

Milltown/Two Rivers Park Conceptual Design Plan

Presented to the Missoula County Commissioners
 By the Milltown Superfund Site Redevelopment Working Group
 July 15, 2008



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Executive Summary

The long-awaited remediation effort at the Milltown Reservoir Superfund site has now begun. With the recent removal of the Milltown Dam's powerhouse, the confluence of the Clark Fork and Blackfoot Rivers now flow freely for the first time in a century. Cleanup and restoration work will continue for several more years, but planning for a redevelopment effort with robust public benefits is well underway. For the last five years a broad-based citizens' group has looked to the near future of the Milltown site after Superfund and has crafted a plan to develop a public park at the restored confluence of the two rivers. The Milltown/Two Rivers State Park Project will bring to fruition the park vision developed by the Milltown Superfund Site Redevelopment Working Group.

This report details the design plan to create a new state park at the confluence of the Clark Fork and Blackfoot Rivers. The park plan was derived from a public process and design workshop held in the summer and fall of 2007.

This project will greatly serve local communities, the state and even the country as a whole. The recreation opportunities that western Montanans already enjoy, especially fishing and floating and hiking and biking, will be greatly enhanced. Western Montana's human and natural history will be celebrated and explored through educational and interpretive efforts at the park. Combining outdoor recreational opportunities, heritage tourism, and environmental education, the Milltown/Two Rivers State Park will prove itself a force for community revitalization and serve as a new motor of economic activity in Milltown area. Park development at Milltown will also serve as a capstone for a project that will stand out as a national showcase for successful, integrated environmental remediation, ecological restoration and community redevelopment.

The Milltown Reservoir Superfund Site

Montana's mining legacy left millions of cubic yards of mining waste, laden with heavy metals and arsenic, in the sediment behind the Milltown Dam. The contamination, much of which washed downriver from the Butte-Anaconda mining district during a massive flood in 1908, polluted Milltown's aquifer with arsenic. After more than twenty years of study, planning and legal negotiation, the initial work on one of the nation's largest Superfund cleanups began in the fall of 2006.

Under the cleanup plan, more than two million cubic yards of toxic sediment and the dam and its structures will be removed from the Clark Fork River floodplain and Confluence with the Blackfoot River. The State of Montana intends to follow with a restoration plan to return the Clark Fork River to a naturally functioning state by reestablishing river channels and native vegetation. Overlaid on the restoration work is a redevelopment effort aimed at capitalizing on opportunities afforded by the cleanup for economic development and community revitalization.

Milltown Superfund Site Redevelopment Working Group

Convened by the Missoula County Commissioners in 2003, the Milltown Superfund Site Redevelopment Working Group comprises some 22 citizens representing a variety of community and stakeholder interests. The Working Group has counted on excellent technical support from Missoula County, the EPA, Montana Fish, Wildlife and Parks

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Dept., and the National Park Service Rivers, Trails and Conservation Assistance Program. Through monthly meetings, it began work on developing and implementing a conceptual plan for the redevelopment of the Milltown/Bonner area after the cleanup of the Milltown Reservoir Superfund site.

The Working Group developed a vision statement, a set of guiding principles and objectives, which were revised in 2007. The Working Group operates under the following vision and guiding principles:

Vision

We envision the Milltown/Bonner area as a healthy, participatory, growing community of individuals and families of diverse age, background, and income, who want to make their home here. We are focused on quality education, maintenance of local heritage, conservation of the natural setting, opportunities for recreation and sense of community. Formal and informal community gathering places encourage ongoing research and education, and maintenance of local history and culture.

Guiding Principles

1. We believe that Milltown Superfund Site remediation and restoration must be state-of-the-art, environmentally friendly, and provide a permanent base upon which redevelopment and the community vision can be built.
2. We believe that redevelopment efforts should:
 - Contribute to a desirable community where people of all ages and income levels can and want to live.
 - Build on current community character and strengthen roots and sense of community pride.
 - Maintain the rivers and protect a riparian buffer area and community open spaces that support the natural environment.
 - Be compatible with commercial, industrial, retail and service interests.
 - Foster diverse, free, and safe public river access and recreational opportunities compatible with the natural environment of the area. †
 - Maintain and enhance the quality of the existing school district.
 - Provide educational opportunities and facilities that allow people of all ages to learn about the history of the area and restoration efforts.
3. We recognize that whatever happens here will have long term benefits as well as implications for local citizens, the broader community, and the State of Montana.

