

APPENDIX D

Findings: (+)
County: Clackamas
Township: 1 North
Range: 1 East
Section: 35
USGS Quadrangle: Lake Oswego, Ore., 7.5 minute, 1984
Project Acreage: ca. 6.5
Total Acres Surveyed: ca. 6.5
Project Type: Survey
Field Notes Location: AINW

CULTURAL RESOURCE SURVEY FOR THE CITY OF MILWAUKIE RIVERFRONT PARK CLACKAMAS COUNTY, OREGON

Prepared for
David Evans and Associates, Inc.
Portland, Oregon

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REPORT NO. 2240

Archaeological Investigations Northwest, Inc.

2632 SE 162nd Ave. • Portland, OR • 97236

Phone 503 761-6605 • Fax 503 761-6620

**CULTURAL RESOURCE SURVEY
FOR THE CITY OF MILWAUKIE RIVERFRONT PARK
CLACKAMAS COUNTY, OREGON**

PROJECT: Cultural Resource Survey, City of Milwaukie Riverfront Park

LOCATION: Section 35 (DLC 38), Township 1 South, Range 1 East, Willamette Meridian

USGS QUAD: *Lake Oswego, Oreg., 7.5-minute, 1984*

COUNTY: Clackamas

FINDINGS: Four historic-period resources were identified in the project area. AINW recommends that three of these resources are not eligible for listing in the National Register of Historic Places (NRHP). The fourth resource, the Kellogg Lake Outlet Structure (a concrete culvert with weir and fish ladder) was previously determined to be eligible.

Archaeological monitoring is recommended during ground-disturbing construction activities.

PREPARERS: Judith A. Chapman, M.A., Maureen Zehendner, M.A., R.P.A., Elizabeth J. O'Brien, B. of Architecture, and John L. Fagan, Ph.D., R.P.A.

INTRODUCTION

Archaeological Investigations Northwest, Inc. (AINW), under contract with David Evans and Associates, Inc., has completed a cultural resource survey to identify archaeological and historical resources within the Milwaukie Waterfront Park Improvement project area. AINW's work was done in compliance with Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations (36 CFR 800). The project was done by professional archaeologists and architectural historians who meet the Secretary of the Interior's Professional Qualifications Standards for Archaeology and Architectural History. The work was also done to address State of Oregon laws that protect significant archaeological sites and historic resources.

The project area is located within the City of Milwaukie in Clackamas County, Oregon, in Section 35 of Township 1 South, Range 1 East, Willamette Meridian (Figure 1). The City of Milwaukie has proposed a multi-phased park improvement project for Waterfront Park, which is situated along the east bank of the Willamette River between Johnson and Kellogg creeks and a small area south of Kellogg Creek (Photos 1 through 5). A permit from the U.S. Army Corps of Engineers is required for the undertaking.

The City of Milwaukie approved a concept plan in 2006 for redevelopment in the park that includes enhancement of the waterfront. Among the proposed activities are restoring native vegetation along the banks of both Johnson and Kellogg creeks and the Willamette River, stabilizing the riverbanks, the construction of a walkway over Kellogg Creek, and placement of a floating dock and aluminum walkway on the bank of the Willamette River. Additional plans for the Riverfront Park project are associated with utility and facility

improvements including a public plaza, an amphitheater, restrooms, trails, and a redesign of the park entrances and parking.

During the AINW survey of the project area, four historic-period resources were identified in the project area (Figure 2). AINW recommends that three of these resources are not eligible for listing in the NRHP. The fourth resource, the Kellogg Lake Outlet Structure (a concrete culvert with weir and fish ladder) was previously determined eligible for listing in the NRHP. Several areas within the park have the potential for containing prehistoric and historic-period archaeological resources based on AINW's literature search and map review (Figures 3 through 5). Archaeological monitoring during any ground disturbing activities is recommended since there is a high probability for the discovery of subsurface archaeological resources.

ENVIRONMENTAL SETTING

The project is located in the Portland Basin at the northern end of the Willamette Valley physiographic province, which is a broad valley bordered by the Coast Range on the west and the Cascade Range on the east (Franklin and Dyrness 1973). The proposed park project is situated on a terrace on the east side of the Willamette River with two drainages, Johnson Creek to the north and Kellogg Creek to the south. The project area is bounded on the eastern edge by McLoughlin Boulevard and the City of Milwaukie business district; Johnson Creek on the north; the Kellogg Creek Sewerage Treatment facility on the south, and the east bank of the Willamette River on the west. The park is the location of the original Donation Land Claim (DLC) of Lot Whitcomb, where the original plat for the City of Milwaukie was established.

Geographically, the project area is within the Interior Valley (Pinus-Quercus-Pseudotsuga) Zone, which historically consisted primarily of pine, oak, and Douglas-fir forest (Franklin and Dyrness 1973). Much of the native vegetation in the area has been cleared for commercial and residential development as well as for construction of McLoughlin Boulevard and a former streetcar line. At the time of the field survey, much of the project area consisted of mowed grass, paved and graveled parking areas, and patches of blackberry brambles with oak, Douglas fir, cedar, and maple trees. Landscaping vegetation occurs in some areas, and at the northern end above Johnson Creek are areas of newly-planted native vegetation.

Soils within the project area have been mapped by the United States Department of Agriculture Natural Resources Conservation Service (NRCS) as Aloha silt loam and Woodburn silt loam, both characterized by deep soils that formed on broad valley terraces (Gerig 1985). The project area is situated on three terraces that are parallel to the Willamette River shoreline at elevations ranging from 3 to 14 meters (m) (10 to 45 feet [ft]) above mean sea level.

