

MILWAUKIE BAY PARK

Welcome! We're glad you're here.

In November, the community reviewed three design alternatives. Community feedback helped identify the best aspects of those alternatives to shape the Final Design. This Final Design is the community-driven vision for how we can complete Milwaukie Bay Park.

Browse the Open House today to learn about the Final Design. Stay as long as you want to hear the presentation and talk with staff and volunteers about key topics that we will dive into as we develop construction documents.

6:00-6:30pm Open House

6:30-7:00pm Presentation on the Final Design

» Listen to project designers describe the Final Design

7:00-8:00pm Open House with Conversation Stations

» Talk with staff and volunteers about key topics including:

The Final Design

Integrating Art, History & Culture

Getting There & Getting Around

Programs to Bring the Park to Life

Funding a Big Park Project

What we hear tonight helps inform our work on design details ahead.

Thank you for participating in making Milwaukie Bay Park a special place to play, gather, and experience our waterfront.

What is the Milwaukie Bay Park Final Design project?

Developing the Park is a joint effort between the City of Milwaukie and the North Clackamas Parks and Recreation District. A plan for the Park was adopted in 2010, serving as the foundation for many agencies, community partners, and local citizens to participate in shaping improvements over the years. Over the last decade, park visitors have seen many Park enhancements, including: the Klein Point Overlook; new boat launch and landing; auto and boat trailer parking; restroom facilities; temporary Trolley Trail connection; a riverside path; river bank stabilization and plantings; an improved access bridge over Kellogg Creek; and new steps to connect the riverside path to the cobbled beach area.

The final planned improvements, which will provide new amenities and recreational opportunities, will be updated and developed with anticipated construction as early as 2020, contingent on availability of funding.

Review of the 2010 plan provided guidance for several program elements, including:

- Children's Play Area
- Public Art
- Gathering/Event Area
- Interactive Water Feature
- Restroom
- Local History and Character
- Trolley Trail Connection
- Redwood Tree Preservation
- Views
- Geese Mitigation



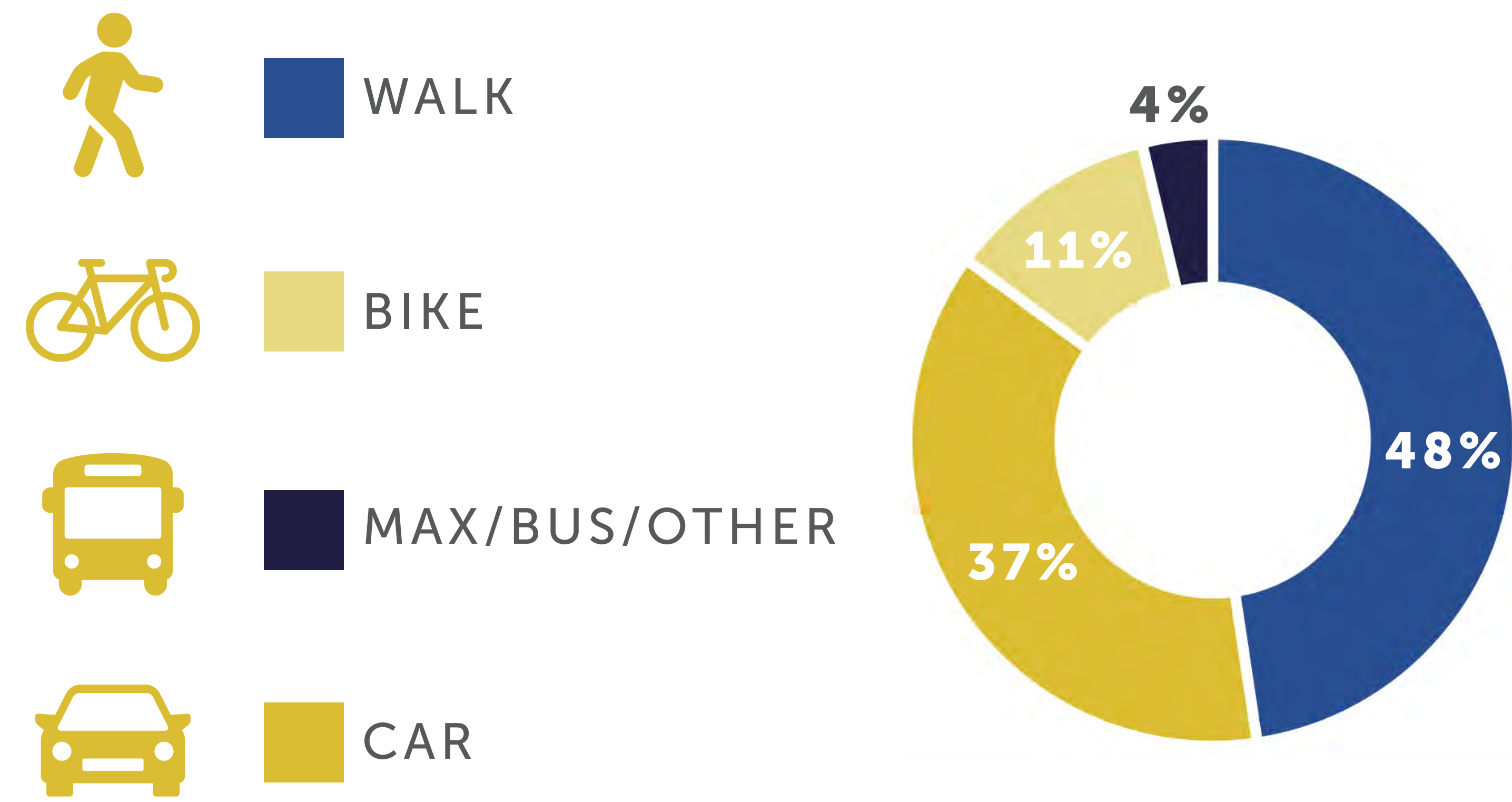
GETTING THERE AND GETTING AROUND

HOW WILL YOU GET TO AND AROUND THE PARK?

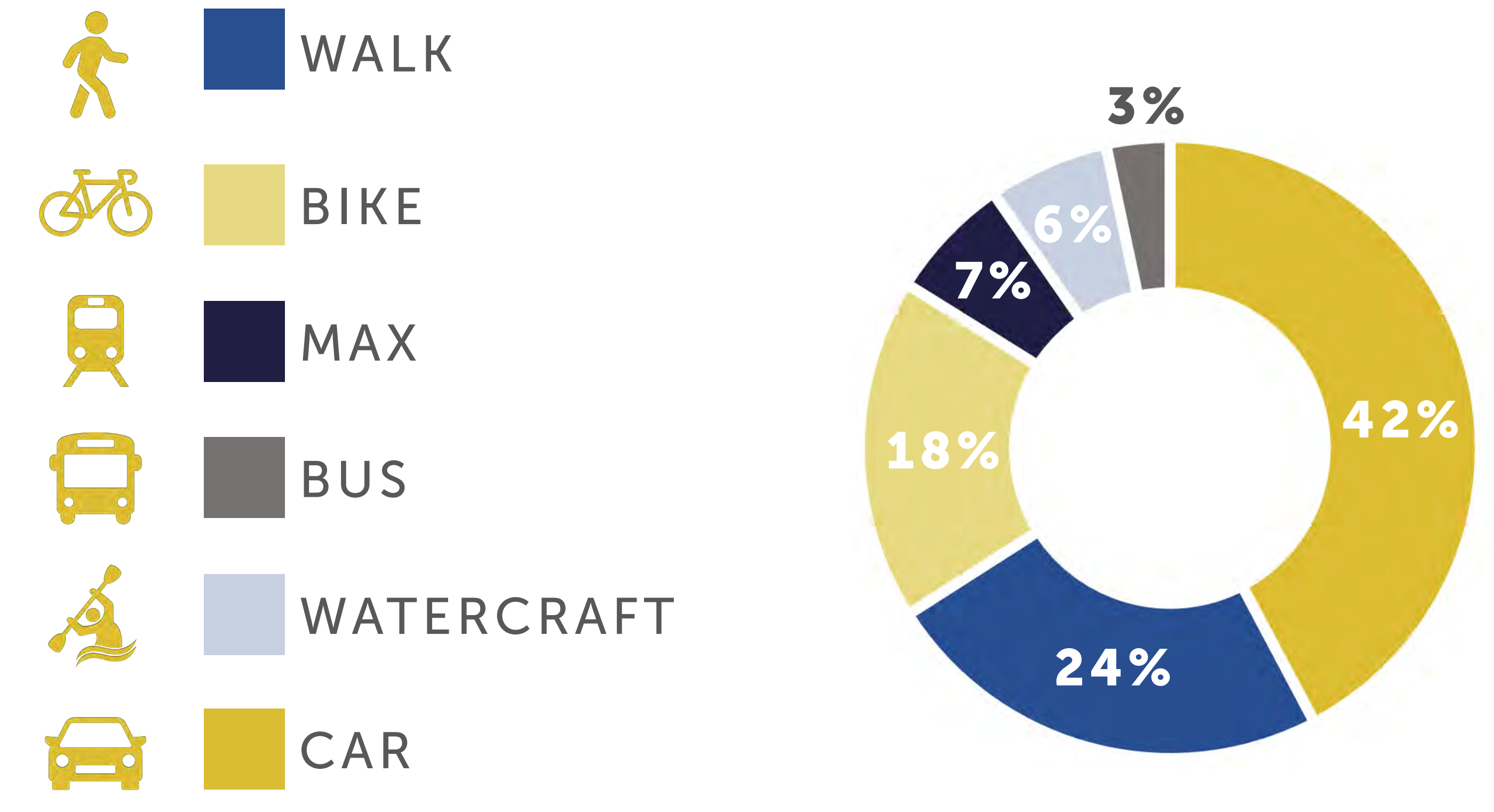
WHAT OPPORTUNITIES AND CHALLENGES DOES THAT BRING?

