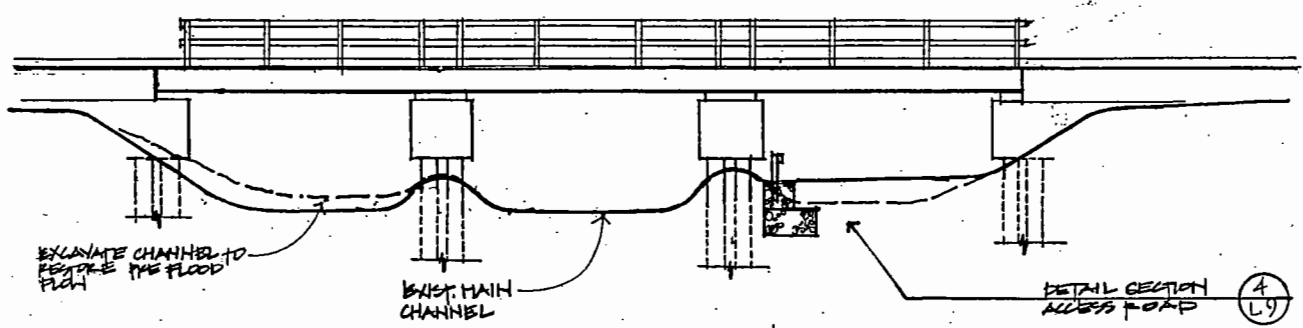
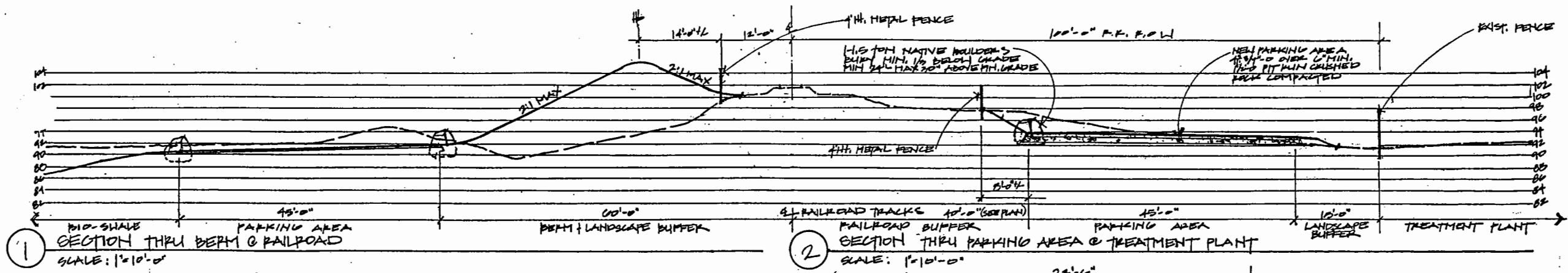
Mosier Waterfront Park  
 Mosier, Oregon