CULTURAL CONTEXT

Ethnographic Overview

The project area lies within the traditional territory of the Clackamas, who spoke an Upper Chinookan dialect and whose villages were located along the Willamette and Clackamas rivers and their major tributaries (Silverstein 1990). The Clackamas people who occupied the Clackamas River drainage ranging from the foothills of the Cascades to the area surrounding the confluence of the two rivers were known historically as the Clowewalla or Tumwater people. The Clackamas people also had close ties to native groups of the Columbia River Gorge, with whom they shared the same Upper Chinookan dialect (Silverstein 1990).

The native populations typically occupied semi-permanent winter villages and camps along rivers that provided access to transportation as well as an abundance of riverine resources, including seasonal runs of salmon. The Willamette Falls at Oregon City upstream served as a major fishing area for local tribes during the prehistoric and early-historic period. Woodward (1974) suggests that the Falls, in addition to being an ideal dip-net and spear-fishing location, was a major territorial boundary between the Chinookan and the Calapooyan linguistic groups, who occupied areas to the south.

Along the Willamette and Columbia rivers the Chinookans traded extensively with Euroamericans following the 1825 establishment of British Fort Vancouver on the north shore of the Columbia River. By the early 1830's, diseases introduced by Euroamericans had decimated the area's Native population. In the 1850's, Reverend Henry Hermon Spalding described the Clackamas as numbering only 50 to 60 people and living in three bands (Spalding 1829-1874). Many of the Clackamas people intermarried with other Native groups and several went to live on the Grand Ronde Reservation. Other Clackamas people and their descendants remained in the towns along the Lower Willamette (Beckham 1991; Silverstein 1990).

Historical Overview

Lot Whitcomb established the Milwaukie settlement along the east bank of the Willamette River on land purchased from Andrew Fellows in 1847. Whitcomb lived in Fellows' cabin while he built a house for his family. Several other settlers secured land claims near Whitcomb, including William Meek, Joseph Kellogg, and Henderson Llewellyn. Whitcomb envisioned the settlement as a major river port to rival Oregon City's dominance along the Willamette River. He built a water-powered sawmill at the mouth of Johnson Creek in mid-1848 and soon after added a gristmill (Olson 1965:42-44). Joseph Kellogg, who settled a land claim near Whitcomb's, built a shipyard in 1849 near the Whitcomb sawmill and the steamer "Lot Whitcomb" was built and launched there in late 1850. Pioneer commerce on the Milwaukie waterfront included ship building, sawmilling, and flour milling. Whitcomb named the new community after Milwaukee, Wisconsin, but the spelling was later changed (McArthur 1982:498).

In 1849, Henderson Lewelling and his son-in-law, William Meek, built a sawmill north of the mouth of Johnson Creek. They expanded their business in 1850 by forming the Milwaukie Milling Company and operated several mills in the area (Lynch 1973:439). From the products of these mills, Milwaukie became a significant producer of lumber for the "California trade" during the 1848 Gold Rush (Young 1903:133). Lumber and flour were shipped to San Francisco by Whitcomb and his partners on brigs, some of which Lot Whitcomb built himself. He built the steamboat 'Lot Whitcomb' to stimulate Milwaukie's chances of becoming a leading river port (Corning 1973:22).

William Torrence, Whitcomb's son-in-law, and Socrates H. Tryon settled claims on the opposite shore of the Willamette River, where an Indian Superintendency was established. A landing at the foot of Jefferson Street in Milwaukie served steamboat traffic and a ferry operated between the two settlements. The ferry provided access for wheat farmers from the Tualatin Plains to Whitcomb's gristmill. Thomas Waterbury operated the Milwaukie ferry up to 1890, providing eastside residents with the quickest route to Portland (Query 2008:59).

Whitcomb, Torrence, and Kellogg platted the Milwaukie townsite on Whitcomb's land claim near the river in 1849. By 1850, the population had grown to 500 and Whitcomb served as the first postmaster (Corning 1956:166; McArthur 1982:499). Henderson Lewelling, who later changed the spelling of his name to Luelling, established Oregon's nursery industry on his

land north of Lot Whitcomb's property (Humphrey ca. 1959:8-10). Due to prosperity from the Gold Rush, Milwaukie had three hotels in the early 1850s and several stores and businesses along the waterfront.

According to the *Western Star*, a newspaper started by Lot Whitcomb in 1850, a cooorage owned by Oren Kellogg & D. Maxwell made flour barrels; Hopkins and Doland was a large general store; Sanburn & May were the proprietors of the Willamette Hotel; J. Tallman & Son provided groceries and provisions; Bostwick & Fuller were tin-sheet, iron, and copper-plate workers; Waterbury & Crosby provided groceries and provisions; KcKinney & Barker were commission merchants; and Stephen Goff was a boot and shoe maker. On the waterfront were a cabinet warehouse that measured 21x7 m (70x22 ft) and two stories in height, and a tannery building that measured 18x11 m (60x36 ft). The Milwaukie Ship Yard produced schooners and other ships, and Trullinger's large storage warehouse was a part grocery and part provisions business. The four-story warehouse had a wharf for ships to discharge or to take on cargo. Two other establishments were the U.S. Arsenal and Armory Port of Delivery and a pottery established in 1857 that made crocks, milk pans, jars, churns, and flower vases. The Standard Mill building at the mouth of Kellogg Creek was built on moorings in the 1850s and sustained several flooding episodes before it toppled in 1901 (Milwaukie Historical Society Vertical Files, Milwaukie Historical Society and Museum, Oregon; Olson 1965:24, 44-50).

