



CITY OF MILWAUKIE & NORTH CLACKAMAS PARKS AND RECREATION DISTRICT

# ROBERT KRONBERG NATURE PARK MASTER PLAN

FINAL REPORT 04.20.2015

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### SPECIAL THANKS TO:

Residents of NCPRD and the City of Milwaukie who  
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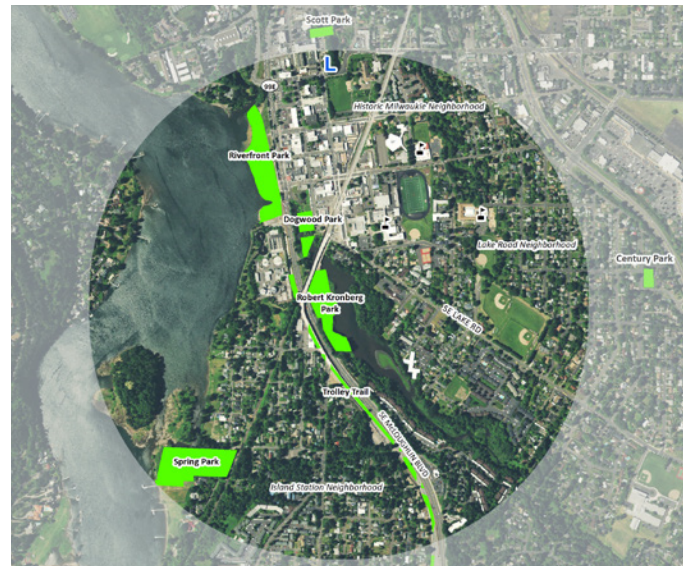
## INTRODUCTION

Robert Kronberg Park is an undeveloped natural area park located just south of downtown Milwaukie, Oregon. The property is owned by the City of Milwaukie and maintained by North Clackamas Parks and Recreation District (NCPRD). The central location of the park site, intrinsic natural resources, potential for improvements, and citizen interest and investment in the site all provide an excellent opportunity for the creation of a truly unique and important natural area park close to downtown Milwaukie. This Master Plan will provide direction for future improvements and restoration efforts, will help establish a framework for visitor use and appropriate activities within the park, and will provide a basis for securing funding for park development.

## MISSION STATEMENT

The purpose of this Master Plan process is two-fold: first, to create a linear park and link between downtown Milwaukie and the Island Station Neighborhood; and second, to preserve and restore the vital habitats in this natural area park.

This Master Plan community involvement process confirmed that Robert Kronberg Park is a Natural Area, as defined within the NCPRD Master Plan: “Natural areas are minimally developed and primarily intended to conserve land for environmental benefit. Many of the sites conserve habitat for wildlife...passive recreation uses are secondary to protecting natural resources, but natural areas may include picnic facilities, trails, interpretive signage, and view points.”



Vicinity Map

## SITE DESCRIPTION

### SITE HISTORY AND NATURAL ELEMENTS



Photo of Kellogg Lake, early 20th century

Prior to American settlement, the park site contained a variety of upland, wetland and estuary habitats where Kellogg Creek met the Willamette River. Habitat areas in the project site included upland mixed Oregon white oak and Douglas fir woodland, Oregon ash and cottonwood riparian floodplain forest, and creek and wetland habitats. The creek provided habitat for anadromous and freshwater fish species, waterfowl, beaver, and other animals. Kellogg Lake was created in 1858 when the creek was dammed to power a flour mill. The original dam was replaced with a concrete dam in the 1930's when McLoughlin Boulevard was widened to a four-lane highway.

The lake had some recreational and scenic appeal in the early 1900's, but it deteriorated beginning in the 1950's as some of the properties on the lake were filled with concrete, gravel, rock, and other fill. The extent and makeup of the fill at the site is unknown and may impact future development. There has also been significant sedimentation of the lakebed; a 2002 Army Corps of Engineers study estimated that the original creek bed is now covered by 17,500 cubic yards of contaminated sediment.

At present, all of the existing habitats in the site have all been classified as habitats in decline or of concern within state and regional conservation strategies. Each type of habitat is currently in degraded condition within the site area, due in part to the neglect noted above but also including widespread colonization of the site by invasive plant species. There have also been issues with transients camping on site, illegal dumping, and vandalism.

In the 1970's, citizen groups successfully lobbied for preservation of the area around the lake as a natural area. These efforts took another step forward in 1991 when Robert and Dena Kronberg deeded three properties to the City with the understanding that the properties would be used to create a park named after Robert Kronberg. More cohesive restoration efforts became possible when the City purchased three additional properties adjacent to the lake. Restoration of the park site above the waterline began in earnest in 2008 with work by NCPRD staff, adjacent landowners, and other volunteers. These restoration activities included invasive species control, trash removal, and planting events. These activities, along with increased patrols by the Milwaukie Police Department, have helped to ameliorate some of the problems affecting the site. The City and Wildlands have also begun planning for the future removal of the Kellogg dam and restoration of the creek.



Existing Conditions

\*Site history from An Oral History of Kellogg Lake, City of Milwaukie, 2010:  
<http://www.milwaukieoregon.gov/sites/default/files/fileattachments/oralhistory.pdf>



## SITE DESCRIPTION

### SITE DESCRIPTION AND EXISTING CONDITIONS



Site Aerial and Property Map

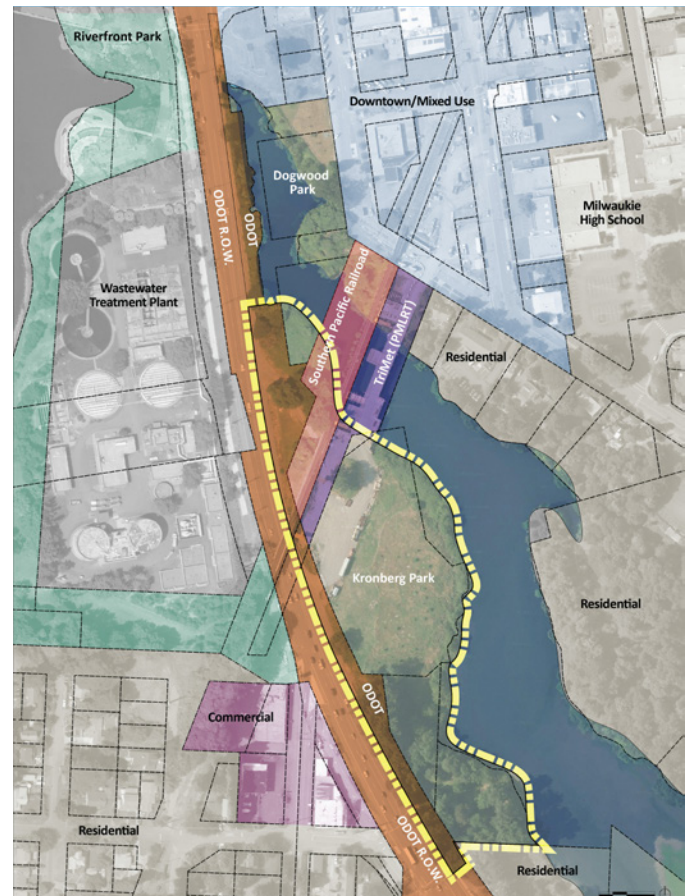
The park site is bounded on the west side by McLoughlin Boulevard, on the east and north sides by Kellogg Lake, and on the south side by private residential property. The site is also bisected by the Union Pacific/Portland-Western Railroad (UPRR) trestle and the TriMet Portland-Milwaukie light rail line (PMLRT). The site is composed of six parcels which are owned by the City of Milwaukie and are zoned as Downtown Open Space (DOS): Tax Assessor Map 11E36CB Lots 2800, 2801, 3000, 3100, 3300, and 4500. The six City-owned parcels total 6.48 acres; approximately 2 acres is currently covered by Kellogg Lake, leaving about 4.5 acres of land to be planned as part of this process. The site also includes properties and right-of-ways which are owned by Oregon Department of Transportation (ODOT), TriMet, and Union Pacific/Portland-Western Railroad, respectively. The northernmost parcel (lot 2801) is separated from the rest of the park properties by the railroad and TriMet properties.

The three parcels (4.75 acres) that make up the central part of the site were deeded to the City by Robert and Dena Kronberg in 1991. Of the three Kronberg-deeded properties, the largest (lot 3100) makes up the central part of the site and is primarily open meadow with

some existing trees, including a large Oregon white oak and many small trees which have been planted as part of habitat restoration efforts over the last ten years. Lot 2800 is mostly covered by the lake, and the remaining portions are generally steep hillside with varying plant types and conditions. Lot 3000 is a very small triangular parcel adjacent to the TriMet property which is primarily steep hillside, most of which will be replanted as part of TriMet habitat mitigation requirements.

The two lots on the south end of the park site (lots 3300 and 4500, 1.25 acres) are wooded areas that are as much as 20 feet lower than both the central part of the site and McLoughlin Boulevard. This is the only part of the site that currently allows direct access to the lake. There is also an unimproved dirt trail which was blocked by NCPRD to limit illegal dumping on the site. NCPRD has also done restoration and cleanup work in this area over the last ten years, including removal of trash and invasive species and planting of native species.

The last parcel (lot 2801, 0.5 acres) is located on the north side of the railroad trestle and was purchased with Metro local share funds in 1998; according to the IGA with Metro, this parcel must be used for open space. The parcel is bisected by the lake, with steep



Properties and Zoning



## SITE ASSESSMENT AND ANALYSIS

hillsides on both sides of the lake; the south side is mostly invasive plants, while the north side is a highly-disturbed wooded hillside that is part of Dogwood Park. Given the physical separation of the northern part of lot 2801 from the rest of the site and the proximity to Dogwood Park, NCPRD staff will not consider this portion of the property as part of Kronberg Park for the purposes of this Master Plan.

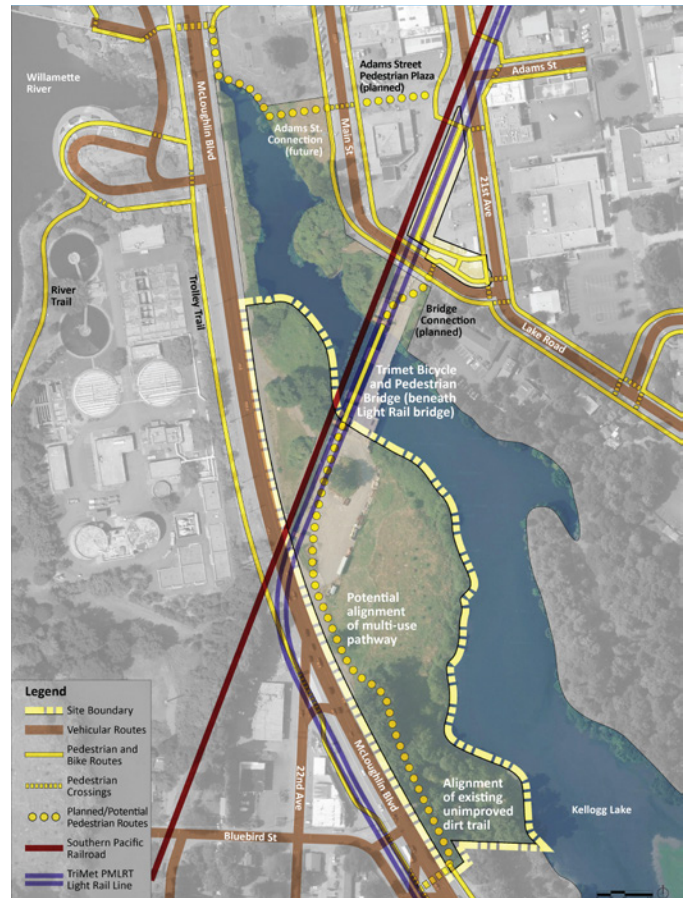
The portion of the park property currently beneath Kellogg Lake is planned to be restored as part of a separate creek and wetlands restoration project that will be developed by Wildlands for the City. The possibility for dam removal and improvement of Kellogg Creek was considered as part of this plan project process. The Robert Kronberg Natural Area Master Plan is designed to coexist with these future improvements regardless of when these future improvements occur. The land below the current lake would be restored as a riparian zone and not developed further.