Site Construction  
 Details - B

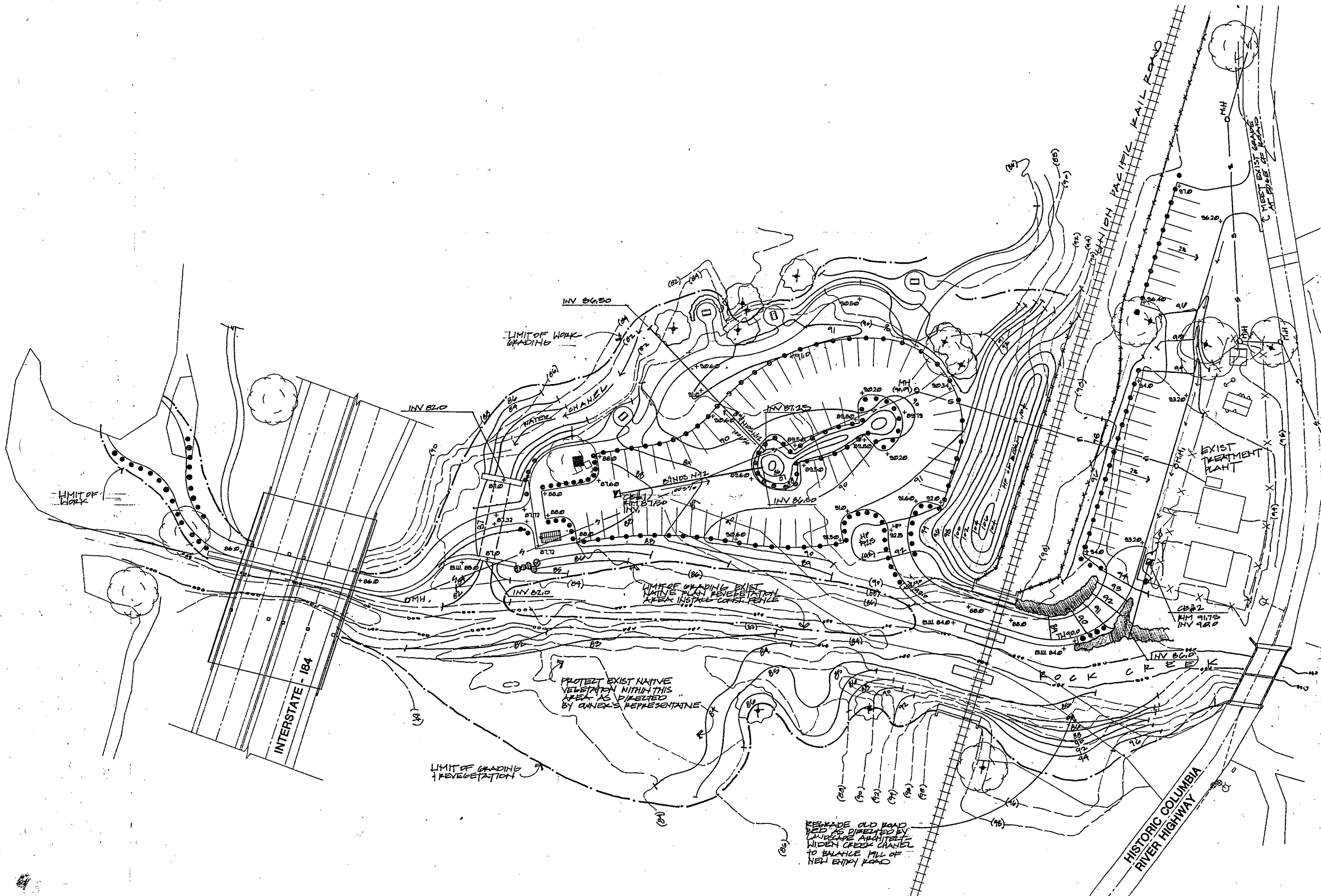
Date: 2.19.2002  
 80% SBT

Sheet No.

L.9



8) ELEVATION OF WALL @ R.R. BRIDGE ROCK CREEK  
 SCALE: 3/16"=1'-0"



  
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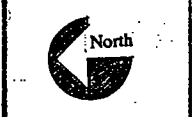
# Mosier Waterfront Park

## Mosier, Oregon

Rock Creek  
Grading Plan

Date: 2/19/2002  
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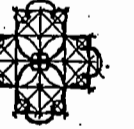
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Sheet No.

L3





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 07/26/1996  
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# Mosier Waterfront Park