Milwaukie's plans for development as a major deep-river port were diminished when Portland emerged as the leading river port in the early 1850s (Humphrey ca. 1959:7). Milwaukie grew more slowly with brief episodes of economic prosperity. Rail transport became important in 1869 with the arrival of the Oregon & California Railroad and in 1893 with the opening of the East Side Railway Company, an electric interurban commuter train, one of the first in the country (Culp 1972:182; *Oregon City Enterprise* 1901). The rail tracks for the interurban initially ran on Main Street but were later transferred to Front Street, which is now McLoughlin Boulevard (Oregon State Highway Department 1934). Many local citizens were able to commute to jobs and schools in the Portland area. The housing stock expanded as a result of this accessibility and landowners developed housing tracts to accommodate the growth. The City of Milwaukie officially incorporated in 1903 and new City services were established to improve roads, street lighting, and telephones.

Along the waterfront, the Hawley Pulp & Paper Company mill was built in 1908 at the mouth of Kellogg Creek. The Hawley paper mill (later Publishers Paper Company) was a log-loading station and a log "cut-up plant," where spruce, hemlock, fir, and larch logs were cut into blocks before they were chipped and sent to the pulp-processing plant at Hawley's Oregon City mill. The nearby Menefee Shingle Mill had been built in 1907 and was south of the Hawley mill. The Caffall Brothers developed a log dump and log rafting grounds at the Milwaukie Box & Veneer Factory (probably formerly the Menefee mill) in 1944. Also nearby, the Thompson & Bullis Lath & Shingle Co. was established in 1920 and a sand and gravel company was established in 1929 (Milwaukie Historical Society Vertical Files, Milwaukie Historical Society and Museum, Oregon).

By the 1950s, Milwaukie had over 5,000 people and experienced another period of growth and modernization. Within the town, commercial buildings were added and old buildings were modernized with new siding and window displays (*Oregon City Enterprise-Courier* 1950:11). A marina warehouse was built on the waterfront sometime between 1946 and 1956 (removed in 2000) and the Brix Maritime Company was operating the log dump or slide on the Milwaukie waterfront in the 1960s. Here the logs were unloaded from log trucks, banded, and floated into rafts.

The Milwaukie Industrial Park was built on the site of former wartime housing by 1963 and today consists of warehouses and distribution centers north of the town center. The business community continued to thrive and serve Milwaukie residents into the 1970s. Like many other city centers, commercial viability was impacted by the expansion of shopping malls (Crombie ca. 1990). A new sewage treatment plant was constructed at the four-acre site of the former Hawley paper mill in 1967 to replace the former Milwaukie Treatment plant. The facility began operating in 1974 (Clackamas County Water Environment Services Department 2008). Several buildings along the west side (riverside) of SE McLoughlin Boulevard were removed in 2006.

Records Search and Literature Review

Records from the State Historic Preservation Office (SHPO) were reviewed to determine if archaeological sites have been recorded or if archaeological surveys have been conducted within the project area or nearby. Copies of General Land Office (GLO) maps and other historical maps on file at the Milwaukie Historical Society and AINW were also reviewed to assess the potential for historic-period archaeological resources.

According to SHPO records, there have been no previous archaeological surveys and no prehistoric or historic archaeological sites have been previously recorded within the current Milwaukie Riverfront Restoration project area. However, four archaeological surveys have been conducted nearby, and one archaeological site was recorded within about 0.8 km (0.5 mi) of the current project area.

In 1983, a survey was conducted for improvements to Railroad Avenue, Harmony Road, and Lake Road in Milwaukie, for the Clackamas County Department of Environmental Services (Newman 1983). The northern terminus of the Lake Road portion of the survey was located 0.32 km (0.2 mi) east of the project area. No cultural materials were identified during the survey.

A cultural resource survey was conducted by Portland State University over a large expanse of the Johnson Creek area in 1990. The reconnaissance extended from Gresham on the east to the mouth of Johnson Creek, which forms the northern boundary of the of the current project area. The work was done for the Johnson Creek Project and involved measures proposed by the U.S. Army Corps of Engineers to control flooding along the creek (Freidenburg and Burtchard 1990). While cultural resources were identified during the project, none were identified within or near the Milwaukie Riverfront Park project area.

Two buildings north of Jefferson Street on the west side of SE McLoughlin Boulevard had previously been determined not eligible for listing in the NRHP (Ellis 2003). In 2005, a survey was conducted for a portion of SE McLoughlin Boulevard that began at Kellogg Creek, adjacent to the southern end of the current project area. The pedestrian survey extended south from Kellogg Creek for approximately 5.18 km (3.22 mi) along the highway to near the intersection with Naef Road (Connolly 2005). No archaeological resources were recorded during the 2005 survey. However, as part of the project, the Oregon Department of Transportation (ODOT) evaluated the trolley right-of-way, an interurban line that ran between Portland and Oregon City. The trolley was in use between 1893 and 1958. The historic trolley line was recommended not eligible for listing in the NRHP due to a lack of integrity (Hadlow 2005).