WHAT WE HEARD - AUGUST 2018

HOW DID YOU GET TO THE PARK CELEBRATION?

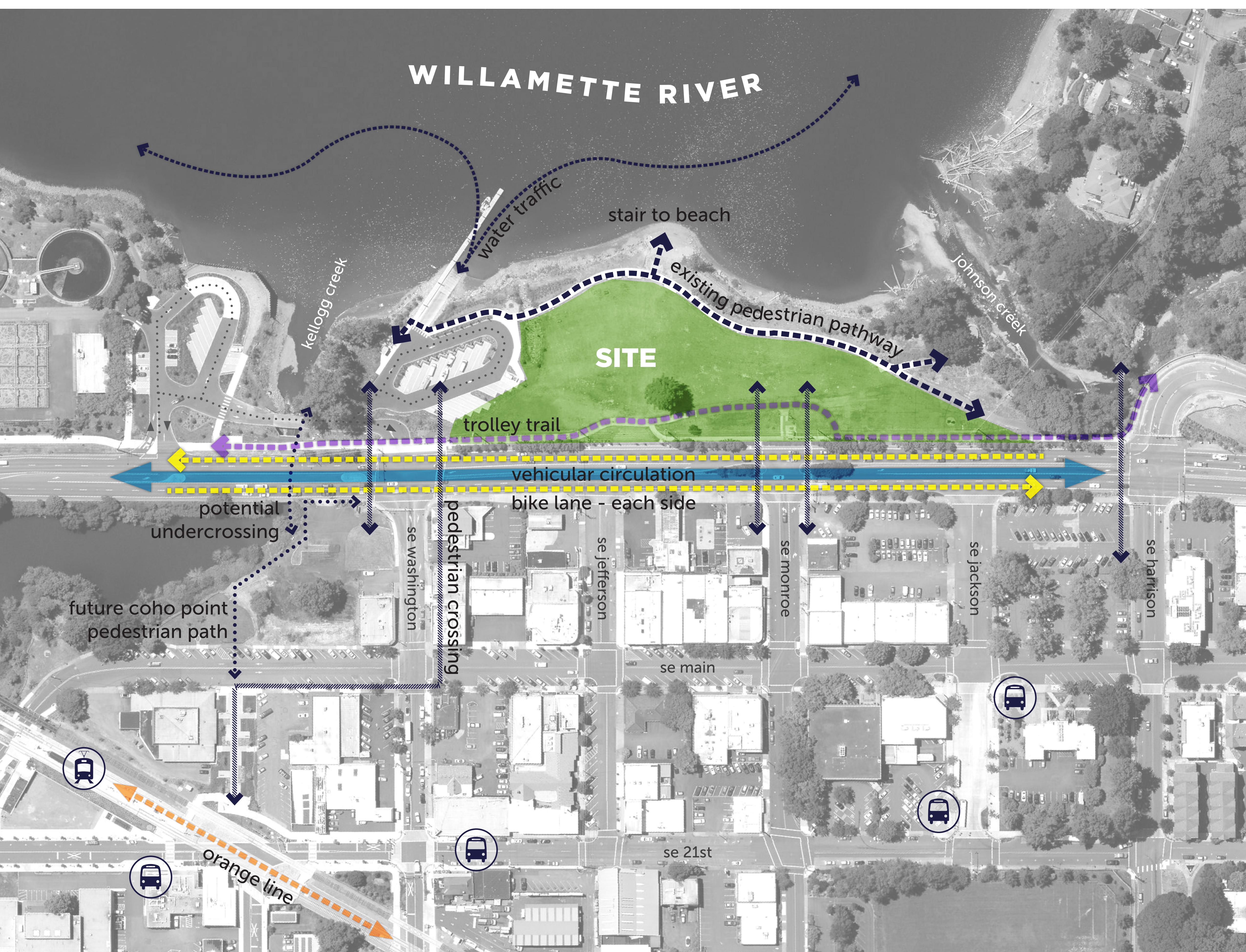


HOW ARE YOU LIKELY TO GET TO THE PARK IN THE FUTURE?



PROPOSED SITE CIRCULATION

- Create a park that is accessible for people of all ages and abilities



AREA CIRCULATION

- Create spaces that are visible from downtown to create intrigue and invite people in to the park at the crossings.
- Provide welcoming entries at the Monroe and Washington Street crossings.
- Simplify the current Trolley Trail alignment to be more usable and provide indications to pedestrians and cyclists that it is a shared pathway.
- Ensure there is a clear connection from the proposed park elements to the future stairs to the beach at the west.
- Provide a loading area.