Existing Sequoia at the south end of the site

### SITE ACCESS

Access to the site is very limited. There is no formal vehicular access, although there is currently a construction entrance used by TriMet for the PMLRT construction on the south side of the railroad trestle. There is also an ODOT access and a TriMet/UPRR permanent access easement on the north side of the railroad trestle, but use of this access point is currently limited to emergency and maintenance vehicles. There is currently on-street parking north of the park on the other side of Kellogg Lake and to the southwest of the park on the other side of McLoughlin Blvd. On-street ADA public parking spaces could be provided in those areas in the future to provide ADA access for park users. Parking is anticipated to be limited in and around the park into the future and there are no plans to add parking as a part of this future park project.



Transportation and Site Access

There is currently no direct pedestrian access to the site, in part because there is not an existing sidewalk on the east side of McLoughlin adjacent to the park. The shoulder/bike lane on McLoughlin is occasionally used by pedestrians as a route to downtown, but it is not a safe route for walking. There are two potential pedestrian access points to the site. At the south end of the site, a curb-tight sidewalk on the east side of McLoughlin Boulevard meets a crosswalk that connects to River Road, Bluebird Street, and the Trolley Trail on the west side of McLoughlin. At present, the sidewalk does not continue north of that intersection, and direct connection to the site is inhibited to the north and east of the crosswalk by a guardrail, a steep embankment, and many existing trees, including a very large mature sequoia directly north of the sidewalk.

On the north side of the main part of the park site, a bicycle-pedestrian bridge was installed beneath the light rail viaduct and over Kellogg Lake as part of the Portland-Milwaukie light rail line work which will eventually connect to downtown Milwaukie. However, there is currently no path connection at either end of the bridge; once the connections are made at both ends of the bridge, it will function as the north entrance



## SITE ASSESSMENT AND ANALYSIS

to the future park. There is currently no funding or timetable for the completion of this work. There is also an existing underpass beneath the railroad trestle which could potentially allow access to the north parcel of the site, but due to ODOT, TriMet, and Railroad restrictions, it cannot currently be used as an access point and is unlikely to be available for use in the foreseeable future.

### CONSTRAINTS TO PARK DEVELOPMENT

#### Regulatory Constraints

There are a number of local, state, and federal regulations that currently apply to the site. The restrictions noted here are current as of 2015, but may change in the future. Future park development should refer to current standards. A summary of these regulations are as follows.

The entire site is within the Willamette Greenway Overlay Zone (City of Milwaukie Code Chapter 19.401). Significant portions of the site are also covered by Natural Resource Overlay Zones (City of Milwaukie Code Chapter 19.402) that designates Water Quality Resource Areas (WQR) and Habitat Conservation Areas (HCA). Portions of the site also are within the FEMA-designated 100-year flood zone, so any improvements within these areas must comply with the requirements of City of Milwaukie Code Chapter 18.04 – Flood Hazard Areas.



Water Quality Resource and Habitat Conservation Areas

Any development which impacts the lake itself will require permits from Oregon Department of State Lands, the U.S. Army Corps of Engineers, and potentially the Oregon Department of Environmental Quality. Any habitat restoration work should be coordinated with the Oregon Department of Fish and Wildlife, planned Kellogg Creek restoration work by Wildlands, and related work done by other groups (e.g., the Portland Harbor Draft Restoration Plan produced by the Portland Harbor National Trustee Council).

Another consideration is that any park improvements should be planned to avoid significant grading, particularly excavation in the central part of the site where the majority of the concrete and rubble fill was placed. Disturbance of these materials may trigger additional mitigation or remediation.



TriMet pedestrian bridge at north end of the site

#### Restrictions to Site Access

In addition to regulatory restrictions, there are limitations to park development that are governed by the agencies which control the right-of-ways and properties adjacent to park property. Access to the site will need to be coordinated with ODOT, TriMet and/or Union Pacific/Portland and Western Railroad. Any park improvements on adjacent properties, including planting and maintenance, will also require an Intergovernmental Agreement (IGA) with the agency or organization that owns the property. A summary of these restrictions is as follows:

- ODOT controls the right-of-way along McLoughlin. Any park improvements, including vehicular and pedestrian access to the site, will be strictly limited per ODOT guidelines. Any improvements within the park and the ODOT Right-of-Way need to consider possible future highway widening.

## SITE ASSESSMENT AND ANALYSIS

- TriMet owns the bicycle-pedestrian bridge and the property below the PMLRT viaduct. Any improvements in this area will need to be coordinated with TriMet. As of March 2015, TriMet and the City were coordinating design, construction and funding of the landings of the bicycle and pedestrian bridge to the north of the park and Kellogg Lake near Lake Road, and at the south end of the bridge within Robert Kronberg Natural Area.
- The railroad right-of-way is owned by Union Pacific Railroad and leased by Portland and Western Railroad. They currently do not allow any public access or park improvements on their property.

### SAFETY AND EMERGENCY ACCESS

Safety and emergency access are a major considerations for the park. The park design and future management of the park should consider CPTED (Crime Prevention Through Environmental Design) techniques to help maintain the park as a safe environment, day or night. Some of these considerations include:

- Visibility is very important. This includes visibility both into the site from roadways and within the site from pathways and other site amenities. To the greatest extent practicable, vegetation will need to be both planned and managed to limit hiding spots near publicly accessible areas.
- The park should have amenities which attract the general public. If the park is used on a daily basis by the general public, it is less likely that it will be used or abused by transients or vandals.
- Areas which are not publicly accessible need to be clearly demarcated to discourage access. These areas will need to be checked periodically for undesirable activity.
- Lighting is another consideration. Providing lighting will provide additional security at night and will also help encourage use of the park by the general



McLoughlin Boulevard right-of-way



Railroad bridge and access road at north end of site

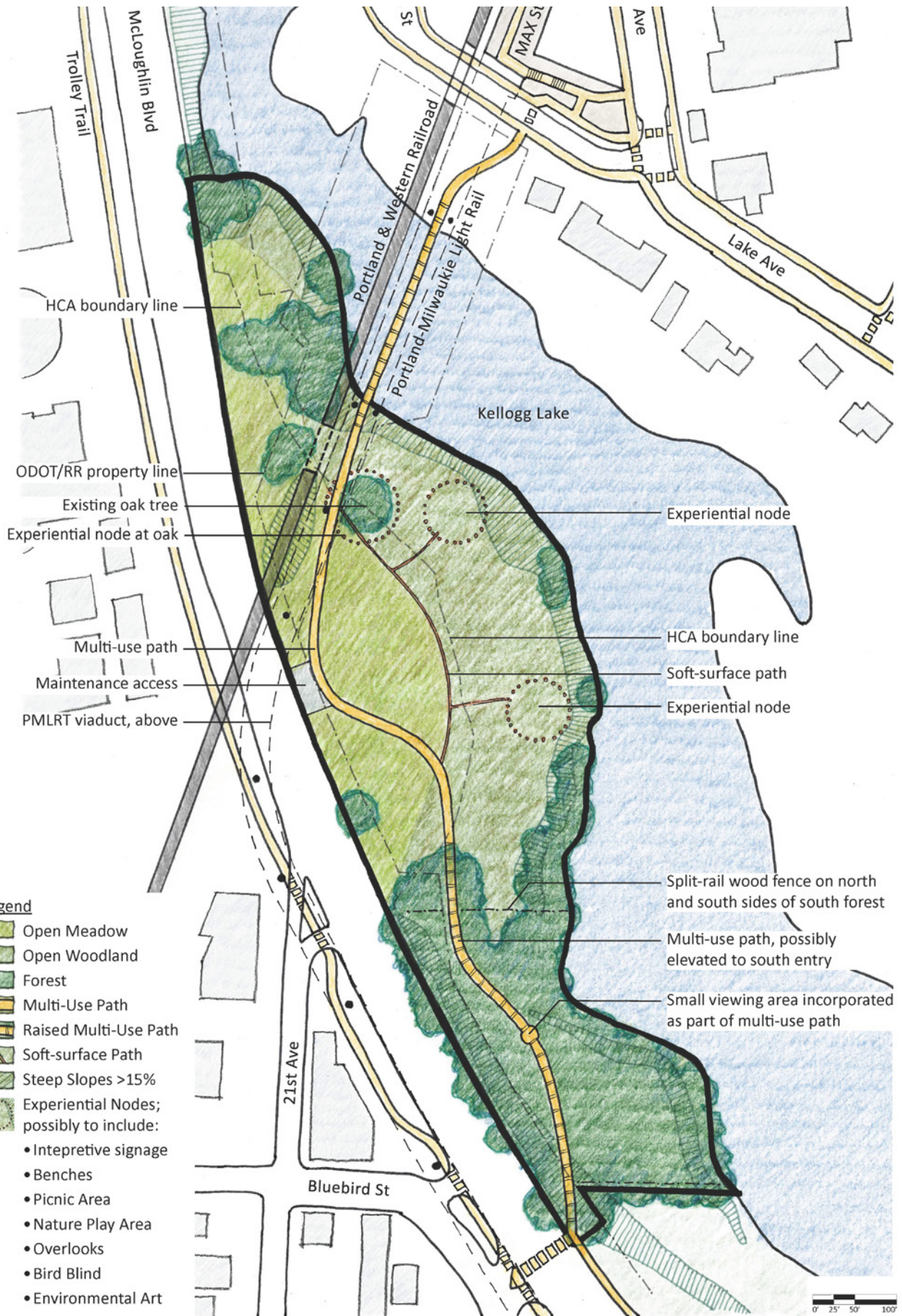
public after sunset. However, lighting will need to be balanced with habitat restoration requirements.

- The entire site must be accessible by emergency vehicles including police, fire, and ambulance.

Each part of the park site has different safety and access characteristics. The general security and accessibility of each area of the site is as follows:

- The central portion of the site generally offers good visibility from McLoughlin, with the exception of the steep bank at the edge of the lake. Visibility into the site is constrained in areas closer to the railroad trestle and the TriMet bridge. The TriMet pedestrian bridge and approaches are visible from Lake Road. In terms of access, the central portion of the site can be accessed directly from McLoughlin. It will also be accessible from the north once the connection to the TriMet pedestrian bridge is completed.
- The south forested area is largely hidden by both the existing vegetation and the steep embankment along McLoughlin. This portion of the site has historically had the most problems with transients, illegal dumping, and vandalism. As previously noted, these problems have been mitigated somewhat with increased police patrols. Some additional improvement may also be possible through the removal of invasive trees and shrubs, but in general the south forest will remain relatively hidden. This part of the site currently can only be accessed via the central part of the site.
- Although it is visible from McLoughlin and accessible via an existing ODOT service road, the north parcel is overgrown with invasive plants which will need to be removed to open up the site. The bank along the lake is mostly hidden from view. There is also an informal path down to the lake adjacent to McLoughlin in the ODOT right-of-way which is hidden by the embankment and vegetation.







### MASTER PLAN PROCESS AND SCOPE

Lango Hansen Landscape Architects, NCPRD staff, and City staff met to discuss project scope and goals in August, 2014. At that time it was decided that the primary scope of the project would be on the parcels to the south of the trestle, with the option of including the north parcel if desired and if found to be feasible for future development. It was also agreed that there would be three public meetings, both to present information on the park planning process and to provide an opportunity for the public to provide input.