An archaeological survey for a proposed Trolley Trail project in the Milwaukie area was conducted by AINW in 2008 (Smits and Reese 2008). That project involved survey and subsurface testing of a 7.6-km (4.7-mi) segment along the route of the former streetcar line mentioned above. The North Clackamas Parks and Recreation District plans to use that

segment of the historic trolley line to construct a pedestrian trail. The northern terminus of the survey area extended to the southern boundary of the Riverfront Park property at the sewer treatment plant. As a result of the work, archaeological site 35CL339 was identified approximately 0.4 km (0.25 mi) south of the current project area. The site was identified during subsurface testing near the intersection of SE 22nd Avenue and SE McLoughlin Blvd. Historic period artifacts including glass, ceramic and brick fragments were found. The site was recommended not eligible for listing in the NRHP (Smits and Reese 2008).

The Kellogg Lake Outlet Structure was recorded for the South Corridor/Portland-Milwaukie Light Rail Project and was determined to be eligible for listing in the NRHP in 2003, according to the SHPO Historic Sites Database. The structure consists of several concrete culverts that were joined, with one portion dating from 1934. A bridge was added and modifications were later made to its west wing wall. A fish ladder and weir were also added, likely in the 1950s (Parametrix and Metro 2008:2-8), by the U.S. Army Corps of Engineers.

Historical Map and Photograph Review

Andrew Fellows, the first settler in what is now Milwaukie, built a cabin in 1845 on the bank of the Willamette River at the base of what became Jefferson Street. The cabin was later occupied by Lot Whitcomb, who filed a claim in late 1847 on the land Fellows deserted (GLO 1860; Olson 1965:8). According to the 1852 GLO Map, there were three industrial buildings along the waterfront that are interpreted to be Whitcomb's 1848 sawmill, a gristmill, and a large store/warehouse building constructed in 1850 by a Mr. Trullinger (GLO 1852). A ferry landing on the Milwaukie waterfront was opposite a landing on the west side of the river that connected with the "Road From Milwaukie to Tualatin Plains" (GLO 1852). Several of these locations are shown on Figure 3.

Both the GLO map and Lot Whitcomb's circa 1850 plat map for the town of Milwaukie (Olson 1965) show that a mill race was dug from the mouth of Coldwater Creek (roughly opposite Washington Street) to the gristmill on the bank of the Willamette River near the mouth of Johnson Creek. The mouth of Coldwater Creek was later closed and the Kellogg Creek outlet was established. A circa 1860 photograph (Figure 4) of the waterfront shows the gristmill building and the warehouse, and it depicts the Standard Mill (gristmill) building at the mouth of Kellogg Creek. The Standard Mill operated until about 1890 then stood vacant until it was partially destroyed by flood waters in 1900 before it collapsed the following year (Lynch 1973:443).

A map of Milwaukie in the 1890s that was done in 1965 from memory shows the Standard Mill at the mouth of Kellogg Creek, the Harlow house at the base of Jefferson Street near the ferry and boat landings, and the interurban railway tracks opposite Harrison Street (Prideaux and Prideaux 1965).

The 1928 Sanborn Fire Insurance map shows a complex of buildings to the west (riverside) of "Front Street," which is present-day McLoughlin Boulevard, and railroad spurs that paralleled Front Street to serve the lumber-related waterfront industries. The buildings include a commercial auto garage, a depot for the interurban trolley, and a hotel/commercial building. At the foot of Jefferson Street west of Front Street were two houses, one formerly the Harlow house. The Hawley Pulp & Paper Company mill is shown south of the mouth of Kellogg Creek, in the former location of the Standard Mill buildings. The paper company is no longer present on the 1936 Sanborn map (Sanborn Map & Publishing Company 1928, 1936).

The 1937 Metsker map shows that the Hawley Pulp & Paper Company still owned the land along the waterfront, and S. Webster owned the shingle mill while the Oceanic Ship Building Company owned the parcel south of the shingle mill (Metsker Maps 1928, 1937).

A 1934 Oregon State Highway Department map depicts the buildings on the west side of Front Street (McLoughlin Boulevard) between Jackson and Jefferson streets (Oregon State Highway Department 1934). The buildings, none of which are still standing, were the Ford Garage, a service station, a store, the interurban depot, and the Hotel Gratten. Isaac Gratten operated a gambling house and saloon in the hotel (*Morning Enterprise* 1913:4). The Kroll building was built in this lineup in the 1940s, and by the 1960s, a one-story, concrete-block building was constructed south of the hotel that was used as a lawn-mower shop and for boat sales.

The 1946 U.S. Coast and Geodetic Survey Planimetric map shows seven buildings facing McLoughlin Boulevard north of Kellogg Creek, and five buildings including a "Power Station" at the base of Jefferson Street west of the interurban rail line near the river bank, where houses once stood (United States Coast and Geodetic Survey 1947). A "log slide" used for dumping logs for creating log rafts is shown on the river bank at the base of Washington Street. The Hawley Paper mill is no longer extant south of Kellogg Creek, but a "stack" from the old mill, rail spurs, water pilings and dolphins are near the shoreline. According to older photographs, a marina was built at the base of Monroe Street in the late 1940s or early 1950s, and was removed in 2000.

FIELD SURVEY AND RECOMMENDATIONS

On August 7 and 8, 2008, AINW senior archaeologists John L. Fagan, Ph.D., R.P.A., and Maureen Zehendner, M.A., R.P.A., performed a pedestrian archaeological survey of the Milwaukie Riverfront Park Project location. The purpose of the survey was to determine if prehistoric or historic-period archaeological resources were present within the project area. AINW personnel walked over the project area, carefully examining any available cutbanks, exposed ground surfaces, or rodent backdirt piles for evidence of cultural materials or deposits. Survey transects were walked at 10-m (33-ft) intervals throughout the park. Along the shoreline transects were walked parallel with the embankment.