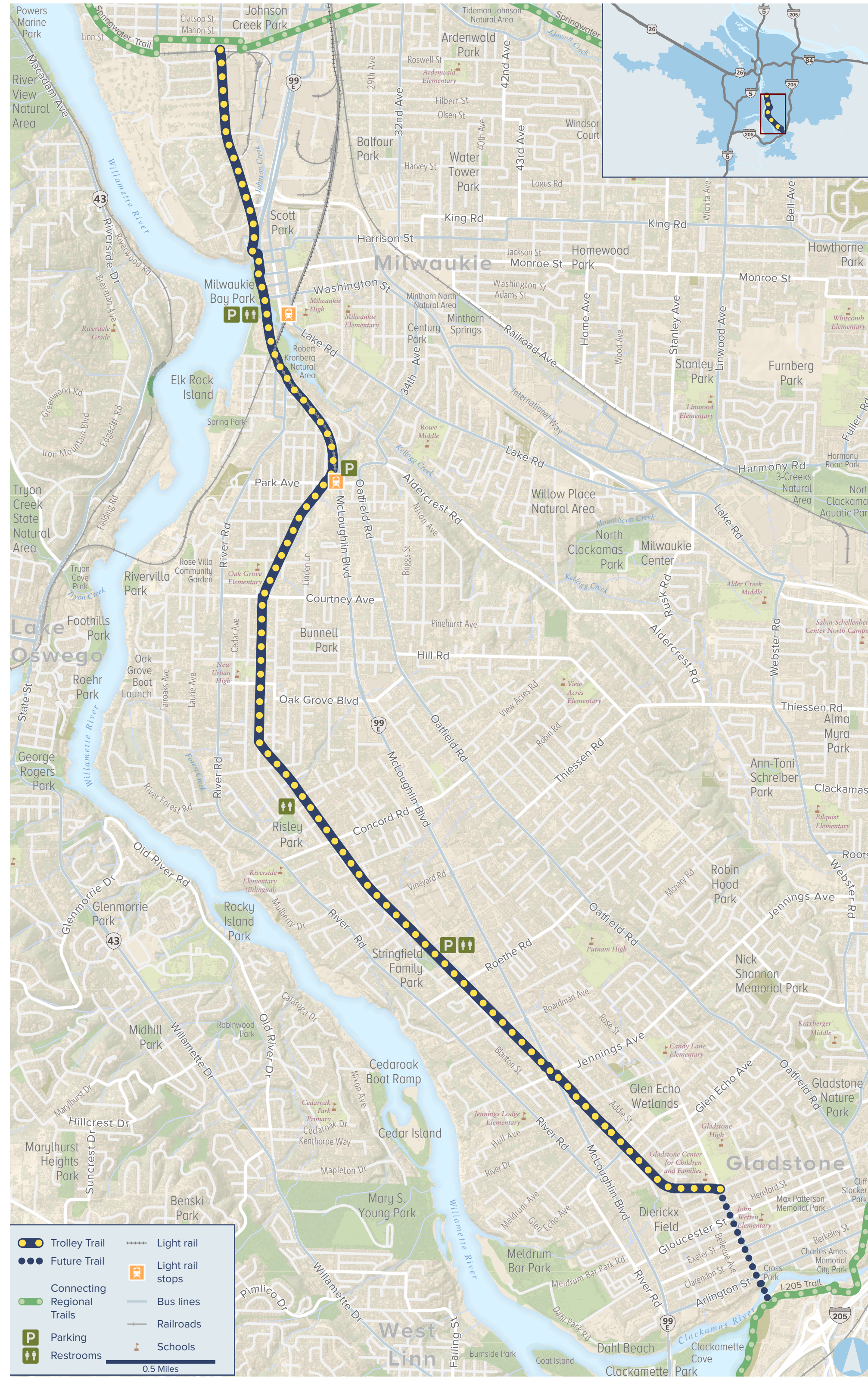
GETTING THERE AND GETTING AROUND

HOW WILL YOU GET TO AND AROUND THE PARK?

WHAT OPPORTUNITIES AND CHALLENGES DOES THAT BRING?

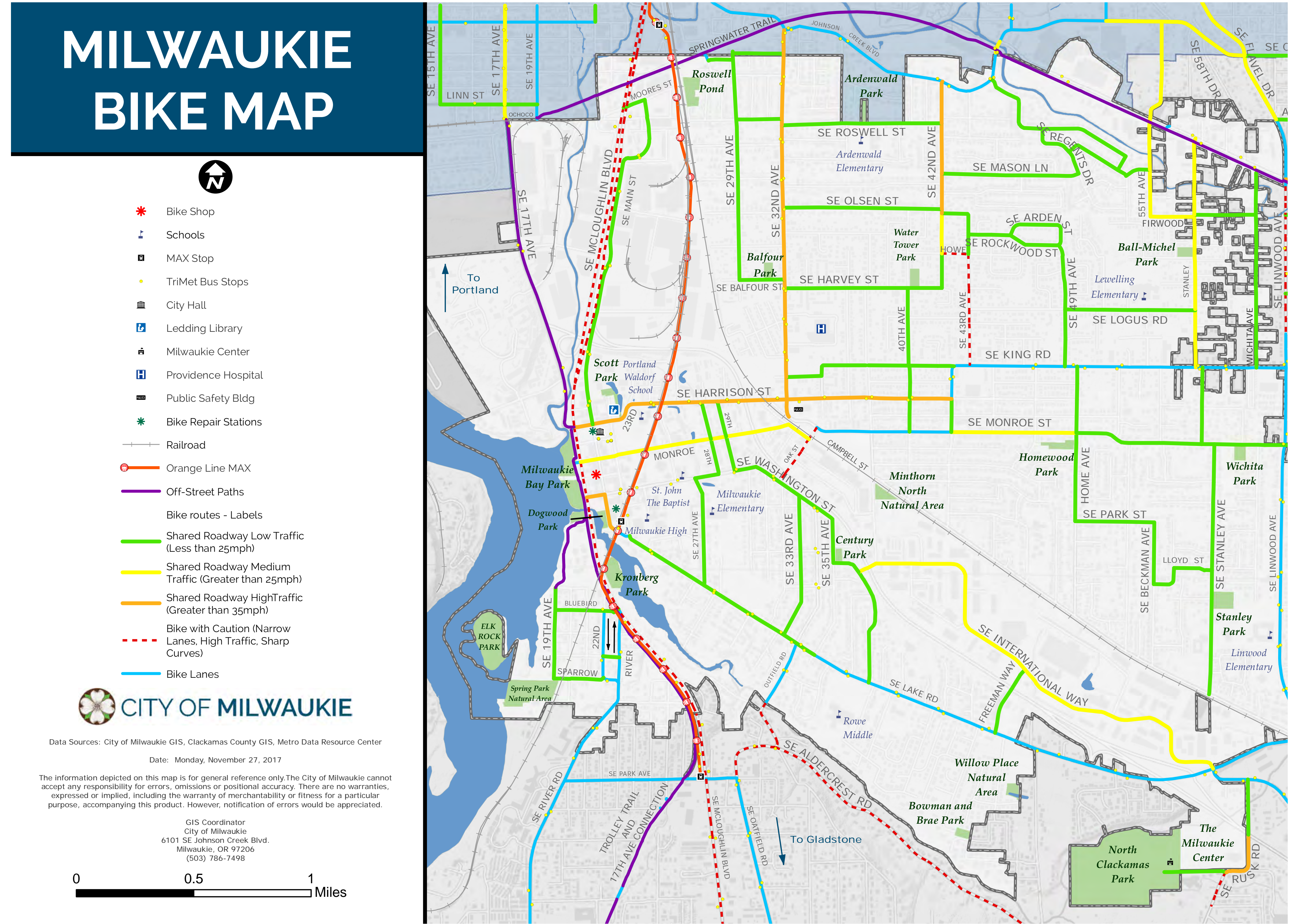
TROLLEY TRAIL

The Trolley Trail is a 6-mile community treasure connecting neighborhoods, schools, parks and business districts through Milwaukie, Oak Grove and Gladstone.



MILWAUKIE BIKE ROUTES

Bike routes in Milwaukie connect areas within the City and beyond.