## Mosier, Oregon

Mosier Creek  
 Layout and  
 Grading Plan

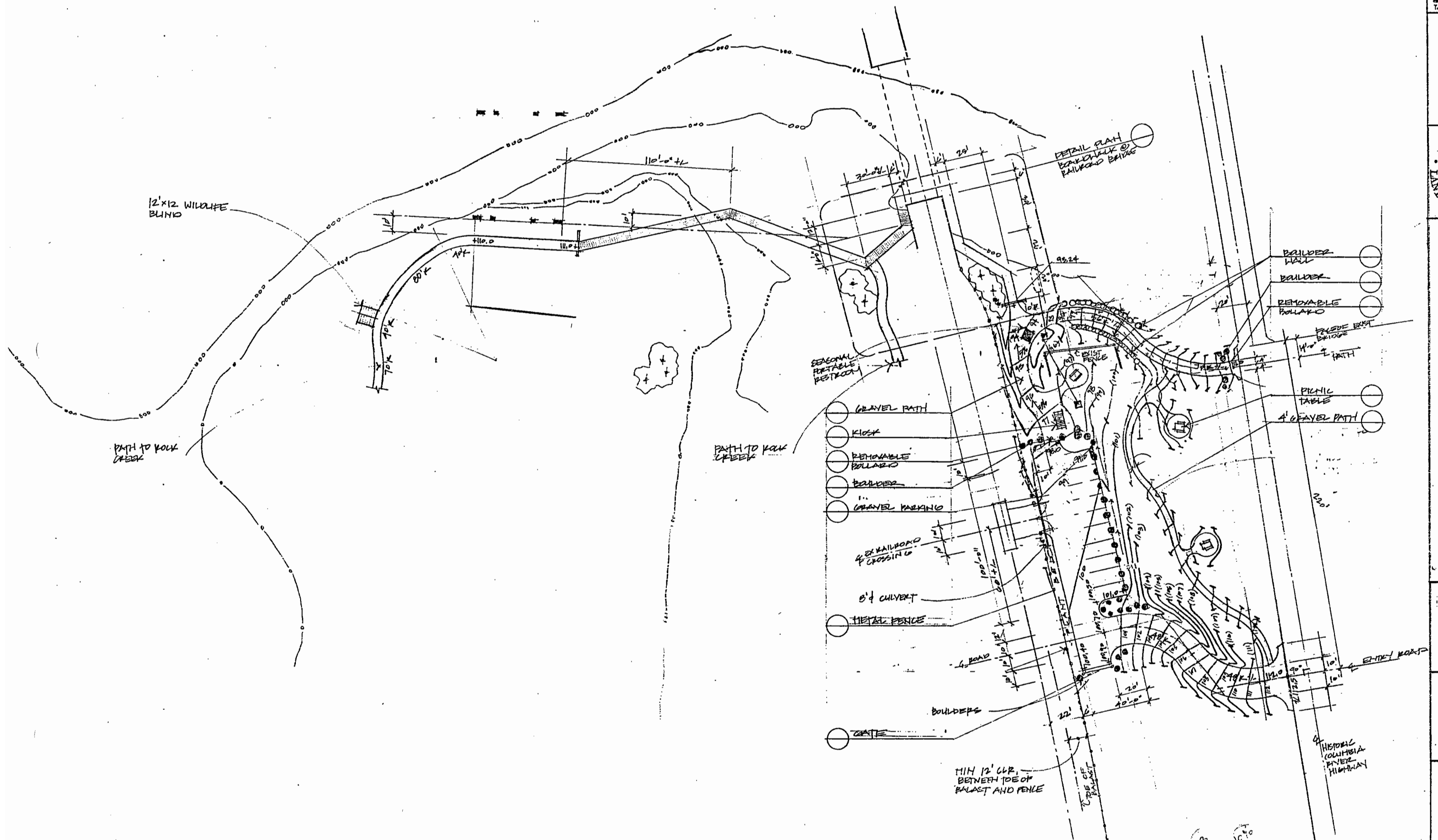
Date: 2.17.2002  
 80% SET

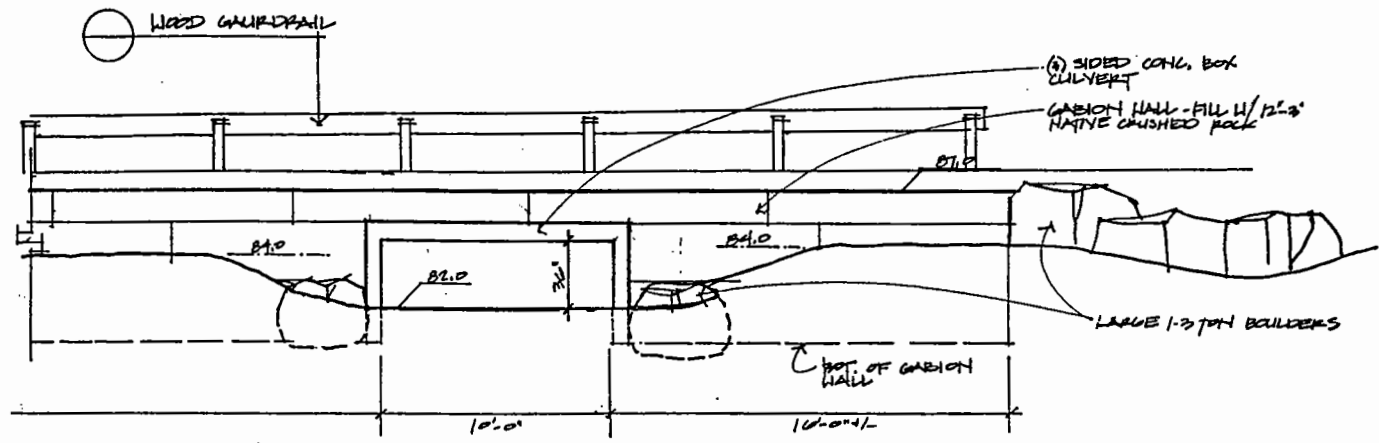
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