The parkland forms a series of three levels, or terraces running north-south situated between the Willamette River and SE McLoughlin Blvd. The survey commenced at the northern end along Johnson Creek and the east bank of the Willamette River. Transects were walked in a north-south pattern along the bank of the river and in a graveled parking area above the river and above the uppermost level near SE McLoughlin Boulevard, which is largely covered by landscape plantings and mowed grass. The mid-section of the parkland is comprised of a paved parking area and boat ramp access road, as well as the existing boat launching area. The shoreline was surveyed and all cutbanks were examined from the boat ramp to the mouth of Kellogg Creek. The upper terrace along SE McLoughlin Boulevard from the Jefferson Street entrance to the south was landscaped and grass-covered. This area was surveyed in north-south transects.

The sewage treatment plant formed the south edge of the park. All grass-covered areas and unpaved areas were surveyed, as well as the northern bank of Kellogg Creek. A portion of bank is covered by corrugated metal sheet piles that form a retaining wall which starts at the mouth of the creek and curves southward along the bank of the Willamette River to the south end of the park. Aside from this area of metal bank reinforcement, the shoreline throughout the project area appears to have been stabilized to varying degrees by the placement of large

boulders and cobbles and large broken pieces of discarded concrete sewer pipes along the cutbank and on the beach.

The locations of two buildings that were previously recorded north of Jefferson Street on the west side of SE McLoughlin Boulevard that had been removed prior to the current project show no evidence of historic-period archaeological resources. Additionally, no evidence of earlier structures indicated on older maps such as the interurban trolley and a ferry/steamboat landing were observed, having been obscured by modern developments including a parking lot and the construction of a boat ramp at the approximate location of the original landing.

Identified Archaeological Resources

The survey identified four historic-period archaeological resources (Figure 2) associated with past activity at the mouth of Johnson Creek, along the shoreline on the Willamette River just south of Johnson Creek, and at the confluence of Kellogg Creek and the Willamette River. None of the resources appear to be remnants of former nineteenth- or early twentieth-century historic buildings or structures and none appear to be significant resources eligible for listing in the NRHP except for the 1934 Kellogg Creek Outlet Structure. The four resources are:

- 08/1673-1, located at the north end of the project area is a series of pilings at the mouth of Johnson Creek that appear to be the remnants of a pier or dock (Photos 6 and 7). Pilings were observed in the center of the creek channel where it flows into the Willamette River that roughly form a linear pattern up to the shoreline. Along the gravel-covered beach area were pilings protruding from the beach in small clusters,
- 08/1673-2, just south of Johnson Creek, along the east bank of the Willamette River, are the remains of large concrete sewer pipes (Photo 8), which appear to have been discarded along the shoreline over an area of approximately 75 m (248 ft),
- 08/1673-3, the Kellogg Creek Outlet Structure is a 1934 culvert with a weir and fish ladder at the mouth of Kellogg Creek (Photos 9 and 10). The concrete structure controls the flow of the creek into the Willamette River, holding back water that forms Kellogg Lake to the southeast of the structure. The outlet structure has previously been determined eligible for listing in the NRHP,
- 08/1673-4, a series of wooden pilings protrude from the creek that appear to be associated with remains of a wooden foundation situated on the south shoreline of Kellogg Creek (Photos 10 through 12). The log pier foundations may be associated with the former 1850s Standard Mill.

SUMMARY

AINW completed a cultural resource survey of the City of Milwaukie's Riverfront Park project area to determine if prehistoric or historic-period archaeological resources were present. Four historic-period archaeological resources were identified within the project area and three are recommended not eligible for listing in the NRHP (Figure 2). The fourth resource, the Kellogg Lake Outlet Structure, was determined by a previous evaluation to be eligible for listing in the NRHP.

Several areas within the park have the potential to contain buried nineteenth-century historic-period resources based on the literature search and map review (Figures 3 and 4);

prehistoric archaeological deposits are also likely to be present within the park. Based on this study, archaeological monitoring during any ground disturbing activities is recommended, given the high probability for the discovery of subsurface archaeological resources.

If evidence of archaeological resources other than those identified in this report is encountered during project construction, all ground-disturbing activity in the vicinity of the find should be halted, and the SHPO and appropriate Tribes should be promptly notified. If evidence of burials or possible burials is encountered during project construction, all ground-disturbing activity in the vicinity of the find should be halted, and the appropriate Tribes, the Oregon State Police, the County Medical Examiner, the SHPO, the Commission on Indian Services and the City of Milwaukie should be promptly notified.