The first meeting was conducted on October 1st, 2014, and focused on site assessment and analysis. The second meeting on November 5th, 2014, focused on presentation of three options for park development which ranged from a fairly minimal level of improvements to a highly developed program. Some suggestions from the public, such as sound-mitigating berms, were found to be infeasible or unnecessary and were not included in the preferred park master plan. The preferred park master plan, based on public feedback and input from NCPRD and City staff, was presented in the final public meeting on December 9th, 2014.

As part of this master plan process, the future park was confirmed and identified as a “Natural Preserve” with a “Linear Park” running through the property, as identified in the Milwaukie Comprehensive Plan, Chapter 4, Land Use. The future park will also be defined as a “Natural Area” in the NCPRD system.

### PREFERRED MASTER PLAN PARK ELEMENTS

The physical and programmatic elements in the Preferred Park Master Plan are as follows:

**Multi-use pathway.** This is the highest priority for park development. This paved pathway will connect the TriMet bicycle-pedestrian bridge and downtown Milwaukie with the sidewalk, crosswalk and Trolley Trail at the south end of the park. The width of the pathway should be designed so that the path can accommodate both bicycle and pedestrian traffic; a 12' width is preferred, but the width may be adjusted through future design processes. Where the multi-use path traverses the south part of the site, some or all of the pathway will be elevated to limit disturbance within the south forest area, provide a consistent and gentle grade to the south entrance of the park, achieve accessibility standards, and set the path above the 100-year flood line. The exact alignment of the path through the south forest will need to avoid existing trees to the greatest extent possible, especially the sequoia near the south



Example of a multi-use pathway at grade

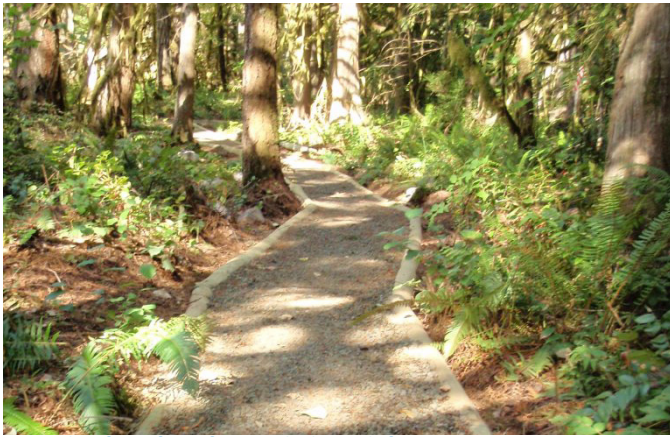


Example of a multi-use pathway, elevated through south forest area

park entry. The elevated portion of the path could also include a wider viewing area, generally located where the elevated path is closest to the lake. Lighting is preferred for safety along the entire length of the path, and would need to be designed to balance the need for user safety with habitat requirements. Lighting will be considered as part of future planning and design. Finally, the design and construction of the pathway will need to be coordinated with the connection to the TriMet bridge.

**Maintenance access.** A right-in-right-out maintenance-only access will need to be provided to connect McLoughlin to the multi-use pathway. The maintenance access will need to be sized to accommodate a typical NCPRD maintenance truck and trailer. It will also allow TriMet to access the bicycle-pedestrian bridge. The access will include a typical concrete driveway apron (width to be determined), and may include a vehicle-rated permeable unit paving, grasscrete, or similar permeable treatments to limit the visual impact of the maintenance access point on the site. The access will be signed to show that no public parking is allowed.





Example of a soft-surface path through forest area

**Soft surface pathways.** The soft surface pathways are intended to form a secondary circulation system within the park and will also provide access to the experiential nodes. They are proposed to be gravel paths, although the width and material may be adjusted through future design processes. While the paths are primarily shown outside of the Habitat Conservation Area (HCA), the exact alignment of the paths may be adjusted to include more or less of the HCA. There was also public interest in creating a soft-surface pathway connection to the north parcel; if the opportunity becomes available, NCPRD could work with others to create the preferred soft-surface pathway connection to the north portion of the site.

**Experiential nodes.** These may include any of the following elements: interpretive signage, benches, picnic tables, a single small nature play area, overlooks, bird blinds, and/or environmental art. The exact makeup, size, and location of each of these elements within the experiential nodes will be determined at the time of park design. If the elements in the experiential nodes are situated within HCA's, care should be taken to minimize the impact of the element within the HCA.



Example of a nature play element

**Habitat preservation and restoration.** Existing habitat areas on site will be preserved and habitat restoration will be enhanced. Fencing and signage will be added where appropriate to discourage the public from entering critical habitat areas; for instance, split-rail wood fencing is proposed for the north and south borders of the south forest area to discourage access.



Example of interpretive signage

**Phasing of Park Development.** Park improvements will likely need to be implemented in phases, depending on the availability of funding, coordination with partners and stakeholders, and regulatory requirements. The multi-use pathway and the secondary loop path could be Phase 1 improvements. The Experiential Node improvements could be built in future phases. Habitat restoration may occur in all phases; for instance, habitat improvements for the north parcel could be done with cooperation from neighbors and stakeholders, independent of development elsewhere in the park.

This plan is conceptual in nature. Initial cost estimates were developed and given to NCPRD to provide an assessment of construction cost for project budgeting and planning purposes. The cost estimates and project elements are subject to change due to further refinements that may occur as the final park design is completed. Final decisions, materials and precise locations of improvements will be determined per all applicable regulatory requirements and as funding is available.



Example of a picnic area

### NEXT STEPS

The final step of this master plan process is to submit the Master Plan for review and approval by the City Planning Commission and City Council and adoption into the City's comprehensive plan. After approval of the Master Plan, based upon circumstances including funding and other considerations, and with mutual agreement by NCPRD and the City of Milwaukie, future steps could include:

1. NCPRD and the City can use the approved Master Plan to apply for grants and solicit partnerships to help complete improvements. Possible funding sources include NCPRD, the City of Milwaukie, Oregon Parks and Recreation grants, and/or Metro Nature in Neighborhood grants.
2. When funding has been secured, NCPRD will work with the City to develop final construction plans and specifications. This phase will include Intergovernmental Agreements (IGAs/MOUs), soil testing, and permitting and fees. NCPRD will follow necessary land use processes to ensure elements are consistent with all City policies and codes. NCPRD is also committed to acquiring all other regulatory permits as necessary prior to project commencement (e.g. Army Corps of Engineers, Division of State Lands, etc.).
3. Construction will follow after construction drawings and permits have been completed. This will include a Request for Proposals (RFP), selection of a contractor, and the construction of park improvements.



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## APPENDICES

Appendix A: Master Plan and Public Process

Appendix B: Regulatory Constraints to Development

Appendix C: Habitat Preservation and Restoration, Pacific Habitat Services Report

Appendix D: Habitat Preservation and Restoration, NCPRD Staff Report

Appendix E: Cost Estimate

Appendix F: Meeting Minutes

MASTER PLAN PROCESS AND SCOPE

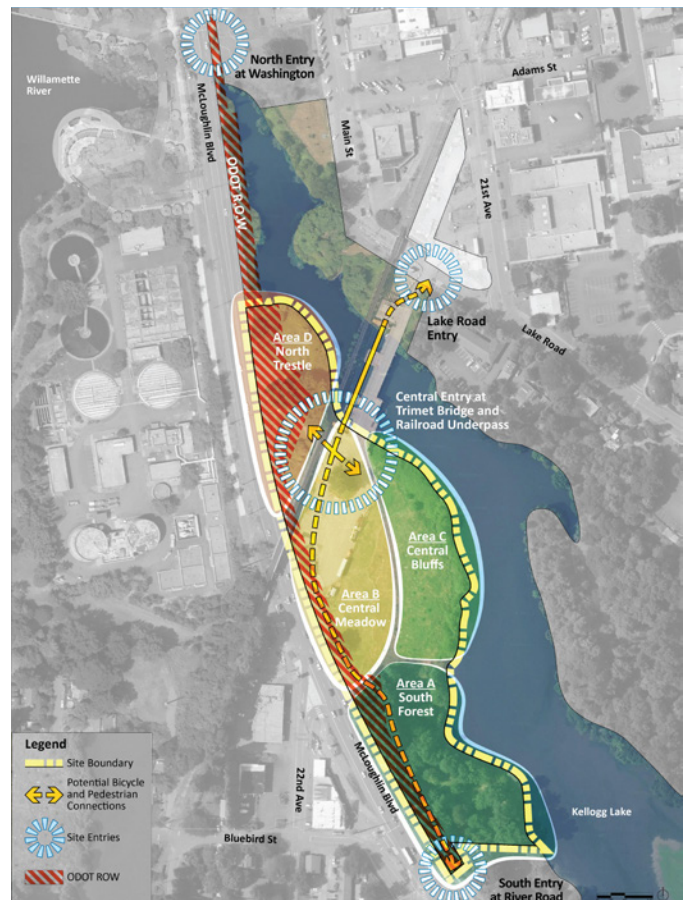
Lango Hansen Landscape Architects, NCPRD staff, and City staff met to discuss project scope and project goals in August, 2014. At that time it was decided that the primary scope of the project would be on the parcels to the south of the trestle, with the option of including the north parcel if desired and if found to be feasible for future development. It was also agreed that there would be three public meetings; in addition to presenting information on the park planning process, each meeting included an opportunity for the public to provide input and feedback.

The first meeting was conducted on October 1st, 2014, and was focused on site assessment and analysis. The second meeting was held on November 5th, 2014, and was focused on the presentation of three options for the development of the park development, based in part on the site analysis presented in the previous meeting. These options presented a range of programmatic options ranging from a fairly minimal level of improvements to a highly developed program. The preferred park master plan, based on public feedback and input from NCPRD and City staff, was presented in the final public meeting on December 9th, 2014.

FIRST PUBLIC MEETING: SITE ASSESSMENT AND ANALYSIS

As part of the site analysis process, the project team walked the site together at the end of August. Based on multiple site walkthroughs, data collection, and other research, Lango Hansen presented the site analysis findings for the project at the first public meeting on October 1<sup>st</sup>, 2014. The presentation included most of the information noted above, as well as the general program guidelines for the park, and included time for public feedback. General findings included the following:

- The area of the site with the most development opportunity was the open area south of the trestle and outside the Habitat Conservation Area (Area B, Central Meadow). Other parts of the site have restrictions due to access limitations, environmental regulations, and/or physical constraints such as steep slopes or existing trees. However, there were portions of each of the other areas which had areas for potential improvements, such as potential overlooks of the lake from the tops of the hillsides



Site Assessment and Analysis Diagram

(Areas C and D), or direct access to the lake (Area A, South Forest).

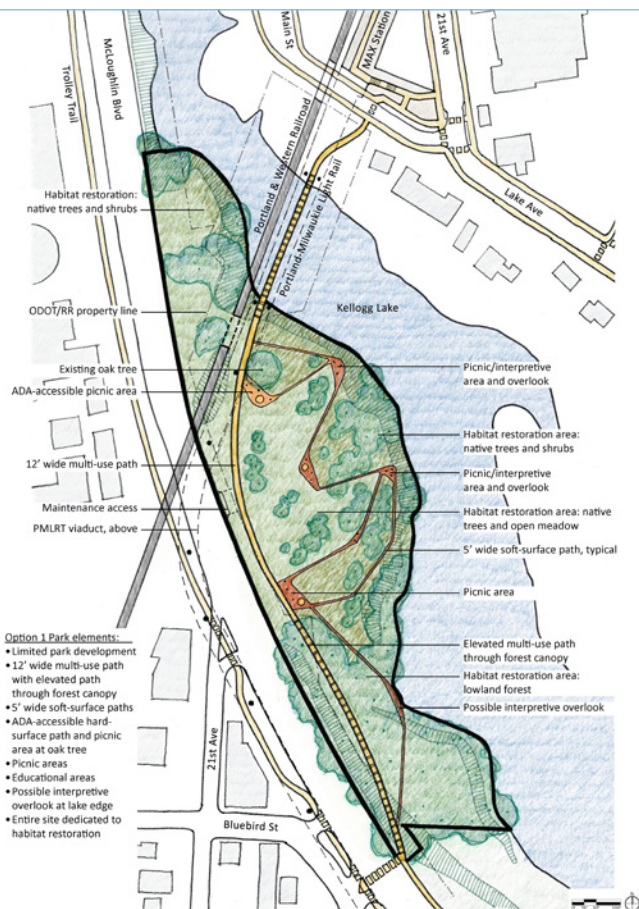
- The analysis also confirmed that the primary entries to the site would need to be at the very south end of the site, at the existing crosswalk at McLoughlin and River Road, and at the TriMet bicycle-pedestrian bridge. An additional entry closer to Riverfront Park was seen as desirable; however, since this would be contingent on ODOT work and access beneath the railroad trestle, it is highly unlikely this connection could be made at this time.
- Public comments generally indicated that the preference was to keep the site as natural as possible and to improve habitat as much as possible without compromising public access use and improvements. The multi-use pathway was also seen as a priority, and that it needed to be designed to accommodate both bicycle and pedestrian traffic. There was also some interest in passive recreational uses and in having a nature play area for kids.