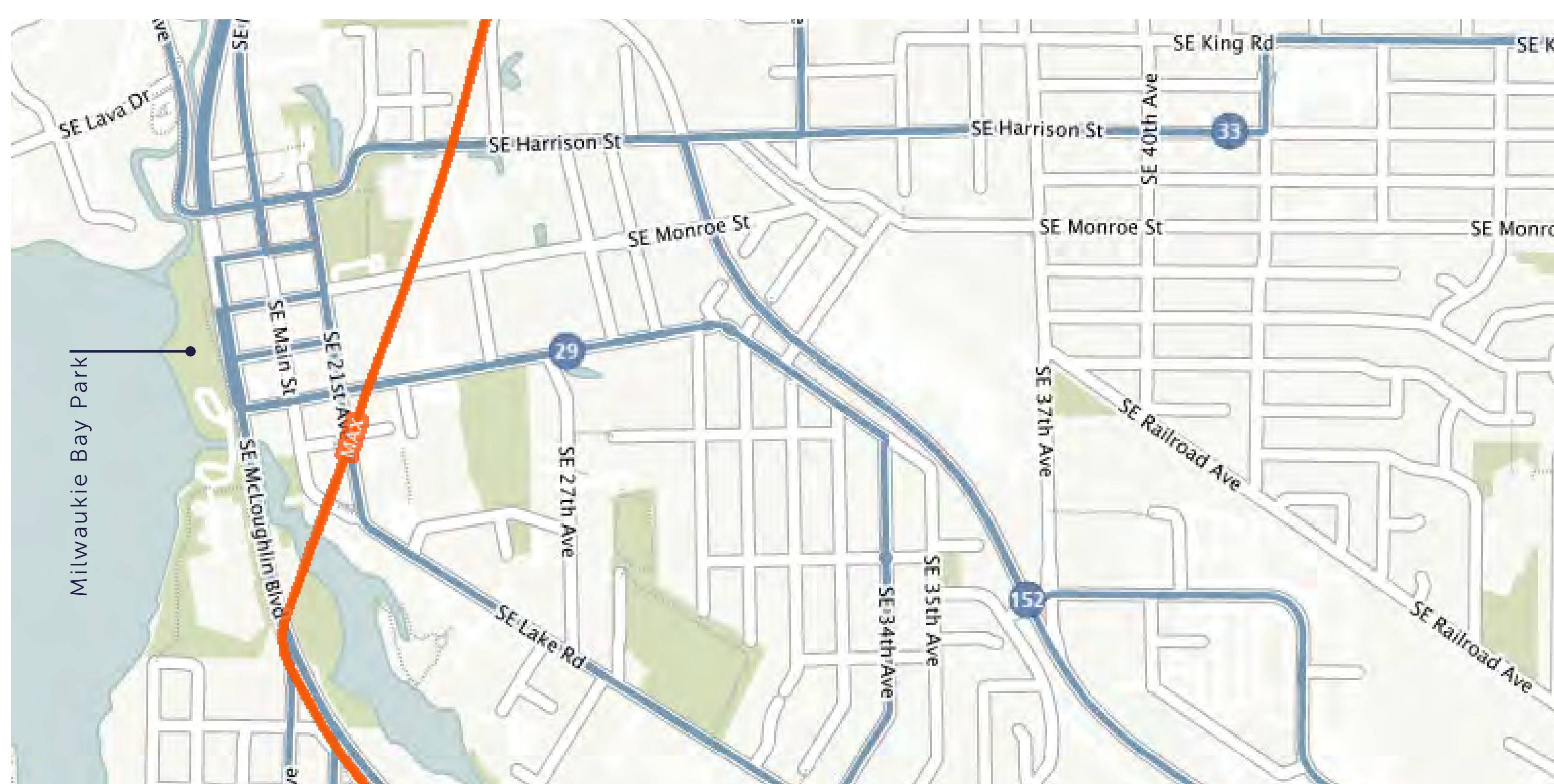
BUS AND TRANSIT

MAX Orange Line opened in September 2015

- Runs 15 minutes or better most of the day, every day
- One of five light rail lines in Portland
- Runs along a fixed track, stopping at designated MAX stations, including some Transit Centers and Park and Rides
- 7.3 miles long, running from Portland City Center to Milwaukie and Oak Grove in North Clackamas County

TriMet Ridership on Milwaukie Lines - by the Numbers (Fall 2018)

Transit Line	Average Rides per Week	Average Trip Length
MAX Orange Line	71,300	4.1 miles
Bus 33 McLoughlin/King Rd.	31,590	4.0 miles
Bus 29 Lake/Webster Rd.	1,100	3.2 miles
Bus 152 Milwaukie	1,000	2.5 miles



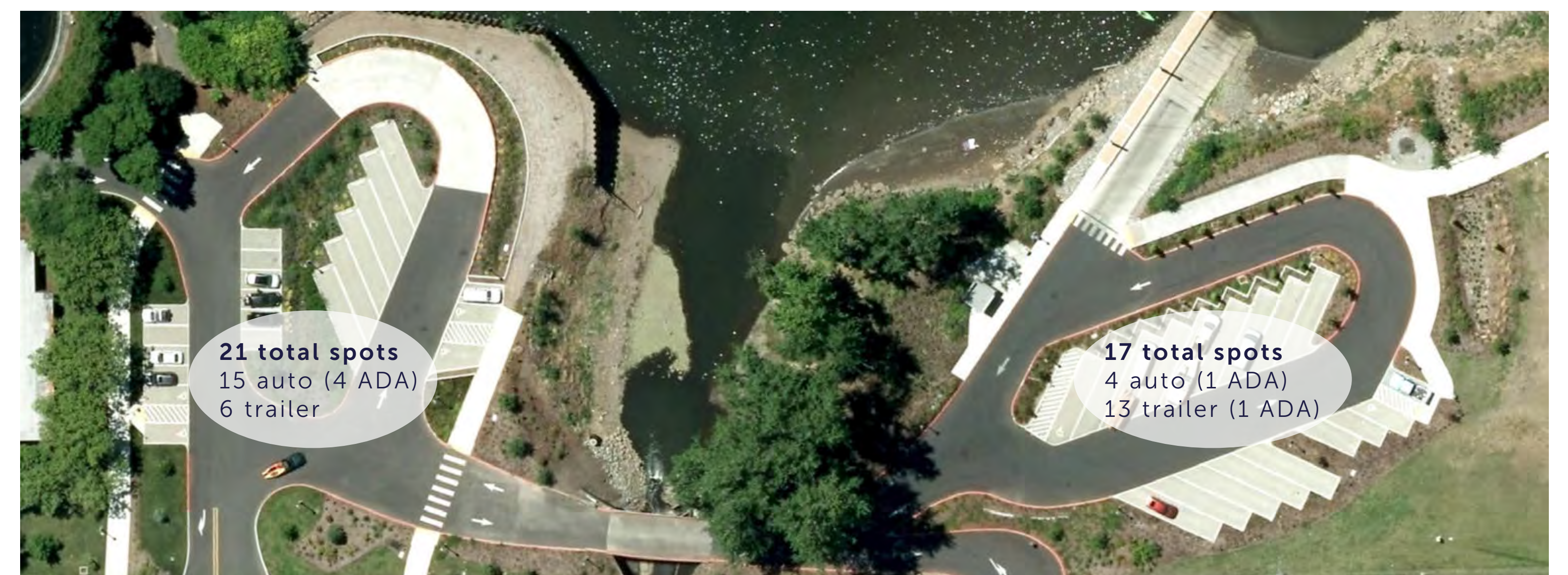
PARK AND WALK

The final design will not add any additional parking, but adds a 2-car loading zone for drop-off & pick-up.

2005/6 McLoughlin Boulevard Project

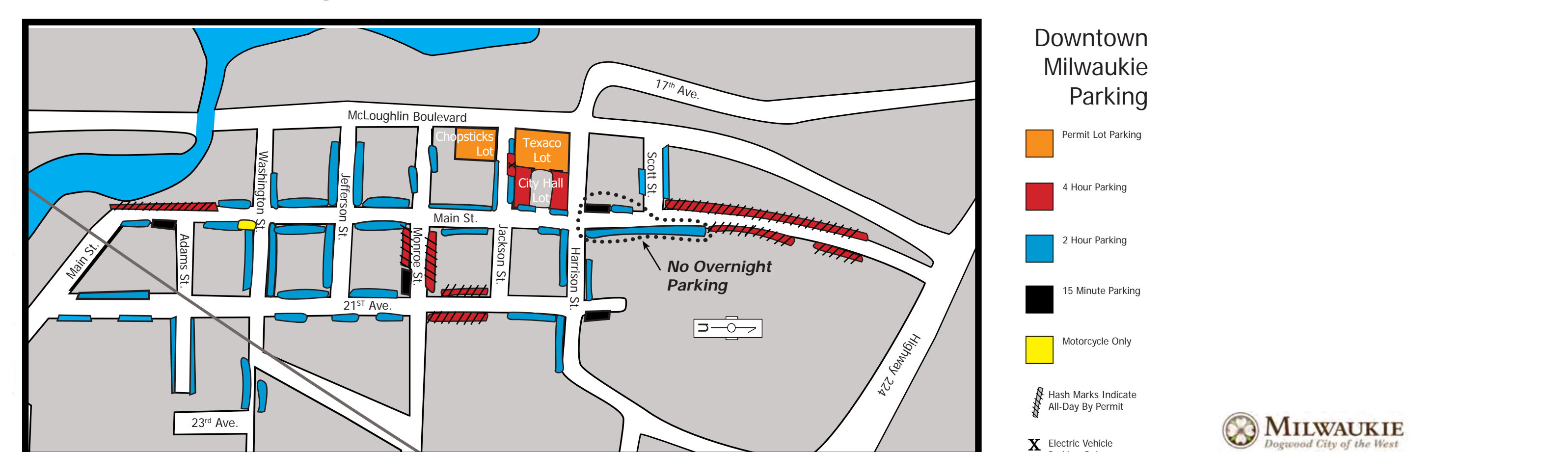
- Enhanced pedestrian safety and park access with crosswalks, medians and signals
- Cleared the remaining buildings on the west side of McLoughlin

Existing On-Site Parking



Existing Off-Site Parking

- Downtown Milwaukie street parking is close to site
- The 2018 Downtown Milwaukie Parking Management Study identified underutilized parking areas. The City is working to increase access to lots throughout downtown



SITE HISTORY



HIGHLIGHTS AND THEMES FROM PROJECT HISTORIAN

WATER

Water has emerged as a main theme for this location. It factors significantly in Indigenous and non-Indigenous people from the area as a vital sustaining element of life, provides essential food sources, supports various modes of transportation, provides power for manufacturing beginning in early white settlement days and continuing for many decades afterwards, and, at several points in time has shown its power with massive floods. All of these modes have shaped the area, physically, culturally, and economically.

AGRICULTURE

Agriculture follows close behind water as an important theme for this area. Current Indigenous scholarship has developed strong narratives around land management that ensured continued food supplies for the people, from intentional use of fire to sustainable harvesting of naturally occurring foods and fiber in the landscape. This is another way to interpret the theme of agriculture, compared with how it has generally been interpreted—that agriculture began with white settlement. While little remains of the once prevalent fruit orchards that existed through the efforts of Oregon Trail migrants or “trailers” who settled in the area, their contributions to the development of Milwaukie’s and Oregon’s economy are undeniable. The Lewelling, Lambert, and Hendee families were some of the prominent land owners and orchardists. Seth Lewelling helped found the Oregon Horticultural Society. Seth, his brother Henderson (who actually brought the “traveling nursery” overland), his Chinese orchard foreman Ah Bing, and the Lamberts developed several unique cherry cultivars that Oregon is still known for today.