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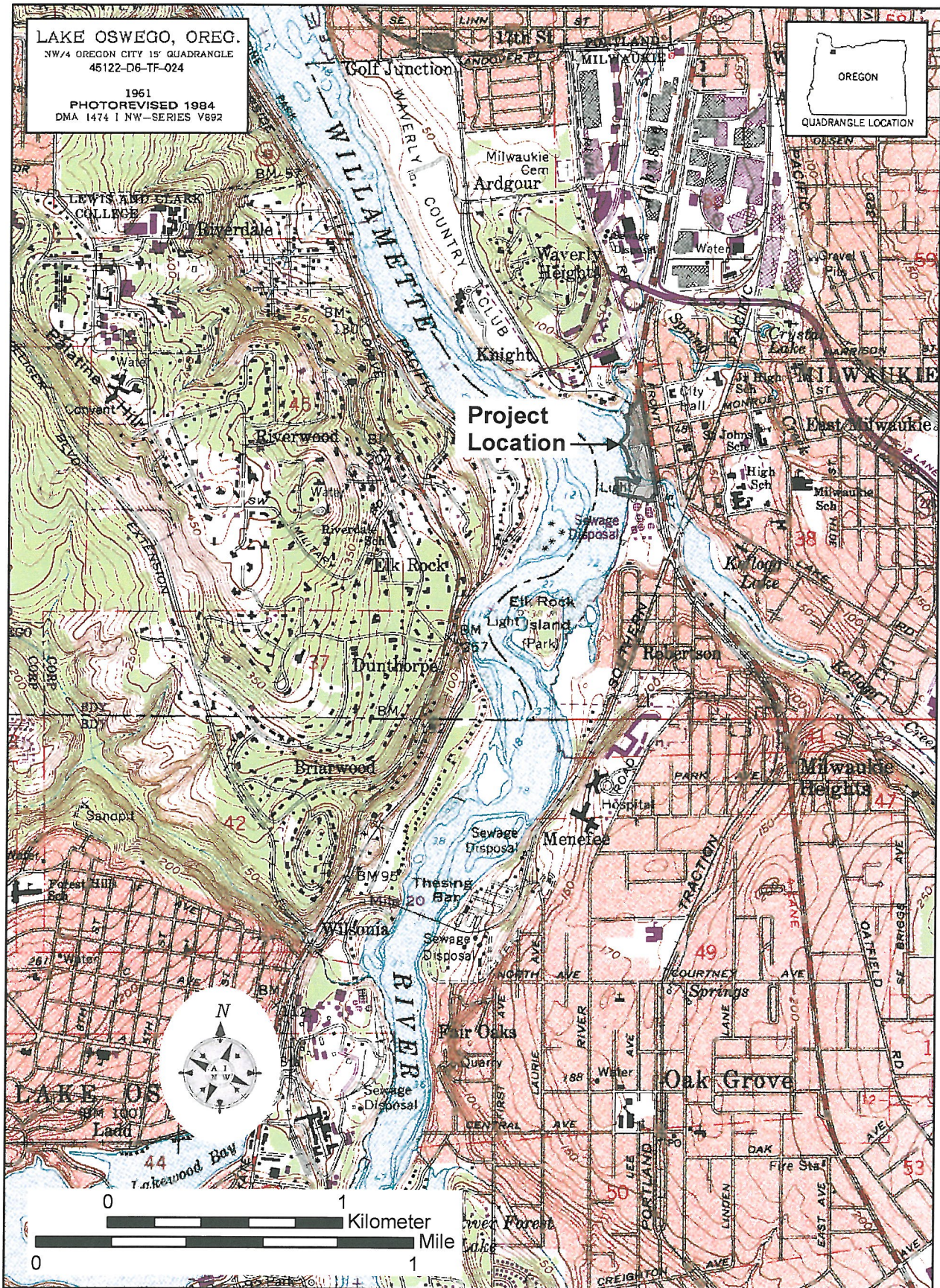


Figure 1. Milwaukie Riverfront Park project location.