SECOND PUBLIC MEETING: THREE OPTIONS

Following the first public meeting, Lango Hansen prepared three options for the design of the site. The options provided a range of development options, different alignments for the multi-use pathway, different approaches for both the north parcel and the south forest area, and a range of programmatic elements. The project team met in early October, prior to the second public meeting, to discuss the options and provide feedback. Lango Hansen subsequently refined the options and presented them at the second public meeting on November 5<sup>th</sup>, 2014. The presentation included a recap of the first public meeting and the presentation of each of the options. A more detailed description of each option, as well as a summary of the discussion and feedback from the public, is as follows.

**Option 1 - Least Development**



Option 1 was designed as the option with the least amount of development on the site, with the intent of providing the most opportunity for habitat conservation and restoration. It provides a multi-use pathway through the site which would be constructed at grade through

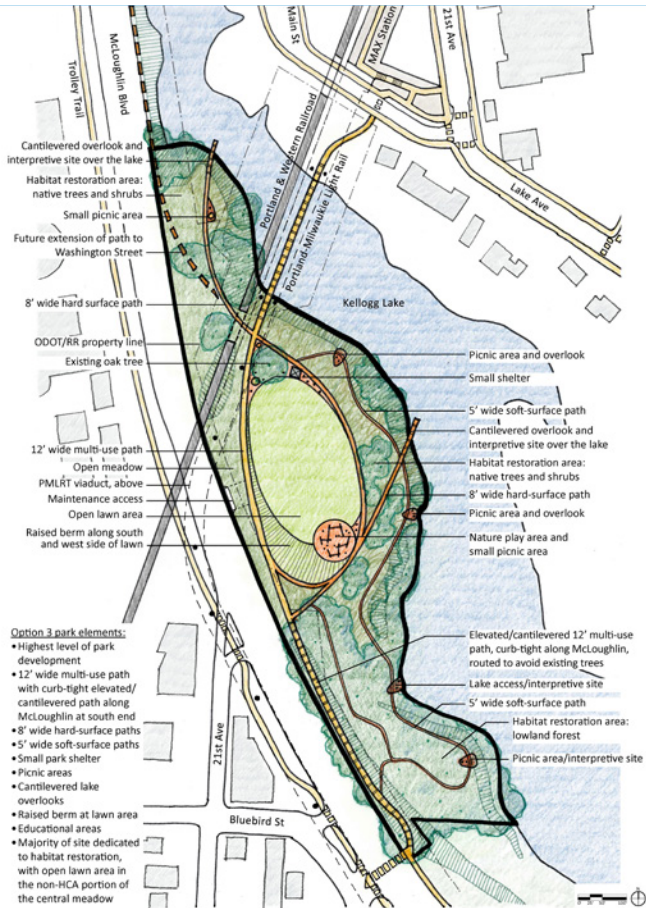
the central part of the site and elevated through the south forest area in order to limit disturbance and provide a gentler grade to the south entry. A secondary system of soft-surface paths wind in and out of the habitat areas on the east side of the site, with picnic areas, overlooks and interpretive sites along the paths. A possible interpretive site was also shown at the lake edge in the south part of the site. No access was shown to the north parcel.

**Option 2 - Moderate Development**



Option 2 includes a multi-use pathway which meanders through the site, down into the south forest area at grade, and then up to the south entry via a ramp with switchbacks. A soft-surface path snakes from the north side of the site, through habitat area on the east side, connecting with the main path in the south forest area. This option has a more developed, centrally-located picnic area and nature play area near the existing oak tree, along with a cantilevered overlook at the lake. Additional picnic areas, overlooks, and interpretive sites are sprinkled throughout the site. This option also includes a manicured lawn area in the central part of the site.

**Option 3 - Most Development**



Option 3 is the most highly developed of the three options presented. As with the other options, it includes a multi-use path which connects the north and south entries; in this option, however, the multi-use path is shown curb-tight along McLoughlin, which would require the pathway to be constructed on piers to account for the steep slope. In addition, a secondary system of hard-surface paths swing through the site, culminating in cantilevered overlooks over the lake at the north and east-central parts of the site. This secondary system would also eventually be connected along McLoughlin to the north. There is also a third system of soft-surface paths which loop through the south forest.

Like Option 2, Option 3 also has a picnic area and park shelter near the oak tree. This anchors the north end of a large oval lawn area; the south end of the lawn area is anchored by a moderately-sized nature play area and picnic area. To partially mitigate the noise from McLoughlin, a short berm would be constructed on the west and south sides of the lawn area. As with the other options, habitat restoration would still be a priority for much of the site.

**Public Feedback on the Three Options**

In general, Option 1 was overwhelmingly preferred to the other two options. There were two elements which were cited as key to the park design: first, and most important, was the construction and completion of the multi-use path; and second, the preservation and restoration of habitat throughout the park. According to the feedback received from the public, these two elements were best expressed in Option 1. However, there were some elements of other options which were also identified as possibilities or characteristics to incorporate in the preferred option:

- The more sinuous multi-use path shown in Option 2 was preferred to the long arc shown in Option 1, although people generally agreed that the elevated pathway through the south forest area was preferable to an at-grade pathway with a ramp at the end.
- There was also interest in a connection to the north parcel as shown in Option 2.
- There was some interest in including a nature play area in the park, although it was not seen as a priority or a critical feature of the park.
- Finally, the multi-use path should be lit for safety, if possible.



Public Meeting



## PREFERRED OPTION

Lango Hansen proceeded with refinements to the park design based on a scaled back version of Option 1. During the process, NCPRD staff raised a number of concerns. One concern was that the development of the park could be restricted by land use regulations. In a similar vein, there was a desire for more flexibility in the master plan document to allow for changes when the park is actually developed. Another concern was that habitat improvements should be a priority for the park. These concerns were raised in response to the issues inherent to the site: development costs and regulations; mitigation costs related to habitat conservation areas; use of the site by transients or the homeless; and uncertainty regarding the Kellogg Creek restoration. Finally, NCPRD staff met with ODOT, TriMet, and the Railroad, and learned that public access to the north parcel via the railroad bridge would not be permitted.

Based on this input, it was agreed that the Preferred Option should show a level of development even more limited than what was shown in Option 1, with only minimal incursions into the HCA areas with the exception of the multi-use path. The paths to the north parcel were also deleted. Finally, non-path park elements were designated as “experiential nodes” to allow for flexibility in programming in the future when the formal design of the park begins.

## PARK DEFINITION

This master plan process confirmed and identified the future park as a "Natural Preserve" (as opposed to a “Neighborhood Park”) as identified in the Milwaukie Comprehensive Plan, Chapter 4, Land Use. This is defined as "a publicly owned area of scenic or natural character serving the entire community, for environmental education and contemplative opportunities. Preservation and enhancement of the resource is the primary objective. Access is primarily by foot or bike, with limited provisions for auto parking. Amenities may include permeable pathways, seating at viewing locations, interpretive displays or markers. No specified minimum size". Additionally, the park will have a “Linear Park” which runs through the property, as defined in the Comprehensive Plan.

As part of the NCPRD system, this future park will be defined as a “Natural Area”, as follows: “Natural areas are minimally developed and primarily intended to conserve land for environmental benefit. Many of the sites conserve habitat for wildlife. These areas often include wetlands, steep hillsides, stream corridors.

Passive recreation uses are secondary to protecting the natural resources, but natural areas may include picnic facilities, trails, interpretive signage, and view points. Parking and restroom facilities are provided where appropriate”. Other nearby Natural Areas in the NCPRD system include Minthorn North Natural Area, Mount Talbert Nature Park, Rivervilla Park, and Spring Park; natural areas within the District range from .6 acres to 247 acres.

## THIRD PUBLIC MEETING: PUBLIC RESPONSE

The preferred park master plan, based on public feedback and input from NCPRD and City staff, was presented in the final public meeting on December 9th, 2014. The public response at the third public meeting was favorable, and consensus was reached in favor of the plan presented. Additional comments were as follows:

- People liked that the preferred plan was more flexible than the initial three options, and felt that a more flexible master plan would allow for more public input as the park moves toward development.
- The multi-use path is the highest priority for the park. The elevated path was also seen as positive because it would be less disruptive to the south forest area. An overlook was also suggested for the multi-use pathway where it was closest to the lake. Lighting on the multi-use path was again cited as a need, but the lighting should be designed to minimize its impact on the site.
- Habitat preservation and restoration were seen as important characteristics for the park.
- Overlooks and/or bird blinds were desired.
- The soft-surface path was seen as a Phase 1 improvement.
- A soft-surface path connection under the light rail bridge and the railroad bridge to the north part of the park toward downtown Milwaukie along Highway 99E was seen as a desirable connection. However, due to uncertainty of timing and opportunity, this element was not included in the final master plan document. However, the northern connection is still a priority of the City and the community if opportunity comes up (i.e. if the Kellogg Dam gets removed, and ODOT is widened, and/or the RR bridge is replaced) then the City of Milwaukie and NCPRD could work to create this pathway connection with partners.

### ENVIRONMENTAL, SCENIC AND HABITAT REGULATIONS AND REQUIREMENTS

There are a variety of environmental, scenic and habitat regulations and requirements which apply to the park site. The entire site is within the Willamette Greenway Overlay Zone (City of Milwaukie Code Chapter 19.401). Significant portions of the site are also covered by Natural Resource Overlay Zones (City of Milwaukie Code Chapter 19.402) that designates Water Quality Resource Areas (WQR) and Habitat Conservation Areas (HCA). Portions of the site also are within the FEMA-designated 100-year flood zone, so any improvements within these areas must comply with the requirements of City of Milwaukie Code Chapter 18.04 – Flood Hazard Areas.

Any development which impacts the lake itself will require permits from Oregon Department of State Lands, the U.S. Army Corps of Engineers, and potentially the Oregon Department of Environmental Quality. Any habitat restoration work should be coordinated with the Oregon Department of Fish and Wildlife, planned Kellogg Creek restoration work by Wildlands, and related work done by other groups (e.g., the Portland Harbor Draft Restoration Plan produced by the Portland Harbor National Trustee Council). Park development will likely need to comply with the requirements of fish recovery plans completed by the Oregon Department of Fish and Wildlife (ODFW) in 2010 and 2011; this is described in more detail in Appendix C.