TRANSPORTATION

Transportation by water was an early mode of transportation used by Native and non-native people. Clackamas, Chinook, and other tribes traveled extensively in dugout canoes and used water travel as a common mode of transportation. One of Lot Whitcomb’s first enterprises was to partner with Joseph Kellogg and William Torrance to build a steamship, named the Lot Whitcomb, to transport flour and lumber to growing cities along the Pacific Coast. Most freight—flour, wood products, grains, wool—and humans traveled over the water on steamships and ferries during the 19th and early 20th centuries.

The next development in transportation, the railroads, superseded steamships as the most efficient way to move passengers and freight from one location to another. Milwaukie profited from its location between the growing metropolis of Portland and Oregon City. It was served by the East Side Electric Railway Company/Portland Traction Company with trolleys and interurbans for passenger travel (1893-1958) and by the Oregon and California Railroad Company/Southern Pacific & Union Pacific Railroads for moving freight by rail. The construction of the Orange Line of the TriMet MAX light rail system keeps the tradition of public passenger transportation alive. And, of course, railroads and interurbans were superseded by roads and highways for automobile travel with the construction of the “Super 99 Highway” in 1935, which was renamed McLoughlin Boulevard in 1950.

INDUSTRY AND MANUFACTURING

Industrial manufacturing has occurred since white settlers moved onto the land in the Milwaukie area. Whitcomb’s grist mill and saw mill in 1840s are the earliest examples, with Standard Flour Mill and Hawley Pulp and Paper being in use for the next few decades. While the main plants for Hawley were in Oregon City at Willamette Falls, Mill E was a sawmill in Milwaukie that produced wood blocks for the sulfite process in their Oregon City’s Mill C. There are indications of a shingle mill on the MBP site but no specific details or dates have been unearthed. Some stories exist for the Milwaukie Veneer & Box Company at Jefferson and McLoughlin in 1947. Oregon Saw Chain operated nearby, and its successor of a few sales, Blount Industries, still stands in the Milwaukie Industrial Area just north of the park and downtown Milwaukie.

PEOPLE

Clackamas and other tribes that have history at the site and in the area

Lot & Irene (Chamberlain) Whitcomb

William Meek

Seth & Sophronia (Vaughn) Lewelling

Henderson Lewelling

Ah Bing

Florence Olson Ledding

Joseph H. & Clementine (Miller) Lambert

Denny H. and Maria (White) Hendee

Joseph & Margaret Kellogg

Mike Richardson, Dark Horse Comics

Bob and Charlee Moore, Bob’s Red Mill

Joseph Cox, Oregon Saw Chain

POLITICS

Research has unearthed some significant political participation by women over many years, and each successive generation seems to have built on the political activism and party politics of the preceding one. This likely directly led to the stop at the Milwaukie lunch counter by presidential candidate John F. Kennedy in 1959, and a briefer visit by Bobby Kennedy during his presidential run in 1968.

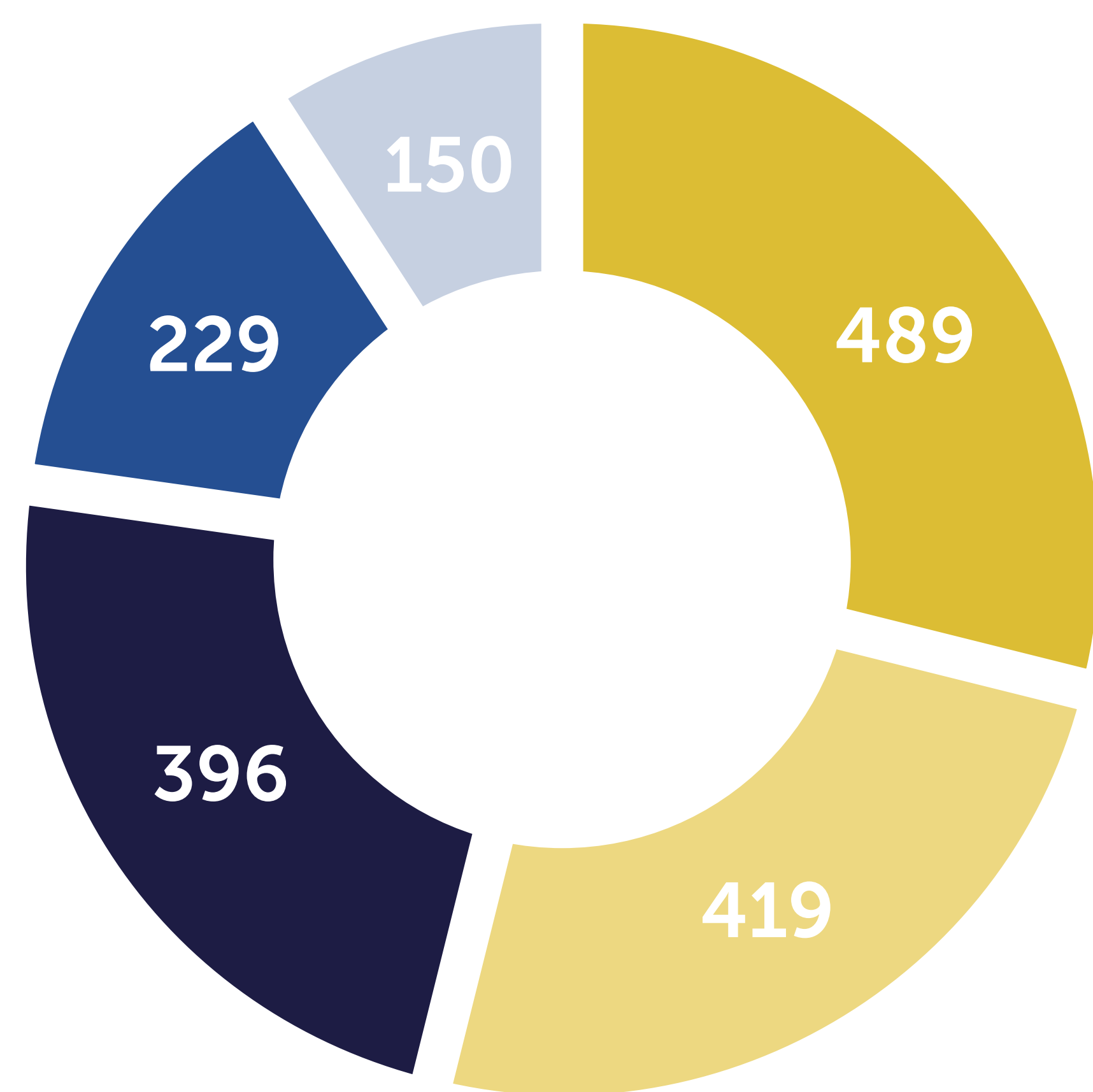
Projects and histories of Milwaukie have documented that Milwaukie residents William S. U’Ren and Seth Lewelling led the ultimately successful effort to bring the Initiative & Referendum (I & R) into being. What has been mainly missing is that it appears that Sophronia Vaughn Lewelling (married to Seth) and her daughter Florence Olson Ledding were key to the effort to pass the I & R organizing campaigns. They gave public speeches at grange halls and other fraternal and sororal groups, as and hosted organizing meetings and talks in their Milwaukie home. Ledding went on to donate her home as the first building for Milwaukie’s public library, the Ledding Library.

Two other long-time Milwaukie residents, Maria Hendee and Clementine Lambert were cohorts of Abigail Scott Duniway in the early efforts for woman suffrage in Oregon. They were prominent Milwaukie residents and land owners: the Hendee sons running an orchard and the Lamberts also being orchardists. Hendee and Lambert were two of four women, along with Duniway and Mary Beatty (a Black woman), who attempted to vote in 1972 as part of the national “New Departure” campaign that based women’s right to vote on language in the 14th and 15th Amendments to the US Constitution. Many newspapers in the state reported how the women went to a polling place to vote, only to have the male poll worker tuck their completed ballots under the ballot box, not in it.