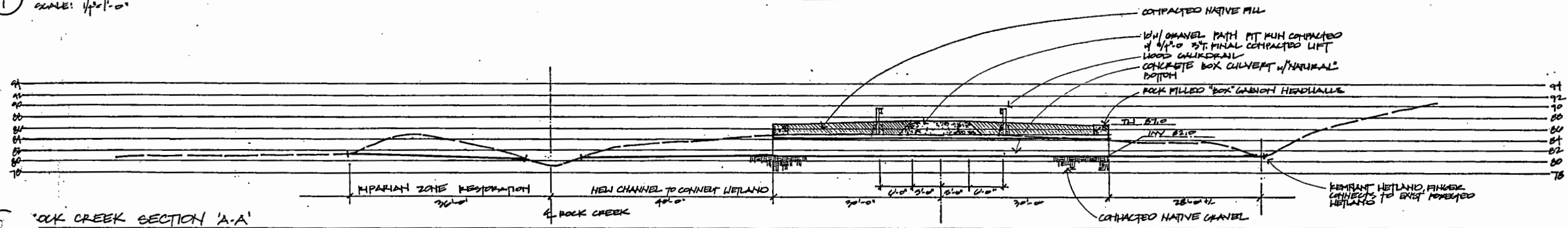
Sheet No.

LA

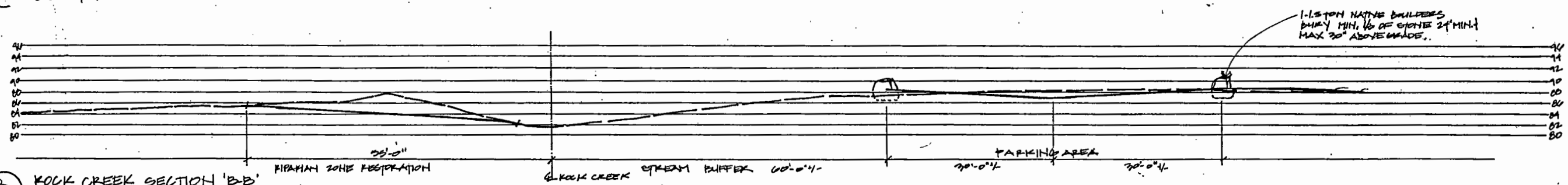




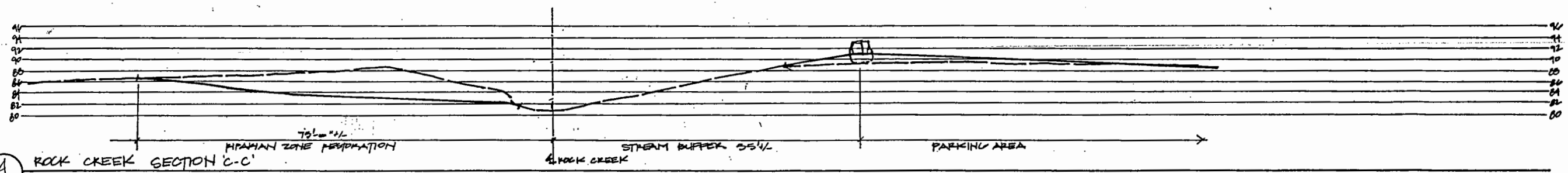
1 ELEVATION BOX CULVERT  
SCALE: 1/4" = 1'-0"