Water Quality Resource Areas and Habitat Conservation Areas described in City of Milwaukie Code Chapter 19.402 establish a number of requirements and restrictions to development within the park. These requirements and restrictions are current as of 2015 and may change in the future. At a minimum, an approved Construction Management Plan (19.402.9) and a Natural Resource Management Plan (19.402.10 or 19.402.11) will be required. Development within WQR's and HCA's also requires an Impacts Evaluation and Alternatives Analysis by the City (19.402.12). In general, this review asks the following questions: first, whether or not there are practicable alternatives to the proposed development; second, if no alternatives exist, if the disturbance within the WQR or HCA has been limited as much as possible; and third, that any disturbance has been mitigated according to the requirements of Chapter 19.402. The requirements vary depending on the type of development, as follows:

- There are a number of activities which require Type I review (19.402.6), including Construction Management Plans and Natural Resource Plans.
- Some activities which require Type II Review include new utility work and construction of new pathways that are no greater than 10' wide.
- All other development will generally require a Type III review by the City. This includes construction of new pathways that are greater than 10' wide.
- Development standards are detailed in 19.402.11, including: site protection (section 11.A); mitigation standards (sections 11.B and C); nondiscretionary standards for HCA's (11.D), including disturbance limitations; and special uses, which includes utilities and trails (section 11.E).

### RIGHT-OF-WAY AND ACCESS

There are a number of limitations to park development which are governed by the public and private agencies which control the right-of-ways and properties adjacent to and within the overall park site. As noted above, ODOT, TriMet and Union Pacific/Portland and Western Railroad all control right-of-ways and properties adjacent to the park properties, and any access to the park will need to be coordinated with one or more of these agencies.

#### ODOT

- ODOT controls the right-of-way along McLoughlin Boulevard, including several sections of property that extend well beyond the typical right-of-way lines. Since McLoughlin is a state highway (Highway 99E), there are strict guidelines which limit improvements within the right-of-way.
- In general, the only park improvements that will be allowed within the ODOT right-of-way are multimodal paths designated as transportation facilities, a single access point for maintenance vehicles, and planting (subject to ODOT requirements and a future IGA for maintenance). Any improvements will need to consider future road widening. No other park improvements are likely to be allowed on ODOT property.
- While it may be technically feasible to allow a vehicle access point for public on-site parking, ODOT has indicated they would strongly prefer to limit public vehicle access to the site given the roadway restrictions, sight distance limitations and general safety concerns.



- The existing vehicle access on ODOT and railroad property north of the trestle is not available for public park use, and any use by NCPRD vehicles for maintenance use would require an agreement with ODOT for access and approval by the railroad owner and leasee.
- ODOT has a long-term plan for widening McLoughlin to a five-lane roadway (similar to the condition north of Washington Street in Downtown Milwaukie) which would include removal of Kellogg Dam and the replacement of the bridge over Kellogg Creek. However, there is not a timetable for this work, and it is unlikely that it will happen within the next ten to twenty years.

### TriMet

- TriMet owns the existing bicycle-pedestrian bridge over Kellogg Lake, as well as a strip of property on either side of the lake. Any path connection to the bridge will need to be coordinated with TriMet. Likewise, an Intergovernmental Agreement (IGA) will be required to address planting and maintenance adjacent to the park.
- TriMet has an agreement with the railroad to gate and lock the existing underpass beneath the railroad bridge. Any future pedestrian access beneath the railroad bridge will need to be coordinated with both TriMet and the railroad.

### Railroad

- The railroad is owned by Union Pacific and is currently leased by Portland and Western Railroad. They have indicated that they do not want any public access beneath the railroad bridge on site, or on any other portion of their property. However, it may be possible to negotiate access in the future, similar to the underpass for the Trolley Trail just to the west. Current safety and security policies would prevent this type of use.

January 8, 2015

**Pacific Habitat Services, Inc.**

This memo provides an overview of vegetation communities within the Robert Kronberg Park study area, along with recommendations for future enhancements to each habitat type. Figure 1 depicts the approximate boundaries of each habitat area.

## CURRENT VEGETATION CONDITIONS

### Area A: South Forest

The South Forest area has a mostly open understory, likely due to recent clearing of blackberries and other invasives in preparation for enhancement plantings. The terrace appears to be upland and well elevated above the impounded creek; however, much of it still falls within the 100-year flood elevation. Several large older trees are located along the McLoughlin roadfill, with most of the trees on the terrace below being comparatively young. The few evergreens include a large redwood and a few smaller Douglas firs along the road bank. Several large black cottonwoods (reaching 48" dbh or greater) are clumped near the north end of Area A. The primarily deciduous overstory is otherwise comprised of bigleaf maple, black locust, and red oak, with red alder and Oregon ash also noted along the shoreline of Kellogg Creek.

Understory plants include both ornamental and native species, especially to the south nearer to the privately owned land. Portuguese laurel, camellia, and English ivy are present, along with snowberry and tall Oregon grape. Numerous native shrubs or saplings have been planted within the recently cleared understory as well, including seedling alder, cedar, Douglas fir, grand fir, bigleaf maple, Indian plum, and snowberry.

Groundcover identifiable at this time of year includes a small amount of Himalayan blackberry, mint, nipplewort, dock, geranium, and wood avens. Numerous cottonwood sprouts are coming up in the vicinity of the older tree clump. Yellow flag is also apparent in places along the flooded edge of Kellogg Creek.

### Area B: Central Meadow

This large, level open area is dominated by common introduced grasses and forbs (e.g. orchardgrass, tall fescue, bentgrass, geranium, and tansy, among others). In addition, a variety of maturing, widely scattered native trees and shrubs (including ponderosa pine, madrone, Douglas fir, and western red cedar) have been planted within Area B. The wide spacing between individual plants currently provides little habitat diversity within this open space.

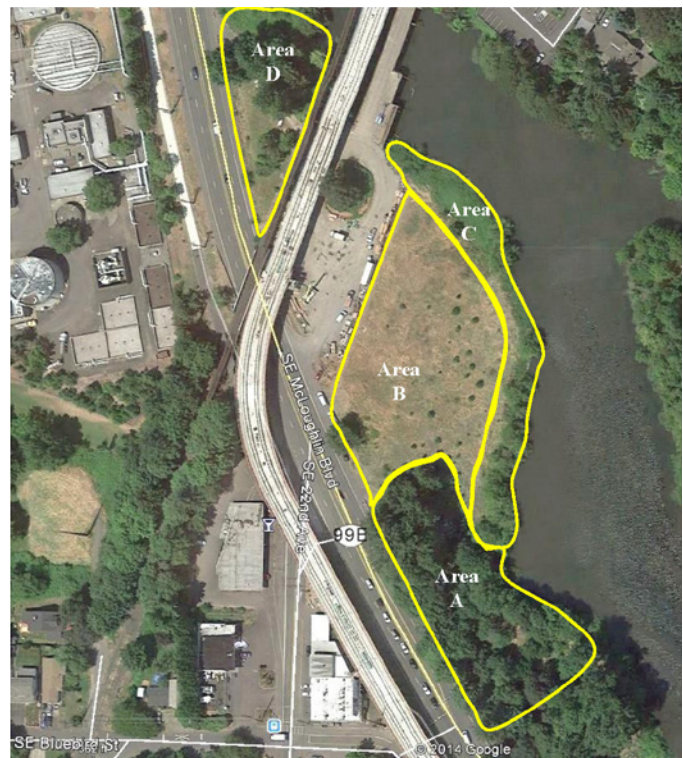


Figure 1: Vegetation Areas

### Area C: Central Bluffs

The steep fill bank along Kellogg Creek has been cleared of invasives (primarily blackberries), but there is also evidence of previous virgins-bower infestation in the scattered red alder and Oregon ash trees along the lower bank. A large Pacific ninebark also persists near the bank. Yellow flag is apparent in places along the flooded edge of the creek.

The bank closest to the TriMet construction site in the north end of Area C has been most recently cleared of blackberries, and erosion control measures are in place. However, the cleared bank to the south (which is partly comprised of non-soil fill materials such as concrete chunks) is becoming reinfested with such weedy species as teasel, poison hemlock, and thistles, along with common pasture grasses.

### Area D: North Trestle

The area north of the trestle includes several tree clumps comprised of black cottonwood, black locust, red oak, bigleaf maple, western red cedar, and Lombardi poplar. The clumps are definitely a weedy mix, including both native and invasive species. Understory shrubs include Himalayan blackberry, Scots broom, multiflora rose, English hawthorn, English ivy, and English holly.

A small open grassy area closest to the highway includes common pasture grasses and forbs such as orchardgrass, bentgrass, tall fescue, oxeye daisy, Queen Anne's lace, and plantain.



## HABITAT PRESERVATION AND RESTORATION CONCEPTS

### Area A South Forest

Since a mature tree overstory along a riparian zone provides high habitat value for a variety of species, the overstory should be preserved, despite the presence of several non-native species. Understory enhancement is already underway with the recent clearing and planting activities; however the planting area could be expanded and/or densities may be increased. In addition, several pieces of debris (e.g. vehicle undercarriage, a stovepipe, and concrete chunks) should be removed from the site.

In terms of further understory enhancement, however, maintaining a relatively open understory near the future path may be the preferred course given the potential path safety/visibility concerns for this below grade area. Plantings of lower profile shrubs and groundcover (snowberry, Oregon grape, sword fern, and other shade tolerant grasses and forbs) would basically maintain the open condition within a certain distance of the path, while taller and denser native plantings could be concentrated closer to the streambank to provide the greatest wildlife value. Additional plantings of shade tolerant conifers (especially western red cedar and grand fir) would provide effective year round cover closer to the creek. Continuing control of invasive species is also warranted for this area.

### Area B Central Meadow

This area has significant potential for enhancement through both plantings and park elements, depending on the preferred uses for the park. Since the soil quality is unknown, sampling is advisable prior to any extensive regrading or planting of the site.

The upland conditions could support plantings to emulate oak savanna (i.e. concentrations of native trees/shrubs with wide spaces between). The clumping pattern could help maintain the current park-like visibility for safety's sake, while the tightly grouped native plantings would establish more structural diversity of value to a variety of wildlife.

### Area C Central Bluffs

Area C provides immediate access to the edge of Kellogg Lake; any future riparian restoration activities will necessarily involve this transition area. There are substantial chunks of mostly buried concrete along this edge; these could be considered a safety concern due

to several holes that have formed from erosion or other factors within the concrete. Some regrading should be considered (along with soil amendments) to clean up this bank, both to enable more effective replanting efforts and to address potential safety concerns.

With the bank substrate evaluated and possibly enhanced for replanting efforts, a variety of native riparian to wetland trees and shrubs may be considered, depending on their placement relative to prevailing water levels. Although the riparian planting zone will be increased significantly when water levels are lowered by dam removal, until that time plantings will necessarily be restricted to the immediate top of bank down to the elevation of existing alder and ash trees along this edge. Red alder, Oregon ash, and Pacific ninebark are already present near the base of the slope, and willows, red-osier dogwood, four line honeysuckle, Nootka rose, tall Oregon grape, black hawthorn, and snowberry are among other species suitable to various positions on this slope. Tree plantings should be clustered to maintain visual gaps along this edge to enable wildlife viewing, placement of viewing platforms, or other water-dependent activities.

### Area D North Trestle

A paved roadway passes between several tree clumps in this area, and likely provided access to points south of the trestle prior to the recent light rail construction. Currently the short paved area is being utilized to store building materials. Area D has relatively poor public access as compared to the other areas south of the trestle. However, this area could be cleaned up through a combination of weed control (given the extensive patch of Himalayan blackberry and several other invasives within the tree clumps) and trash removal. These efforts would need to be coordinated with owners of the adjacent properties (ODOT and the railroad).

### Summary

The above discussion provides conceptual approaches to improving habitats within each of the designated areas. More specific plant lists will be provided for each area as planning progresses and more is known about substrate conditions in the filled areas. Recommendations may need to be adjusted based on future conditions, Kellogg Creek restoration efforts, funding for improvements and maintenance, and regulatory and mitigation requirements.