The next generation of local politicians is best captured by local transplant Monroe Sweetland in the 1950s-70s. Sweetland, and his wife Lillie (Megrath), were Oregon Democratic Party stalwarts. Sweetland was publisher of the weekly Milwaukie Review, is credited with reviving the Democratic Party into a powerhouse in state and national politics in that era, was a Oregon representative & senator from Milwaukie in the 1950s-60s, and worked on cleaning up/preserving Kellogg Lake. He was also the campaign manager for John F. Kennedy and accompanied Kennedy around the state during his presidential bid -- a likely reason Kennedy stopped in Milwaukie on his campaign swing through Oregon. During this same time period Milwaukie was represented by Beulah Hand, another Democratic leader who is shown in the same Main Street diner with Hubert Humphrey and in an unmarked, undated photo with John Kennedy.

ART AT MILWAUKIE BAY PARK

WHAT WE HEARD | AUGUST 2018 SURVEY AND PARK CELEBRATION



- Integrated Park Elements
- Integrated Materials
- Interactive
- Nature-based
- Sculpture

Top Voted:



29.1%

Integrated Park Elements



24.8%

Interactive



23.5%

Nature Based

WHAT ABOUT YOUR COMMUNITY AND THIS AREA IS IMPORTANT TO EXPRESS - PAST, PRESENT AND FUTURE?



TRANSPORTATION NETWORKS

from the water and land routes of Indigenous people, to the trolley line and roads, to multi-modal present and future



COMMERCE AND INDUSTRY

from cultivating, harvesting, processing and trade by Indigenous people, to mills and industry, to commercial establishments, to a shared public park



SOCIAL PLACES

from a place we travel through, to a place we meet, to a place we gather -- whether for work or play



NATURE

From a river's floodplain, to a piece of the larger ecosystem, to a place for people to connect with nature

OTHER THEMES / COMMENTS

BRINGING THE PARK TO LIFE

WHAT EVENTS, PROGRAMS AND ACTIVITIES MOST INTEREST YOU AND YOUR COMMUNITY?

EVENTS

USE DOTS TO INDICATE YOUR FIVE FAVORITE



CONCERTS



MOVIES



RECMOBILE / KIDS ACTIVITES



FESTIVALS (ARTS, CULTURE, PETS)



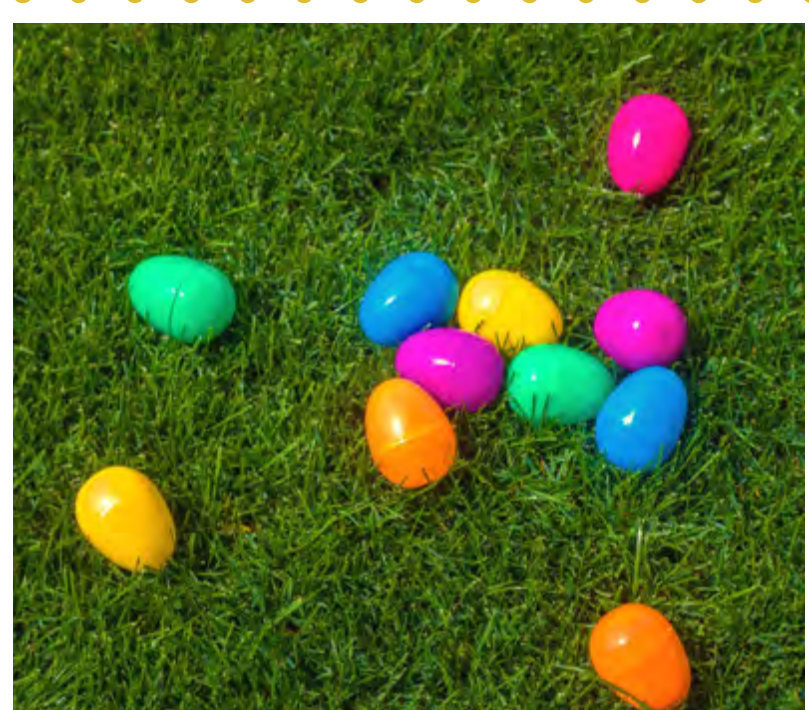
PARADES



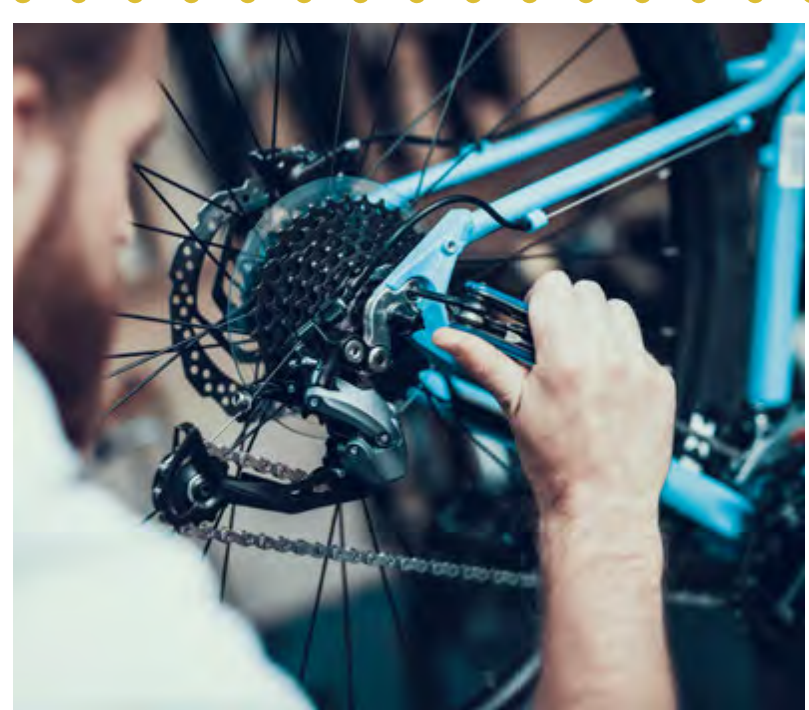
PERFORMANCES (THEATER, DANCE)



COMMUNITY PICNICS



HOLIDAY / SEASON-THEMED (SOLSTICE, SHIP VIEWING, EGG HUNT)



SKILLS FAIRS (BIKE REPAIR, DIY PROJECTS)

OTHER (DESCRIBE HERE)

PROGRAMS AND ACTIVITIES

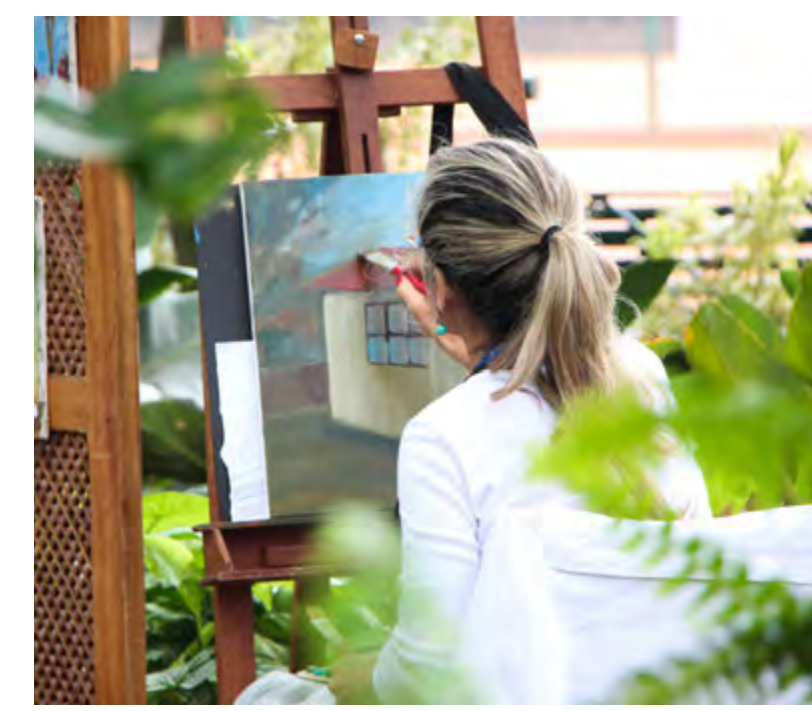
USE DOTS TO INDICATE YOUR FIVE FAVORITE



RUNNING / WALKING



YOGA / TAI CHI



PAINTING / ART



DANCE / ZUMBA



ENVIRONMENTAL EDUCATION



PADDLING / ROWING



GAMES (CORNHOLE, FRISBEE)



SCAVENGER HUNTS / LETTERBOXING / GEOCACHING

OTHER (DESCRIBE HERE)

FUNDING A BIG PARK PROJECT

HOW DO YOU DO IT?