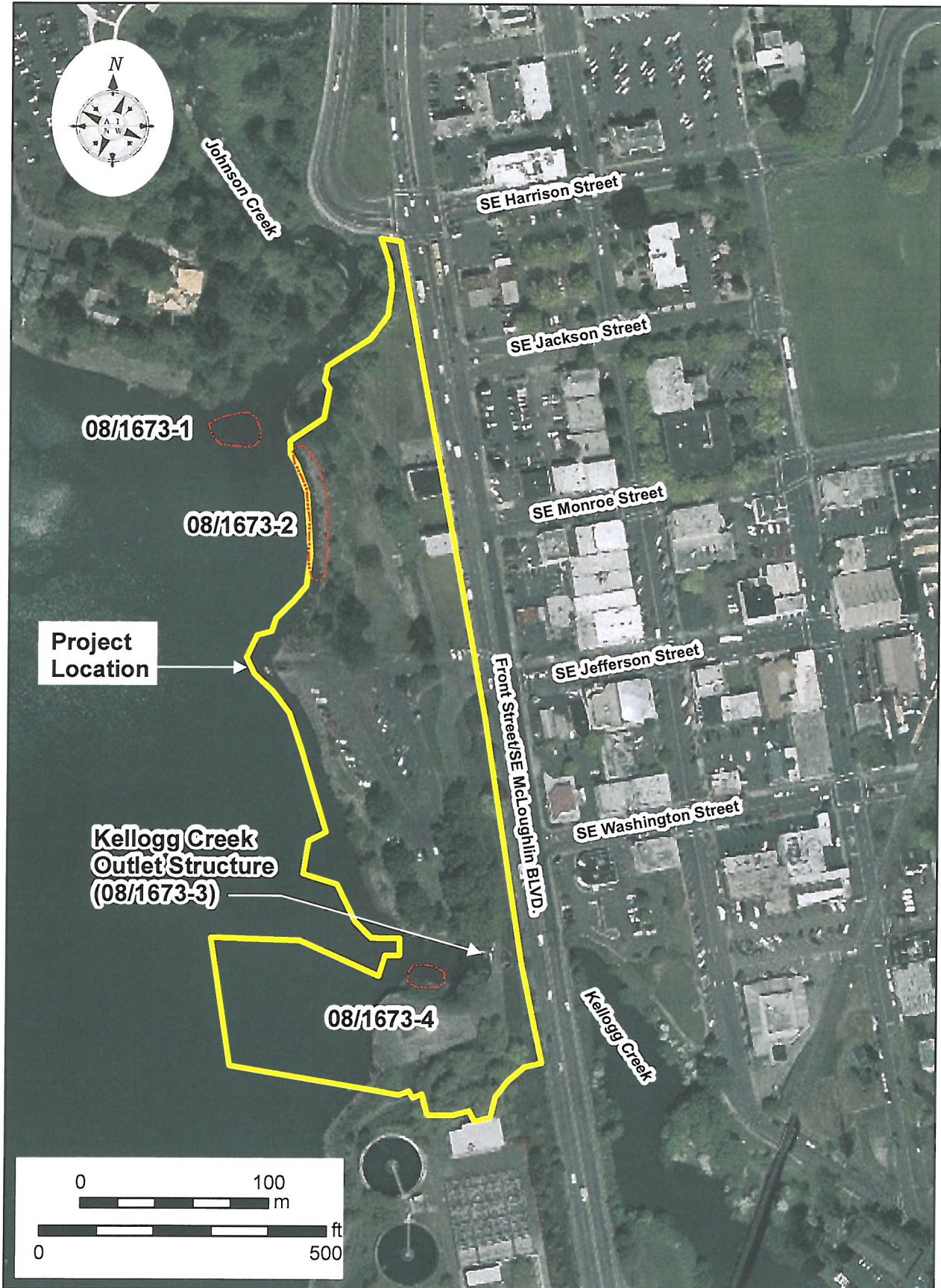


Figure 2. Four historic-period resources identified within the Milwaukie Riverfront Park project.

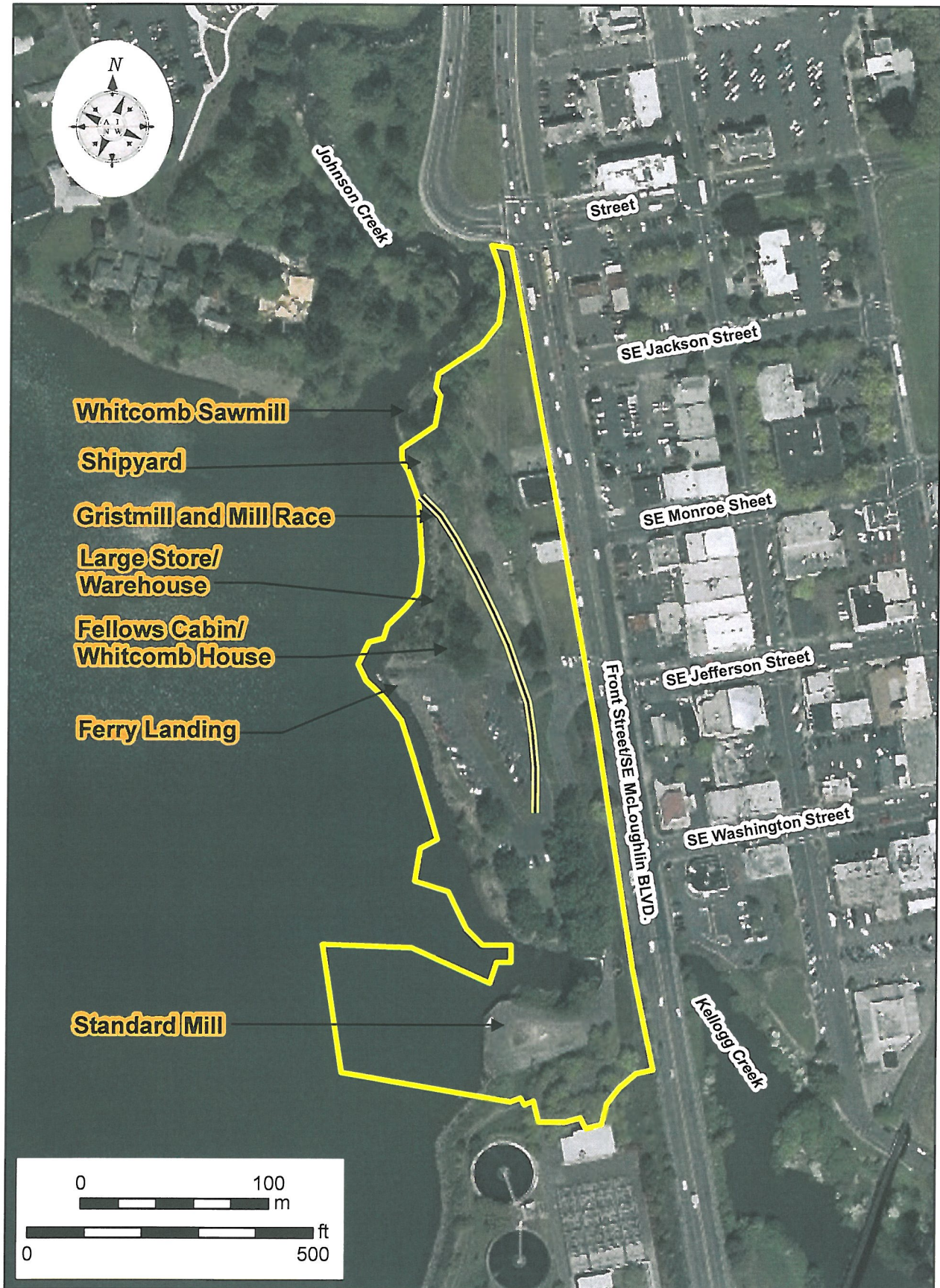


Figure 3. Milwaukie Riverfront Park project showing the approximate locations of former buildings and structures circa 1845-1860.