Current Species List

Table 1 below provides a partial species list for each community, along with whether the species is native or has been introduced to the site. Several species are considered especially noxious or invasive, and may warrant continued control to avoid reinfestations.

Table 1: Partial Species List (compiled during site visit 12/30/2014)

Species name	Common name	Area	Native/ Introduced?*
<b>TREES</b>			
<i>Acer macrophyllum</i>	Bigleaf maple	A	N
<i>Alnus rubra</i>	Red alder	A,C	N
<i>Fraxinus latifolia</i>	Oregon ash	C	N
<i>Populus balsamifera ssp trichocarpa</i>	Black cottonwood	A,D	N
<i>Populus nigra 'Italica'</i>	Lombardi poplar	D	I
<i>Pseudotsuga menziesii</i>	Douglas fir	A, D	N
<i>Quercus rubra</i>	Red oak	A, D	I
<i>Robinia pseudoacacea</i>	Black locust	A, D	I
<i>Sequoia sempervirens</i>	Coast redwood	A	I
<i>Thuja plicata</i>	Western red cedar	A, B, D	N
<b>SHRUBS</b>			
<i>Berberis aquifolium</i>	Tall Oregon grape	A	N
<i>Camellia sp. (C. japonica?)</i>	Garden camellia	A	I
<i>Clematis vitalpa</i>	Virgin's bower	C	I*
<i>Crataegus monogyna</i>	One-seed hawthorn	D	I
<i>Cytisus scoparius</i>	Scots' broom	D	I*
<i>Hedera helix</i>	English ivy	A, D	I*
<i>Ilex aquifolium</i>	English holly	A, D	I
<i>Physocarpus capitatus</i>	Pacific ninebark	C	N
<i>Prunus lusitanica (?)</i>	Portuguese laurel	A	I
<i>Rosa multiflora</i>	Multiflora rose	D	I
<i>Rubus armeniacus</i>	Himalayan blackberry	A, C, D	I*
<i>Symphoricarpos albus</i>	Common snowberry	A, D	N
<b>HERBS</b>			
<i>Agrostis capillaris</i>	Colonial bentgrass	B, C, D	I
<i>Cirsium spp. (C. arvense, C. vulgare)</i>	Canada and bull thistles	C	I*
<i>Conium maculatum</i>	Poison hemlock	C	I*
<i>Dactylus glomerata</i>	Orchardgrass	B, C, D	I
<i>Daucus carota</i>	Queen Anne's lace	D	
<i>Dipsacus fullonum</i>	Teasel	C	I*
<i>Elymus glaucus</i>	Blue wildrye	A, C	N
<i>Festuca arundinacea (=Schedonorus arundinaceus)</i>	Tall fescue	B, D	I
<i>Geranium sp.</i>	Geranium sp.	A, B	I
<i>Geum urbanum</i>	Wood avens	A	I
<i>Holcus lanatus</i>	Common velvetgrass	B, C	I
<i>Iris pseudocorus</i>	Yellow flag	A, C	I*
<i>Lapsana communis</i>	Nipplewort	A	I
<i>Leucanthemum vulgare</i>	Oxeye daisy	D	I
<i>Mentha sp.</i>	Mint sp.	A	I
<i>Plantago lanceolata</i>	English plantain	B, D	I
<i>Rumex sp.</i>	Dock sp.	A	I
<i>Tanacetum vulgare</i>	Common tansy	B	I

\*These species tend to be especially invasive in disturbed habitats, warranting control efforts whenever possible.



### Site Natural Elements

The Kronberg site contains many natural elements including water features and various habitat types. The significance of these natural elements is based on their rarity, diversity, function and ability to create habitat for wildlife species of concern. Habitat types include upland mixed Oregon white oak and Douglas fir woodland, Oregon ash cottonwood riparian floodplain forest, and lake/creek. All of these habitat types have been classified as habitats in decline or of concern within state and regional conservation strategies. This site contains essential rearing habitat for migrating fish species that are included on the federal endangered species act (ESA) list because many of these floodplain off channel rearing habitats have been removed or are severely degraded by human development. ESA listed species within this site include: Lower Columbia River (LCR) Coho, Lower Columbia River (LCR) and Upper Willamette River (UWR) Chinook, LCR and UWR Steelhead, LCR chum, LCR eulachon. Species of concern include Pacific lamprey. The Oregon white oak habitat type has been listed as in peril because Oregon oak once dominated the Willamette Valley and now only 3% of this habitat type remains (even less in the urban area).

Oregon Department of Fish and Wildlife (ODFW) completed fish recovery plans in 2010 and 2011 to guide the implementation of actions needed to conserve and recover ESA listed salmon and steelhead. The plans help natural resources managers prioritize projects, activities and future investments. Specific recommended actions include: 1) establish or improve access to off-channel habitats; 2) protect intact riparian areas, floodplains, and high-quality off-channel habitats; and 3) restore areas that are degraded. ODFW characterized the Kronberg site as a high priority for both fish and wildlife. ODFW recommended actions include; enhancement floodplain/riparian enhancement for migrating ESA listed fish species, enhance the habitat for ESA listed and non-listed species of wildlife related to the Oregon white oak habitat, wetlands and floodplain/upland habitat among others.

### Site Habitat Descriptions

The Kronberg site contains various habitat types which are all in a degraded condition. After a through inventory of site conditions NCPRD lead trash cleanups, invasive species control and planting events. A great deal of work still needs to be implemented in order to rehabilitate the natural environment, however, the

invasive plant species that once dominated the site are now knocked back and the native species are starting to gain ground giving site stakeholders and volunteers hope for the future.

### Area A: South Forest

The South Forest Oregon ash and cottonwood riparian floodplain forest, which was once dominated by many nasty invasive species and party to frequent trash dumping and homeless camps, has been cleaned up. Implementation of invasive species control prepared the site for plantings with volunteer groups. ODOT owns a stretch along McLoughlin that is a small sliver of more upland habitat type including Oregon white oak and Douglas fir woodland. This area has been taken over by various laurel species and Norway maple. NCPRD has been slowly removing invasive trees and replanting with natives, both to meet regulatory requirements and to not open this sensitive riparian-floodplain habitat to southwest sun and heat. The direct sun and warmer temperatures would inhibit and could kill the native plants growing in this area that are adapted to cooler, moist and relatively shady environments. This higher upland area is well elevated above the impounded creek; however, much of Area A still falls within the 100-year flood elevation. Enhancement of the habitat should continue within this area. In addition, several pieces of debris (e.g. vehicle undercarriage, a stovepipe, and concrete chunks) should be removed from the site.

In terms of further understory enhancement, maintaining plantings of lower profile shrubs and groundcover near the future trail may be the preferred course given the potential trail safety/ visibility concerns for this below grade area. Taller native plantings could be concentrated away from the trail especially closer to the lake to provide the greatest wildlife value.

Several large older trees are located along the McLoughlin roadfill, with most of the trees in the riparian forest and floodplain being comparatively young. The few evergreens include a large redwood and a few smaller Douglas firs along the road bank. Several large black cottonwoods (reaching 48" dbh or greater) are clumped near the north end of Area A.

### Area B: Central Meadow

This large, level open area once dominated by blackberry and knotweed has gone through a first stage of habitat enhancement toward Oregon white

Oak and Douglas fir woodland. NCPRD planted a few large diameter native trees (including Oregon white oak, Douglas fir, and ponderosa pine) in 2009, once blackberry was controlled and knotweed was knocked back. Additional plantings have occurred annually since that time as more ground is cleared of invasives or replaced because of mortality. Some of these trees are now five to ten feet in height and the understory is dominated by common introduced grasses and forbs (e.g. orchardgrass, tall fescue, bentgrass, geranium, teasel, and tansy, among others). The wide spacing between individual plants was agreed upon by NCPRD and the City of Milwaukie to keep the woodland open prior to the finalizing the master plan. Woodlands are defined by their more open canopy allowing trees such as Oregon white oak to form the more traditional mushroom shaped crown structure. The soil layer in this area is thin and fairly porous with cement chunks and other fill popping out of the very uneven terrain. Testing soil conditions will help guide future habitat enhancement and development decisions.

#### Area C: Central Bluffs

The steep bank along Kellogg Lake has a short transition from upland habitat to riparian to the lakes edge. Therefore, this area has the potential for species at the top of the slope that are consistent the Oregon white oak and Douglas fir woodland, transitioning downslope, to Oregon ash cottonwood riparian. This bank has been cleared of invasives (primarily blackberries), but there is also evidence of previous virgins-bower infestation in the scattered red alder and Oregon ash trees along the lower bank.

The bank closest to the TriMet construction site in the north end of Area C has been recently cleared of blackberries, and erosion control measures are in place. The cleared bank to the south is now infested with weedy species including teasel, poison hemlock, and thistles, along with common pasture grasses. Habitat enhancement should continue in this area taking into consideration the information gained from future soil testing. Adaptive management of vegetation may need to occur after development decisions determine the objectives and locations of the possible experimental nodes.

#### Area D: North Trestle

The area north of the trestle has similar habitat types as Area B and C, transitioning between the Oregon white oak and Douglas fir woodland and Oregon ash and Cottonwood riparian. Several tree clumps compromised of black cottonwood, black locust, red oak, bigleaf maple, western red cedar, and Lombardi poplar are present. The clumps are a mix, including both native and invasive species. Understory shrubs are dominated by invasive plants include Himalayan blackberry, Scots broom, multiflora rose, English hawthorn, English ivy, and English holly. A small open grassy area closest to the highway includes common pasture grasses and forbs such as orchardgrass, bentgrass, tall fescue, oxeeye daisy, Queen Anne's lace, and plantain. This area has been used for many years for construction staging and parking.

This area is in need of invasive species control prior to any revegetation efforts. Similar vegetation species to Areas B and C can be planted in this area, however, all habitat enhancement activities would need to be agreed upon by the multiple owners to ensure that access, and other issues are mitigated. NCPRD has not performed any work in this area due to the multiple owners and lack of clarity of future visioning.

#### Summary

The above discussion provides conceptual approaches to improving habitats within each of the designated areas. More specific plant lists will be provided for each area as planning progresses and more is known about substrate conditions in the filled areas. Pacific Habitat Services, Inc. completed a site visit on December 30, 2014 and has provided additional recommendations to NCPRD.