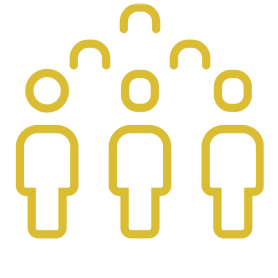
UNDERSTANDING OF COSTS

Cost estimates on the current design are \$9.8 million including construction, planning, engineering and other costs. Costs will be revised when the design is detailed and refined.



FUNDING PARTNERSHIPS

The District and City are working together with local, regional, state and other potential funding partners to build a funding strategy that can fully fund the project. To launch this funding effort the District is currently estimating \$1,600,000 in support from System Development Charges, and the City is currently estimating \$250,000 from its budget.



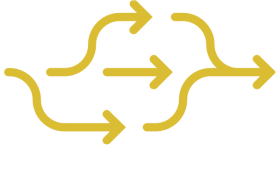
DESIGN EXCELLENCE & COMMUNITY ENGAGEMENT

A successful big park project relies on the solid foundations of both design and community engagement.



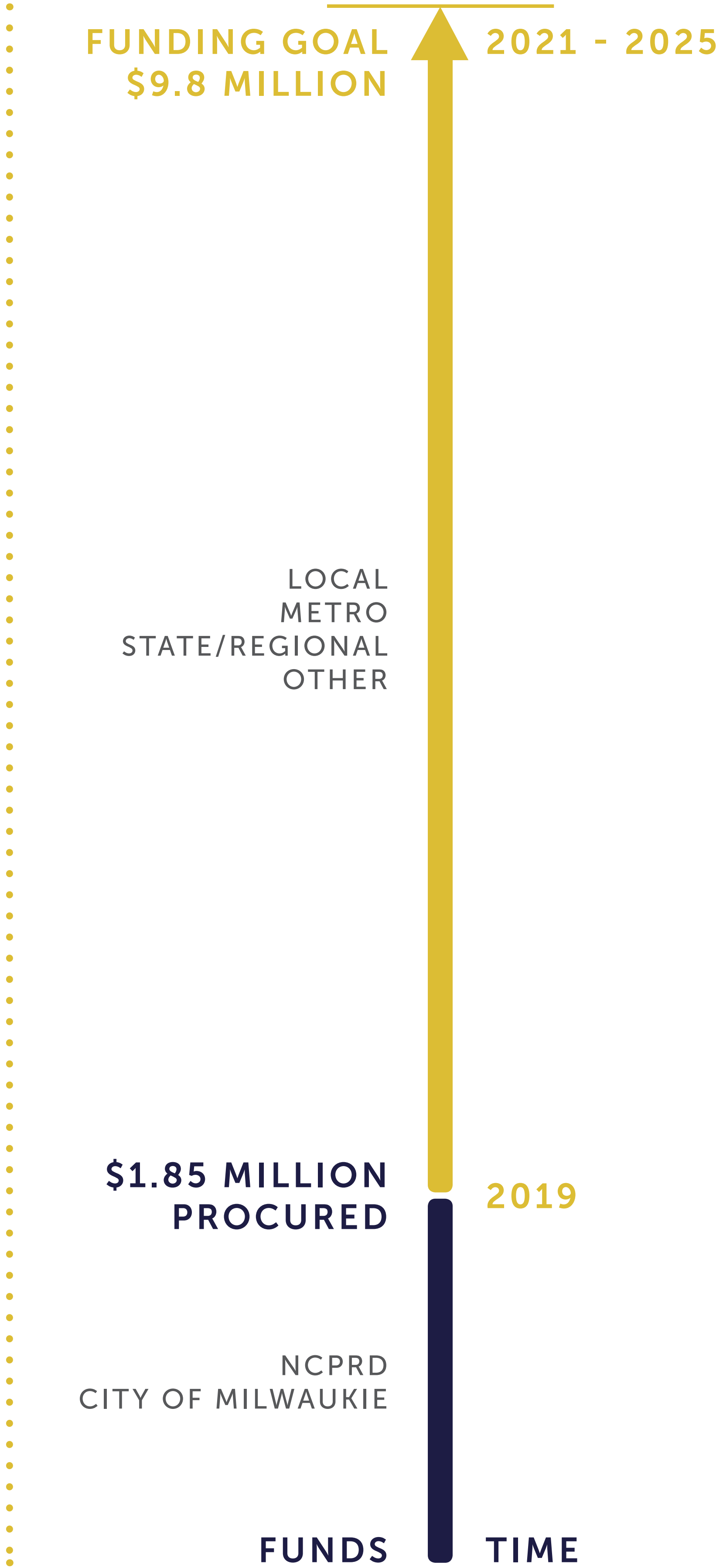
TIME

The project team estimates that a project of this size will require 2 -5 five years to fully fund, but is working to secure funding as quickly as possible.



FLEXIBILITY

If a full funding package is not available, the project team must be flexible in working with the community to explore options such as phasing the project as funds become available and determining which elements can be constructed with the funds available.



NOV/DEC 2018 PUBLIC ENGAGEMENT SUMMARY

How Public Engagement Shaped the Final Design

RECURRING THEMES FROM COMMUNITY RESPONSES

- Alternatives 1 & 2 favored over 3
- Locate the play area & restroom close to one another
- Locate the play area & water feature away from the street
- Provide universal access and connections between activities
- Protect & frame views
- Provide shade
- Incorporate natural area
- Provide flexible spaces
- Amphitheater near stairs/beach with some seat walls
- Make inviting entry at Washington St. (south)
- Include multiple picnic areas

OUTREACH HIGHLIGHTS



376
Online Survey Respondents



~85
Event Attendees and Respondents



48
Comment Cards Collected



~40
Small Group Discussion Participants

FLOW | Alternative 1

- Natural flow and feel of the site
- Less urban/architectural (more inviting)
- Flexible amphitheater
- Location of the amphitheater
- Large seating/picnic area



FLUVIAL | Alternative 2

- Function of the site
- Direct connections
- Terraced amphitheater w/seatwalls
- Location of amphitheater
- Playground and water feature pushed further from 99E



VISTA | Alternative 3

- Nature
- Direct access from Monroe Street Plaza to the Willamette riverfront



FINAL DESIGN

FINAL DESIGN

LEGEND

- | | | |
|-------------------------------------|-------------------------------------|-------------------------------------|
| 1 Lawn/Amphitheater | 10 Mid-Slope Path and Seatwall | 19 Light Watercraft Staging Area |
| 2 Playground | 11 Picnic Area | 20 Drop-off / Loading Area |
| 3 Interactive Water Feature | 12 Natural Area (Lowland Habitat) | 21 Existing Parking Lot |
| 4 Restroom Building | 13 Stormwater Facility | 22 Existing Boat Ramp |
| 5 Trolley Trail | 14 Planting Area | 23 Existing Light Watercraft Launch |
| 6 Monroe St. Entry Plaza | 15 Event Stage | 24 Existing Klein Point |
| 7 Picnic Overlook w/Shade Structure | 16 Winter Solstice Fire Pit w/Cover | 25 Existing Restroom |
| 8 Nature Walk (Upland Habitat) | 17 River Overlook w/Seating | 26 Existing ADA Parking Space |
| 9 Pedestrian Bridge over Bioswale | 18 Seating Edge and Goose Barrier | 27 Existing Large Redwood Tree |

Design Description

A free-flowing park design that takes its shape from the gradual waving forms of the river's movement, creating meandering pathways and spaces that take visitors from the upper bank to the river's edge.