Figure 4. Milwaukie Riverfront Park project showing the approximate locations of former buildings and structures circa 1930-1955.

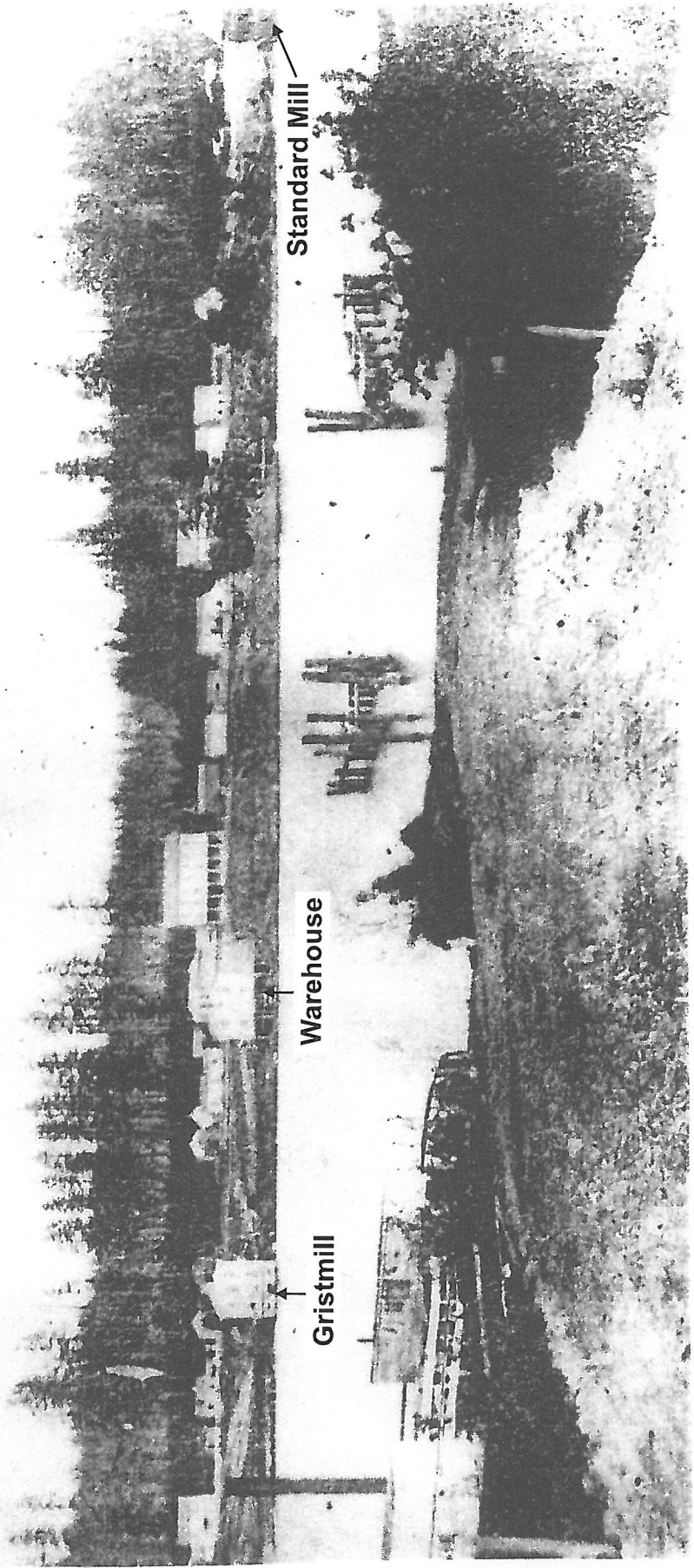


Figure 5. A view of the Milwaukee Waterfront circa 1860 (courtesy of the Milwaukee Historical Society).



Photo 1. General view of the project area from the mouth of Kellogg Creek. The view is to the north.



Photo 2. General view of the south end of the project area. The view is to the south.



Photo 3. General view of the north end of the project area. The view is to the north.



Photo 4. General view of the upper parking lot. The view is to the south.



Photo 5. General view of the lower parking lot. The view is to the south.



Photo 6. Pilings at the mouth of Johnson Creek (08/1673-1). The view is to the west.



Photo 7. Pilings at 08/1673-1 on the gravel bar at the mouth of Johnson Creek. The view is to the north.



Photo 8. Abandoned sewer pipe (08/1673-2) south of the mouth of Johnson Creek. The view is to the east.



Photo 9. The Kellogg Creek Outlet Structure (08/1673-3), previously determined to be eligible for listing in the NRHP. Metal sheetpiling is visible in the right foreground. The view is to the northeast.



Photo 11. Pilings and structural debris at the mouth of Kellogg Creek (08/1673-4). The view is to the east.



Photo 10. Pilings and structural remnants at the mouth of Kellogg Creek (08/1673-4) that are probably from the former Standard Mill. The view is to the east.



Photo 12. Overview of the Kellogg Creek pilings (08/1673-4). The view is to the west.