## APPENDIX E: COST ESTIMATE

**Robert Kronberg Nature Park**  
 Master Plan Design Estimate, April 20, 2015  
 Lango Hansen Landscape Architects

Item	Quantity	Unit	Cost/Unit	Cost	Subtotal	Comments
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### Phase 1 Improvements

General						\$156,000
Mobilization	1	ls	\$24,000.00	\$24,000		
Tree Protection	1	ls	\$18,000.00	\$18,000		
Erosion and Sediment Control	1	ls	\$18,000.00	\$18,000		
Site Clearing, General	1	ls	\$48,000.00	\$48,000		clearing, grubbing, general debris removal
Grading, General	1	ls	\$48,000.00	\$48,000		

Pathway and Access Improvements						\$1,144,800
Multi-use Path: 12' wide, 4" thick concrete w/ base	600	lf	\$58.00	\$34,800		
Elevated Multi-use Path: 12' wide concrete w/ railings	450	lf	\$1,920.00	\$864,000		includes overlook at midpoint of elevated path
Path Abutment at South Entry	1	ls	\$90,000.00	\$90,000		abutment at TriMet bridge not included
Maintenance Access: 6" concrete w/ base	2,000	sf	\$12.00	\$24,000		option: permeable pavement +\$12,000
Stormwater Facilities (required with hardscape)	1	ls	\$36,000.00	\$36,000		utility connections not included
Lighting along Multi-Use Path (option)	1	ls	\$96,000.00	\$96,000		includes elevated portion of path

**Phase 1 Subtotal: \$1,300,800**

### Phase 2 Improvements

General						\$270,000
Mobilization	1	ls	\$18,000.00	\$18,000		
Tree Protection	1	ls	\$12,000.00	\$12,000		
Erosion and Sediment Control	1	ls	\$12,000.00	\$12,000		
Site Clearing, General	1	ls	\$24,000.00	\$24,000		clearing, grubbing, general debris removal
Fill Removal (option)	1	ls	\$180,000.00	\$180,000		remove subgrade fill and restore as necessary
Grading, General	1	ls	\$24,000.00	\$24,000		

Furnishings and Other Park Improvements						\$220,100
Gravel Loop Path: 5' wide	350	lf	\$34.00	\$11,900		
Gravel Path to Experiential Nodes: 5' wide	300	lf	\$34.00	\$10,200		
Experiential Node Options; will probably not include all options						configuration and quantities TBD
Option 1: Benches w/ concrete pads	3	ea	\$1,440.00	\$4,300		NCPRD standard
Option 2: Picnic Tables w/ concrete pads	3	ea	\$960.00	\$2,900		NCPRD standard, includes at least 1 ADA table
Option 3: Interpretive Signage	3	ea	\$10,800.00	\$32,400		
Option 4: Overlook	2	ea	\$7,200.00	\$14,400		
Option 5: Bird Blind	1	ls	\$60,000.00	\$60,000		
Option 6: Nature Play Element	1	ls	\$36,000.00	\$36,000		rocks, logs or other climbable features; surfacing
Option 7: Environmental Art	1	ls	\$18,000.00	\$18,000		
Site Signage, General	1	ls	\$18,000.00	\$18,000		
Split Rail Fence	400	lf	\$30.00	\$12,000		NCPRD standard

**Phase 2 Subtotal: \$490,100**

### Habitat Improvements

Habitat Improvements						\$190,400
Open Meadow Areas, Central Site	0.88	ac	\$21,600.00	\$19,000		includes soil prep and seeding
Open Woodland Areas, North Site	0.16	ac	\$36,000.00	\$5,800		includes soil prep, seeding and planting
Open Woodland Areas, Central Site	1.76	ac	\$36,000.00	\$63,400		includes soil prep, seeding and planting
Forest Area, South Site	1.50	ac	\$28,800.00	\$43,200		includes spot planting
Habitat Improvements on ODOT, TriMet, RR Property	1.64	ac	\$36,000.00	\$59,000		includes soil prep, seeding and planting

**Habitat Improvements Subtotal: \$190,400**

### Fees for Design and Construction Documentation

**\$158,500**

Note: contingency included in all costs	<b>Project Total: \$2,139,800</b>
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This cost estimate is an estimate of the cost of developing the park as shown on the conceptual plan. It was developed by professionals with information available at the time. Additional work to refine the cost estimate will occur when construction plans and specifications are developed. Final project cost is unknown until the project is bid.

## Meeting Minutes – Site Visit

Date: Tuesday, August 26, 2014

Project: Four Milwaukie Parks – Kronberg Walkthrough

Site Visit Date: Monday, August 25, 2014

Attendees: Lango Hansen Landscape Architects: Kurt Lango, Andy Sheie

Pacific Habitat Services: John Van Staveren

NCPRD: Katie Dunham, Tonia Burns

City of Milwaukie: Steve Butler

Prepared by: Andy Sheie, LHLA

*The following represents Lango Hansen Landscape Architect's understanding of discussions held, required action items and decisions reached during the meeting. The minutes are organized by subject.*

- No tree survey has been done for the park property, so there isn't an inventory of what trees are currently on site or what condition they are in.
- A lot of the trees along the McLoughlin right-of-way on the south side of the site are invasive tree species.
- Much of the NCPRD maintenance work in the south (forested) part of the site has been focused on removal of invasive species, especially ivy, clematis, knotweed, laurel, and invasive tree species. In addition to those species, removal and management of invasives in the more open areas of the site include blackberry, poison hemlock, and thistle. Mowing is also done to reduce fire risk.
- NCPRD and volunteers have done a fair amount of planting over the years, especially trees in the open area of the park (Oregon white oak, conifers, and madrone in particular). Tonia said that she may have a list of what has been planted.
- Plant removal and plant installation needs to take CPTED principles into account. Removal of invasive species can certainly help, although new planting of natives can introduce new visibility issues.
- There is not much transient use or illegal dumping in the park, particularly since the access points were limited by dropping a tree across the old driveway.
- Current pedestrian and bicycle access to the site is very limited:



- On the west side of McLoughlin, construction of the Riverfront Park and the PMLRT project have blocked easy access south from downtown.
- The only potential pedestrian access to the park is on the south side where the Bluebird/River Rd. crosswalk meets the existing sidewalk near the south property line of the park. However, there is no direct route from the park from this point. Additional crossing points (if any) would need to be coordinated with ODOT.
- There is no existing pedestrian pathway on the east side of McLoughlin between Washington on the north end and the crosswalk at Bluebird/River Road on the south end. Any alignment of a new path through the park site to connect with the new TriMet bike/ped bridge would need to be studied with regard to grades, existing trees, etc., especially through the south part of the site.
- There is no sidewalk along McLoughlin, although bicycles do use the shoulder. Adding a sidewalk in the ODOT right-of-way on the east side of McLoughlin would face a number of problems: 1.) there are many existing trees adjacent to the roadway, mostly on the south end of the site (although many of these are invasive species, according to Tonia), with one particularly large tree just north of the Bluebird/River Rd crosswalk; 2.) there would be alignment issues around the TriMet overpass and railroad bridge abutment; 3.) the bridge over Kellogg Creek would need to be replaced to add pedestrian access; and 4.) any improvements would need to be coordinated with ODOT, on their timetable, and therefore may not be able to be integrated with other park improvements.
- The TriMet bike/ped bridge currently does not have funding for trail connections on either side of the bridge.
- A Kellogg Creek trail on the north side of Kellogg Creek may be a possibility after the dam is removed.
- A number of neighbors have been identified as stakeholders. Some of these neighbors have also been proactive in doing their own remediation work along the Creek.
- The neighbor adjacent to the south side of the site is generally supportive of the park, but may also be concerned about what kind of activities will be planned for the park. They also built an apparently rarely-used horseshoe pitch on city property which has been there at least since 2008.
- The scope of the Wildlands work needs to be identified. Since their scope often depends on what kinds of credits they can get for their work, it isn't clear if or how much of the park property – the south lots in particular – might be included. The timetable for their work is also in question since the removal of the dam depends on ODOT. It is possible that the dam and lake could remain for many years, in which case the park master plan may need to consider what would

happen if the lake does remain. A meeting needs to be set up with Wildlands to get a better sense of their plans and work.

- Some built remnants in the forested area – the remains of a building foundation, a low segment concrete retaining wall near the water line – could also be removed for credits (Wildlands).
- One important consideration for the park master plan: when the lake is removed, the creek restored to its former course and the former lake bed is revegetated, most of the current viewsheds will no longer exist.
- Mitigation planting will also be done as part of the PMLRT project. The limits of this work has not been staked on site as of yet.
- According to Tonia, plants in the railroad right-of-way may be subject to herbicide application or removal at any time.
- During the walkthrough, we met a representative of the railroad who was on site as part of the PMLRT work. He mentioned that whenever the dam is removed and the lake is drawn down, the wood pilings for the trestle may be subject to rot. This would require a new railroad bridge.
- General scope: focus on the area to the south of Kellogg Creek. Areas to the north including Dogwood Park, the Adams Street connector and other city-owned property may be addressed in a separate planning effort in the future.
- Project needs:
  - Stakeholder list. Need to determine what meetings with stakeholders will be needed prior to first public meeting.
  - Wildlands coordination: graphics/plans; also need to set up a meeting to discuss scope of work.
  - Graphics/Plans: Riverfront Park and Trolley Trail.



## Meeting Minutes

Date: Monday, September 22, 2014

Project: Four Milwaukie Parks – Kronberg Park ODOT coordination

Meeting Date: Monday, September 22, 2014

Attendees: Lango Hansen Landscape Architects: Kurt Lango, Andy Sheie

NCPRD: Katie Dunham

City of Milwaukie: Steve Butler, Jason Rice

ODOT: Joseph Auth, Jessica Horning, Lawrence Krettler, Martin Jensvold,  
Basil Christopher

Prepared by: Andy Sheie, LHLA

*The following represents Lango Hansen Landscape Architect's understanding of discussions held, required action items and decisions reached during the meeting. The minutes are organized by subject.*

- Introduction: Lango Hansen and NCPRD discussed the ownership of the properties in and around the overall site, as well as the general opportunities and constraints for the site.
- On-site parking and public vehicular access:
  - Per NCPRD, the park will be classified as a neighborhood park and/or a natural area, neither of which typically have on-site parking provided as part of site improvements. Given the park standards and anticipated ODOT limitations, the design team is not currently planning on including on-site parking.
  - Per ODOT, vehicular access to the site is constrained by a combination of site distance limitations, the narrow span of the existing railroad trestle, and existing vegetation. Left turns into the site cannot be accommodated with the current road width. Additionally, a right-turn-in and right-turn-out scenario requires a wider median to prevent left turns out from the site.
- Dam removal scenarios are not being considered as part of this master planning process.
- The segment of McLoughlin Blvd adjacent to the site is currently part of a Special Transportation Area (STA). The PMLRT bridge was constructed so that McLoughlin could be widened to the width specified in the STA: 5 lanes, 16' median, 11' lanes, 5' shoulder. However, the road cannot be widened without

replacing the railroad trestle, and there is a possibility that the trestle is considered a historic structure (this needs to be verified). The current roadway width is 37' from centerline to gutter line.

- Path/Boardwalk:
  - Terminology used for trail may trigger Federal Highway Administration 4F compliance issues. The multi-use trail which connects the Trimet bridge to the south end of the site (River Road crosswalk) should be considered and described as a transportation facility (as opposed to, for instance, a recreational facility – a loop trail within the park would be a recreational facility). It may be possible to have create a temporary/interim trail to connect the bridge to the south end of the site via the existing old driveway alignment.
  - Per ODOT, a curb-tight sidewalk is not possible on the south side of the site (north of the River Road crosswalk); constructing a sidewalk in that location would require a retaining wall and removal of many trees. A boardwalk structure was conceived by the City and Trimet (ODOT grant application) for the connection to the Trimet pedestrian bridge, and would likely be cheaper and would require the removal of fewer trees than a traditional sidewalk and retaining wall. ODOT does not necessarily need a boardwalk, but does need the connection to be made; the boardwalk is an idea, not a requirement.
  - Sidewalks or trails do not need to be immediately adjacent to the roadway to be considered a sidewalk for ODOT; for instance, the Trolley Trail is considered a sidewalk for the west side of McLoughlin.
  - Per ODOT and City, no specific accessibility requirements are anticipated for the trail, although the intent will be to make the trail as accessible as possible.
  - Lighting will not be required along the trail. However, lighting is planned for the Trimet pedestrian bridge, so additional lighting may be needed so that the bridge doesn't lead people to a lengthy unlit portion of the pathway.
- Maintenance: ODOT probably will not maintain any planting on their property, although ODOT does have maintenance agreements with many municipalities, including the City of Milwaukie.
- North parcel:
  - Old road: it isn't clear whose road that is or was. Trimet used it when bringing in girders for the PMLRT bridge. Southern Pacific Railroad (SPR) may use it for access; need to contact SPR to find out.
  - There is (or was, prior to PMLRT construction) a stormwater facility which ran from the area south of the trestle, under the trestle, to the north. This will need to remain. It could also be improved as part of the park work.