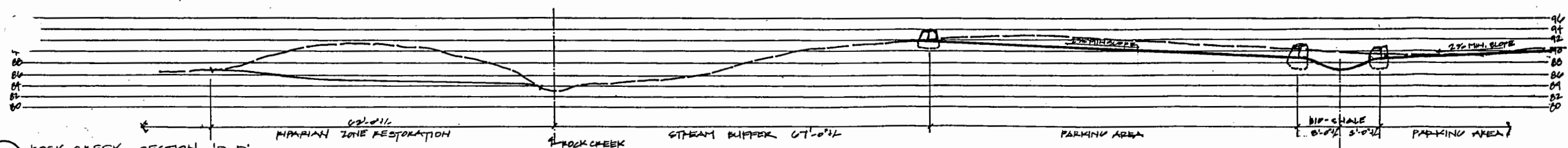
2 ROCK CREEK SECTION 'A-A'  
SCALE: 1" = 10'-0"



3 ROCK CREEK SECTION 'B-B'  
SCALE: 1" = 10'-0"



4 ROCK CREEK SECTION 'C-C'  
SCALE: 1" = 10'-0"



5 ROCK CREEK SECTION 'D-D'



Mosier Waterfront Park  
Mosier, Oregon

Site Construction  
Details - A

Date: 2.11.2002  
80% CONST

Sheet No.

L.8.



# MOSIER TOTEM MISSION STATEMENT

(E:\MosierTotemMissionStatement002.1)



1) Enhancing the center of Focus for the amazing little town of Mosier. Utilizing the incredible artistry, vision & skill of highly renown sculptor Jeff Stewart.

Our original decision was to have a "Drive-by" piece of art, located in what has become known as the Mosier "Triangle". However, Time & Direction of Purpose have brought forth New Ideas & Concepts.



2) The General Consensus Now is to Have the Mosier Totem become a Visual Focal Point, in a New Park Like Setting.

The Placement which appears to Generate The Most Energy & Excitement, would be created just to the east of the Mosier Fruit Growers Association. The tentative plan is to center the Totem in the middle of a pond made out of native stones and combined with a waterfall. This would be complimented by placing it in the center of a park like atmosphere, complete with creative park benches.



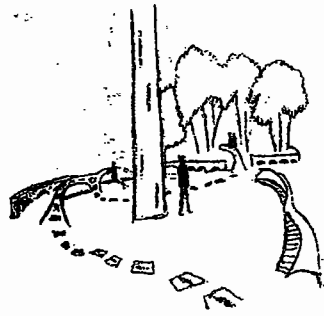
3) This would offer a tranquil centering point for our little town. It could be enjoyed by all who pass through, as well as a great spot for Mosierites to sit down, relax, and visit with friends & family. And wonderful spot to enjoy some truly awesome & unique art..

There are obviously some additional project cost factors, which these changes of plans entail. a) The original plan was for a "Drive-by" sculpture. This required significantly less detail work regarding the carved images. In terms of the personal integrity of our artist and our own lifelong enjoyment of the sculpture -

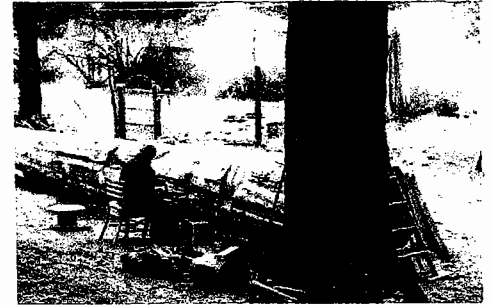


4) We need to go ahead & make the necessary changes and enhancements, to achieve that point of balance we are all looking for. b) We now have a 29' Totem, that was originally planned to be anchored in a 5' deep existing slump at the bottom of the "Triangle" site. Jeff is curing this change of plans by integrating river carved plants and flowing waters into the sculpture....





5) There may be a significant rise in wind velocities at the new site? There is a good chance that this will require additional structural anchoring. The pond, fountain/waterfall, benches, etc., will of course add costs to the project.