Main Features

Pathways - Meandering pathways, reflecting the flow of the river

Plaza - Long, follows Hwy 99E, culminates in main plaza at Monroe Street

Water Feature - Interactive, lowered from plaza and paired with play area, linear in nature and adjacent to natural area

Play Area - Compact space, features an upper, middle and low area, water feature is at the same elevation as the upper area

Amphitheater - Large size, terraced lawn space

Restroom - Adjacent to play area, water feature, picnic terrace and plaza, visible from Hwy 99E

Natural Area - Immersive upland habitat, provides pathways, seating and interpretive elements, sits at north end of the site

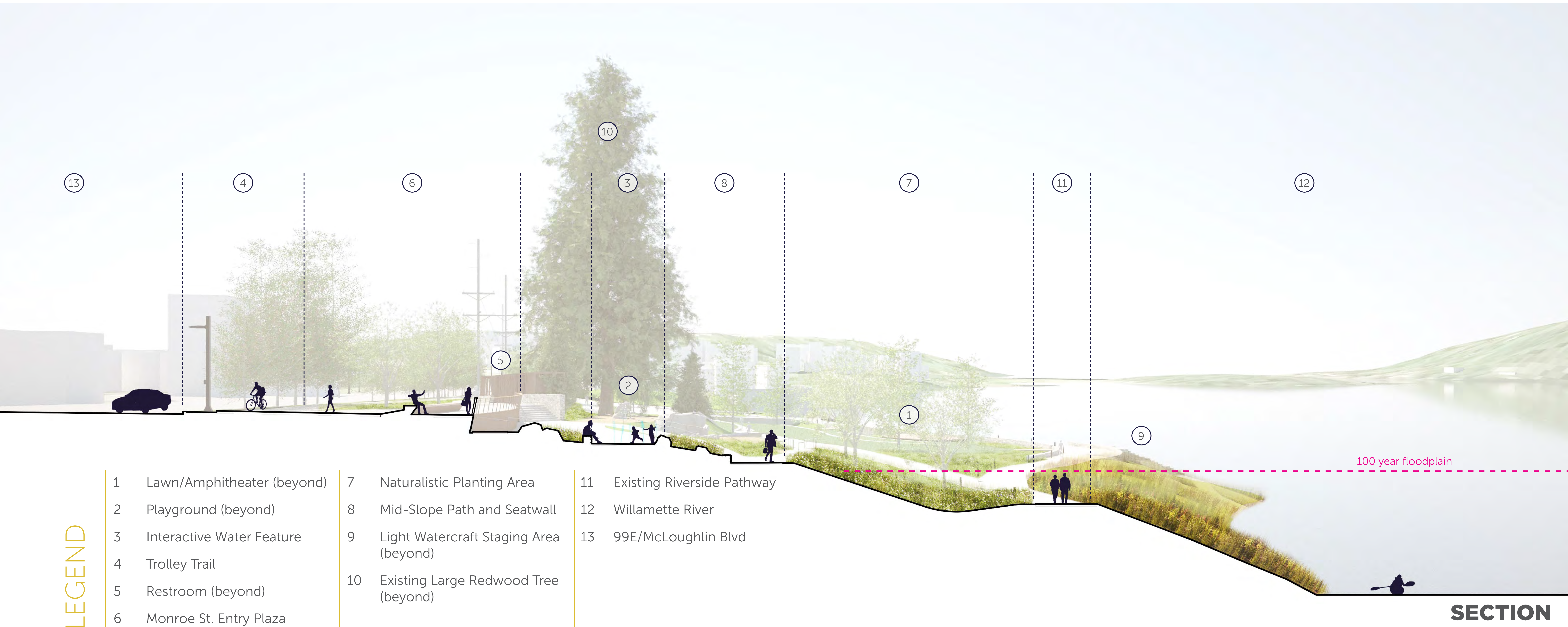
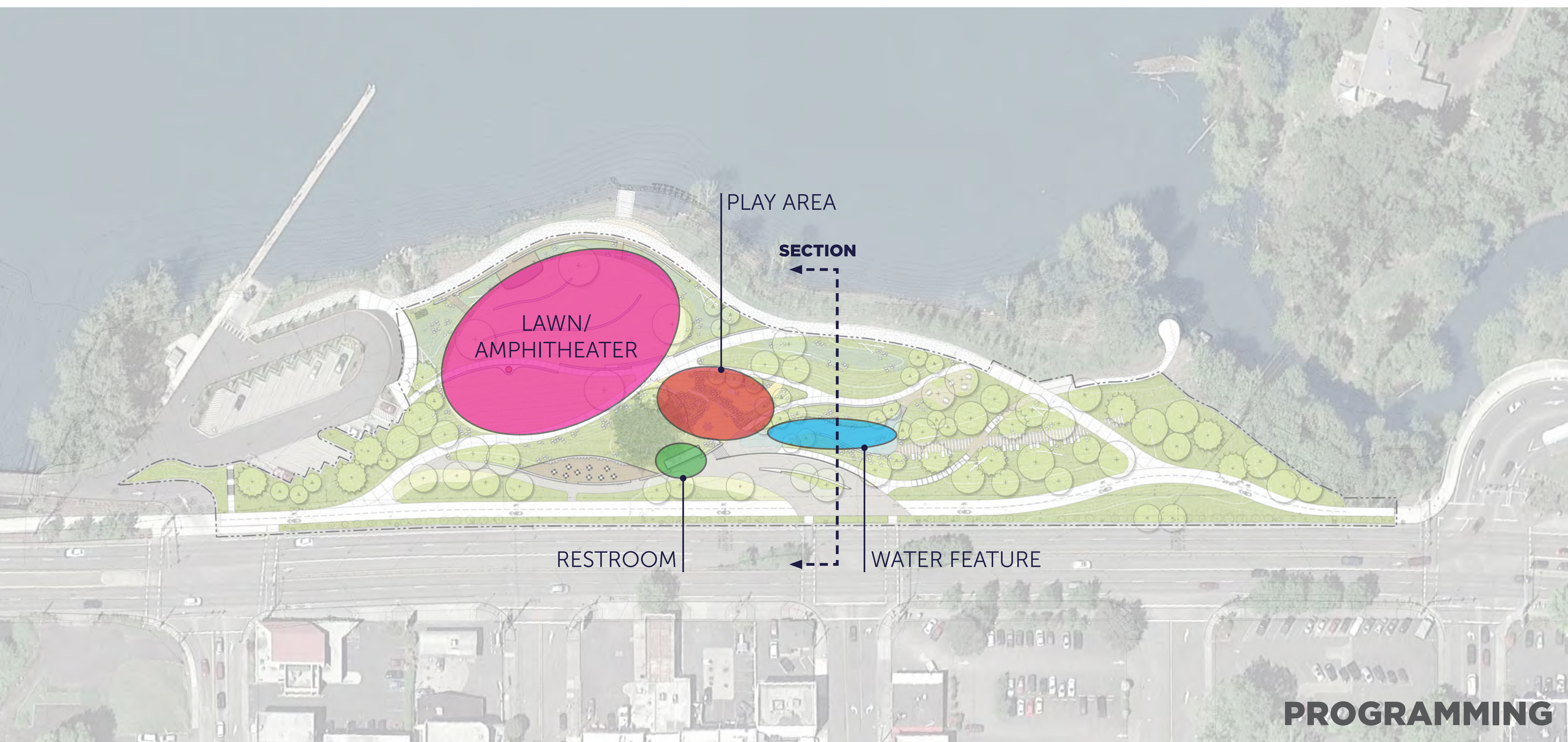
Art/Interpretive Elements - To be integrated throughout the design

Picnic Space - Sits above and overlooks amphitheater, connects to upper plaza, large space with shade cover

Unique Features - Features (1) fire pit in stone wall at upper amphitheater lawn



FINAL DESIGN



FINAL DESIGN



LEGEND

- | | | | | | |
|---|------------------------------------------|----|---------------------------------|----|----------------------------------|
| 1 | Lawn/Amphitheater | 8 | Nature Walk (Upland Habitat) | 15 | Stage |
| 2 | Playground | 9 | Pedestrian Bridge over Bioswale | 16 | Winter Solstice Fire Pit |
| 3 | Interactive Water Feature | 10 | Mid-Slope Path and Seatwall | 17 | Drop-off/Loading Area |
| 4 | Restroom Building (behind existing tree) | 11 | Light Watercraft Staging Area | 18 | Existing Light Watercraft Launch |
| 5 | Trolley Trail | 12 | Picnic Area | 19 | Existing Klein Point |
| 6 | Monroe St. Entry Plaza | 13 | River Overlook | 20 | Existing ADA Parking Space |
| 7 | Picnic Terrace w/Shade Structure | 14 | Stormwater Facility | 21 | Existing Large Redwood Tree |

PICNIC TERRACE



- 1 Lawn/Amphitheater and Stage
- 2 Restroom Building
- 3 Trolley Trail
- 4 Picnic Terrace w/Shade Structure
- 5 Willamette River
- 6 Elk Rock Island
- 7 Existing Large Redwood Tree

LEGEND



MONROE STREET ENTRY PLAZA



- 1 Lawn/Amphitheater and Stage
- 2 Playground
- 3 Interactive Water Feature
- 4 Restroom Building
- 5 Monroe St. Entry Plaza and River Overlook
- 6 Picnic Terrace w/Shade Structure
- 7 Existing Riverside Pathway
- 8 Willamette River
- 9 Elk Rock Island
- 10 Existing Large Redwood Tree

LEGEND