- Improvements within the ODOT ROW: need to look at 5-lane cross-section for future McLoughlin widening (per ODOT and City of Milwaukie STA). Any areas outside of 5-lane cross-section (including slope and stormwater facilities) and 10' easement would be considered “surplus” and could be used for some park improvements such as trails or planting. Structures, play equipment, etc. would probably not be allowed within ODOT ROW. Current STA includes 10' sidewalk, but this could be removed with a design exception.
- Trees may be planted per ODOT design standards. In this case, since McLoughlin is 30mph, there is not a specific setback requirement. However, sightlines will need to be maintained as required.
- HAWK signal/additional crosswalk: per ODOT, another crosswalk and HAWK signal would be too difficult to install because of sightline constraints.
- Current maintenance access point is acceptable – no median separator needed.
- Trimet does not currently have a permit for maintenance access to the site.
- Railroad contact: talk to Richard Shenkel (railroad safety and crossings) at ODOT: [Richard.A.Shenkle@odot.state.or.us](mailto:Richard.A.Shenkle@odot.state.or.us)

## Meeting Minutes

Date: Thursday, October 2, 2014

Project: Four Milwaukie Parks – Kronberg Park First Public Meeting

Meeting Date: Wednesday, October 1, 2014

Attendees: Lango Hansen Landscape Architects: Kurt Lango, Andy Sheie

NCPRD: Katie Dunham, Joeren Kok

City of Milwaukie: Steve Butler

Number of attendees signed in: 20

Prepared by: Andy Sheie, LHLA

*The following represents Lango Hansen Landscape Architect’s understanding of discussions held, required action items and decisions reached during the meeting. The minutes are organized by subject.*

- Meeting Summary:
  - Steve Butler gave the initial welcome and introduction.
  - Katie Dunham talked through the overall process for the Four Parks project, the process for Kronberg Park, and other information on NCPRD.
  - Kurt Lango gave a brief synopsis of the park analysis and assessment as shown on the presentation boards, and then opened the floor for people to come up and discuss directly with the project team.
  - After people had had a chance to look at the boards more closely and discuss their suggestions, concerns, and other comments with the project team, Kurt summarized the comments and asked for any additional comments or questions.
- General comments on the park:
  - Keep park as native/natural/green as possible (multiple comments)
  - Keep as green as possible, no playground
  - Keep as open space, with passive recreation
  - What are the plans for lighting in the park?
  - Need safe access/crossing across McLoughlin
  - Native/Nature play area
  - Need to define difference between “natural area” and “nature park”



- Maintain/improve habitat
- Overlooks above the lake
- Plan for global warming: plant drought-tolerant plants
- Plantings that have interest throughout the year, and which are healthy for birds, insects, wildlife
- Save the tree (sequoia) and other trees
- Protect all trees
- Clean up nuisance plants
- Comfort for people, not geese; design to discourage geese from using any lawn areas
- Need place to experience and access the water – not really any good natural places to experience the water in Riverfront Park.
- Mitigate for noise on McLoughlin. Construct a berm?
- Set aside a place in the park for a self-regulated homeless encampment.
- Include a dog park
- Make bicycle and pedestrian friendly
- Make park unique; don't duplicate things which are in Riverfront Park or which will be in the south downtown area.
- Need to design with visibility and safety in mind (CPTED). Especially important with new light rail station and new trail opening up access to the park property.
- Will there be lighting in the park? Main path/commuter route? Need to show lighting related to McLoughlin, too.
- Educational signage is good. Also need play area to give kids something to do in the park – nature play.
- Future Wildlands work – once the creek is restored there won't be much access for kayakers in the creek, anyway.
- How will this master plan address/influence near-term (2-5 year) decisions about what happens in the park?
- Boards: need to show more specific ownership information (for instance, church property on north side of lake) and Wildlands work.
- History: used to be a footbridge across the lake roughly where the TriMet construction bridge was. Also used to be a footbridge attached to the train trestle to cross McLoughlin.
- Comments on specific areas:
  - Area A, South Forest:
    - Kayak access to lake

- Wildlands: access to remove silt from the lake
  - Waterfowl, eagles, beaver, deer, coyotes
  - Need some trails in the forested area
  - Leave forested area as habitat
- Area B, Central Meadow:
  - Noise travels over lake, no noisy activities (aka skatepark, etc.); open to play area
  - Community garden
  - Tree buffer for visual impact of light rail
  - History interpretation
  - Need a trail soon to connect the bridge to McLoughlin
- Area C, Central Bluff:
  - Make plan flexible to include current lake bed
  - Open and natural, focus down
- Area D, North Trestle:
  - Plant some redwood trees
  - Clean it up
- Trails:
  - The main trail through the park will be/needs to be a commuter route; it is/will be an important bicycle route.
  - Move bike lane off McLoughlin to encourage on-site trail use
  - Meandering trails, no straight paths
  - Lots of trails
  - Minimal impervious surfaces
  - Trails should be ADA-compliant
  - How do we safely cross the highway? We need a highway crossing!
- Other questions/comments:
  - Are there plans to engage with Wildlands on their work?
  - What are the connections between Dogwood Park, downtown, etc.?
  - Is there a need for on-site parking to meet ADA requirements?
- Next Steps
  - Review adjacent plans and proposals to avoid duplication
  - Develop three options for the next public meeting (Wednesday, Nov. 5th)



## Meeting Minutes

Date: Wednesday, November 19, 2014

Project: Four Milwaukie Parks – Kronberg Park Second Public Meeting

Meeting Date: Wednesday, November 5, 2014

Attendees: Lango Hansen Landscape Architects: Kurt Lango, Andy Sheie

N CPRD: Katie Dunham, Jeroen Kok

City of Milwaukie: Steve Butler

Number of attendees signed in: 14

Prepared by: Andy Sheie, LHLA

*The following represents Lango Hansen Landscape Architect's understanding of discussions held, required action items and decisions reached during the meeting. The minutes are organized by subject.*

- Meeting Summary:
  - Steve Butler gave the initial welcome and introduction.
  - Katie Dunham talked through the overall process for the Four Parks project, the process for Kronberg Park, and other information on N CPRD.
  - Kurt Lango and Andy Sheie discussed the first meeting, including a synopsis of the park analysis and assessment and a summary of the public comments.
  - Following the summary of the first meeting, Kurt Lango presented the three park options. In general, the options ranged from the least amount of impact (Option 1) to the most impact (Option 3). Kurt then invited people up to take a closer look at the designs and to discuss with the project team members. People were also given two stickers to vote for their preferred design option and second place design option.
  - After people had had a chance to look at the boards more closely and discuss their suggestions, concerns, and other comments with the project team, and vote on their preferred option, Kurt summarized the comments and asked for any additional comments or questions.
- General comments on the park:
  - Meeting attendees overwhelmingly preferred Option 1. Option 1 had 12 first-place votes and 3 second-place votes; Option 2 had 1 first place vote and 10 second-place votes; Option 3 had no votes at all.

- There was a fair amount of discussion about the route of the 12' multi-use path through the south forest area of the park. The alignment of Option 1 shows an elevated walkway with a gentle slope through the forest; Option 2 shows the path at grade, with a switchback at the south end; and Option 3 shows the structured path along McLoughlin. In general, people did not like alignment shown in Option 3 (along McLoughlin), both because they wanted to preserve the trees along the slope and to discourage people from trying to cross McLoughlin somewhere other than the crosswalk. Option 1 was generally seen as having some benefits in that: 1.) it potentially had better safety/visibility; 2.) was better for bike commuting (no switchback, gentle grade); and 3.) would help control where people went on-site. However, Option 2 was generally seen as being the less expensive option, and since many people felt that the path connection was the number one priority in the park, it might be easier to achieve with a less expensive option.
- A number of people said they preferred the more meandering/sinuous multi-use path through the main part of the site as shown in Option 2 to the sweeping arc of Options 1 or 3.
- People also generally liked having a soft-surface trail connection to the north side of the site, similar to what was shown in Option 2.
- There was also interest in having a very natural (not off-the-shelf) play area incorporated into the park, similar to Option 2. It was also noted that a traditional play area could be installed in Dogwood Park, which would be more accessible than one in Kronberg Park.
- A manicured grass lawn area was a subject for debate. Some felt that, on one hand, it would help draw people to the park; on the other hand, it would increase maintenance costs and would also attract unwanted geese. In addition, it was pointed out that both Dogwood Park and Riverfront Park had (or will have) large lawn areas. The general consensus was that lawn areas were not necessary for Kronberg Park.
- A short-course disc golf course was suggested as one means of bringing people to the park without requiring much infrastructure or negative impact on the natural areas of the park.
- There was also some interest in incorporating the row of sequoia as shown in Option 2.
- People felt strongly that the park improvements should seek to minimize any impact in the habitat conservation area (HCA): limit to soft-surface trails and overlooks.
- The design team should consult with conservation organizations and agencies to coordinate habitat restoration needs as the park improvement work moves forward.

- People wanted lighting on the multi-use trail only; they felt that it would be a safety issue if lighting was not included. It would need to be designed with the natural areas of the park in mind.
- It was agreed that on-site ADA parking would be problematic due to ODOT restrictions, problems with enforcement, and space requirements, and therefore was not a priority to include in the park. Consultants evaluated existing on-street parking to the northwest of Robert Kronberg Park, west of Highway 99 (McLoughlin) and to the northeast of the park, across the bicycle-pedestrian bridge near Dogwood Park. On-street ADA public parking spaces could be provided in those areas in the future. Parking is anticipated to be limited in and around the park into the future. There are no plans to add parking as a part of this future park project.
- Next Steps
  - Develop preferred option for the next public meeting (Tuesday, Dec. 9th)



## Meeting Minutes

Date: Friday, December 19, 2014

Project: Four Milwaukie Parks – Kronberg Park Third Public Meeting

Meeting Date: Tuesday, December 9, 2014

Attendees: Lango Hansen Landscape Architects: Kurt Lango, Andy Sheie

NCPRD: Katie Dunham, Jeroen Kok

City of Milwaukie: Steve Butler

Number of attendees signed in: 10

Prepared by: Andy Sheie, LHLA

*The following represents Lango Hansen Landscape Architect's understanding of discussions held, required action items and decisions reached during the meeting. The minutes are organized by subject.*

- Meeting Summary:
  - Steve Butler gave the initial welcome and introduction.
  - Katie Dunham recapped the overall process for the Four Parks project and gave a general summary of the Kronberg Park project. Katie Dunham and Kurt Lango went on to discuss the process in more detail, including the need to craft a master plan which allows for program flexibility and the potential for phasing improvements as funding becomes available.
  - Kurt Lango and Andy Sheie discussed the second meeting, including a synopsis of each of the three options and a summary of public feedback.
  - Following the summary of the second meeting, Kurt Lango presented the preferred option for Kronberg Park.
  - After people had had a chance to look at the boards more closely and discuss their suggestions, concerns, and other comments with the project team, Kurt summarized the comments and asked for any additional comments or questions.
- General comments on the park:
  - People generally liked that the preferred plan was more flexible than the three options presented in the second public meeting, and felt that the more flexible, open master plan would allow for more public input as the park was developed over time.

- People also liked that the south forest part of the site would be preserved as habitat, and that restoration efforts should continue. A number of people felt that leaving it off-limits would also enhance bird viewing opportunities from other parts of the site.
- The multi-use path was cited again as the number one priority for the park.
- The elevated multi-use trail was also seen as positive, both because it would be less disruptive to the south forest area and because it would help keep the public out of the south forest area.
- It was suggested that an overlook could be built into the raised multi-use pathway where it was closest to the lake; this would allow for better views of the habitat and lake.
- Lighting on the multi-use path was again cited as a need, but people also said that they wanted to make sure that the lighting was designed to minimize its impact on the site.
- People wanted overlooks or bird blinds, but also felt it was important to have developed paths to them so people did not create their own trails.
- The secondary soft-surface trail was suggested as a “phase 1” improvement along with the multi-use path.
- Signage and wayfinding were cited as needs, especially at the north and south entries to the park.
- There were some comments about improving the pedestrian crossing at McLoughlin and River Road.
- “Go for it!”