6) On the humorous side, at the every lumberman we could find perfect cedar log. Several told \$1,500 delivered. In the real world, when we were ready to physically begin the project, suddenly none of these individuals or firms could come up with the promised log.



beginning of the project - We contacted in Oregon & Washington in search of the us "No Problem" & quoted \$1,200 -

The bottom line is we found the cedar log of our dreams, 29 feet tall & 4 feet in diameter at the base. We had it shipped all the way down from Juneau, Alaska and delivered to Jeff & Kalone Stewart's front door for \$3,600.

7) The Mosier Totem with proper care will last for lifetimes. The Totem and it's park like setting can be enjoyed by our great, great, great, great, grandchildren.

8) Finances: The Mosier Alliance, with the approval of the Mosier City Council entered into an agreement with Jeff Stewart, artist, wood carver & art teacher, to produce a Totem out of a Western Red Cedar. The original project costs we arrived at were: Purchasing Cedar Log & Transporting it: \$1,200 - \$1,500, Design & Carving: \$15,000, Structural Base: \$2,500, Installation: \$1,500, Total: \$20,200 - \$20,500.

The updated cost figures for the Sculptural Totem, are: Purchasing Cedar Log & Transporting it: \$3,600, Design & Carving: \$20,000, Structural Base: \$3,500, Installation: \$1,500, Total: \$28,600.

9) Where is the money supposed to come from? A: Oregon Arts Build Communities Grant: \$7,000.

B: Downtown Planning Committee Grant: \$8,200. C: Mosier Citizen Contributions: So far we have received a gift of \$5,000, and a pledge of \$1,000. Total: \$21,200.



Created & Crafted by Mosier Students  
The tile was designed to Flow like the River



The Tile may be decoratively applied to the park like setting

There have been several changes since we began this project. It appears that we may be eligible for additional funding from several different sources. Kathy Gray is currently our Grant Writer. Also Gay Jervey & Don Markson, both have a lot of expertise in the field of Community Funding, Appropriate Timing, and How to Meet Deadlines. We encourage You to make an affordable contribution to the Arts & Beautification of our wonderful little community through Mosier Totem Project. Contributions can be made through Jeanne Reeves, at the Mosier City Office, P.O. Box 456, Mosier, OR. 97470, (541)478-3505

# ***A STARTLING PROPOSAL!***

*August 25th, 2002, Mosier Enews, Written by Gay Jervey*

“Attached are illustrations provided by our Americorp Placement MacKenzie Winchel. The sketches are EXTREMELY preliminary and are just to convey an idea.

The area to the south of the railroad and east of the Fruit Growers’ s property is leased by the City. Local residents (Marco Long & Vaughn Swanson) started an initiative last year and commissioned a fantastic cedar totemic sculpture by Jeff Stewart. It is underway & is aA breathtaking piece.

In addition, Jan Byrkit directed our Mosier school children in the creation of 35 beautiful mosaic tiles which, in proper order, represents the Columbia River. Combining these two elements with the architectural standards of the Historic Highway seemed like a very impressive, dramatic and unique thing to do as a central focus for downtown.

The attached designs show the beginnings of an image of how this could look. Some practical notes: The tiles will be auctioned at the Mosier School Barbeque Saturday, August 31 during the Fall Festival. The students name and the donor’s name will be on small tile plaques adjacent to each tile. The remainder of the mosaic could be “found” items that have been unearthed during the waterfront project: blue glass, heavy white & brown ceramic and many bits of weird railroad iron.

The totem could be set in place temporarily this fall to see if the line of sight works. The artist still needs to be paid the balance of the fee. The “plaza” could act as an entryway to the Waterfront Park with a shelter, public restrooms, and maps & information.

Plaza2 is a map view showing how sitting the totem near the large pine tree would be more favorable for a number of reasons; it would not interrupt the sight line to Coyote Wall, and if a truck had failed brakes on Washington Street, it would not crash into the totem.

This idea is in its formative stages; now is the time to comment about it. There will be a booth at the Fall Festival describing it in much more detail! Cheers, Gay”

Any Questions, Thoughts or Input you might have can be shared with: Gay Jervey at mtjgmj@gorge.net, Marco Long at marcolong@gorge.net (541)478-0303, Vaughn & Mary Swanson at vcswa91765@aol.com (541)478-3095

## ***SEE ATTACHED ILLUSTRATIONS***