Through a collaborative process, the Working Group completed in 2005 the *Conceptual Redevelopment Plan for the Confluence of the Clark Fork and Blackfoot Rivers and Adjacent Communities*. The plan envisioned a publicly owned park on the roughly 450 acres of land now owned by NorthWestern Corporation; a trail system that connects the towns of Bonner and Milltown with the Confluence of the Clark Fork and Blackfoot Rivers, Missoula, Turah and recreation areas on the Blackfoot River and Pattee Canyon; an interpretive center that tells the story of the area's rich history; public river access and

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whitewater that provides fun for enthusiasts of all levels; and a governance structure that would help the community guide growth and economic development.

Since its adoption by the Missoula County Commission in 2005, the plan has seen several of its objectives met already. The recommended Community Council was approved by voters and is now in place. With support from a 2005 federal appropriation (shared jointly between Missoula and Anaconda-Deer Lodge Counties) community trails have been built, and more are planned. A vital pedestrian bridge is being replaced. Goals to recognize the historical and cultural significance of the Milltown Dam and its neighboring communities have been met through the salvage of powerhouse equipment and memorabilia. A website/virtual interpretive center about the history of the Clark Fork and Blackfoot Rivers and surrounding communities is also in production.

To take park planning to the next step, the Working Group met with staff from the Montana Fish, Wildlife and Parks Dept. in the spring of 2007. Through discussions, it became apparent that a community planning process, or a charrette, would further the Working Group's park development goals.

Design Workshop and Public Involvement

The Working Group sponsored a two-day, charrette-style park design workshop in the fall of 2007. The workshop aimed to take the concept plan to the next level of detail by developing alternative designs for key focal areas, and addressing patterns and levels of human use throughout the park. The Working Group enlisted several partners to assist with the design workshop, including Missoula County, the Rivers and Trails Program of the National Park Service, the Idaho-Montana Chapter of the American Society of Landscape Architects, the Montana Department of Fish, Wildlife and Parks, and the EPA.

Public comment was instrumental in establishing sideboards for the alternatives to be developed, and also in crafting the final alternatives. Preceding the design workshop, the Working Group conducted a targeted outreach campaign to solicit public input. The Working Group members gave presentations to, among others, the Bonner School Board, the Bonner Community Council, community groups, City and County officials and agencies, emergency services personnel, college students, and community access television. In addition, two public meetings were held in Bonner before the workshop to explain the planning process and solicit input.

Goals for the workshop were to design and illustrate desired trails, river access sites, parking areas, rest rooms, picnic shelters and other site amenities in sufficient detail to allow for a cost estimate. The workshop participants were also charged with suggesting a phased implementation plan and developing management recommendations to address potential problems of overuse or inappropriate use. More generally, the participants had several overarching questions to consider:

- 1 What kind of recreational opportunities should the park provide?
- 2 What facilities are needed, and how should they be managed?
- 3 How do you prevent the park from being loved to death?

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In addition, the plan would also have to reflect these redevelopment core values drawn from the 2005 concept plan approved by Missoula County:

- 1 Maintain the majority of the area in a natural setting.
- 2 Foster diverse, free, and safe public river access and recreational opportunities compatible with the natural environment of the area.
- 3 Provide educational opportunities and facilities that allow people of all ages to learn about the history of the area and restoration efforts.
- 4 Transfer NorthWestern Energy-owned lands to public ownership, and designate the lands as either a state or county park.

On September 20 and 21, 2007 a group of more than 30 landscape architects, resource professionals, key stakeholders and community members gathered for an intensive two-day design workshop that gave shape to a more-detailed conceptual park plan for the restored Confluence and neighboring Milltown Gateway. Drawing upon the ideas from the initial 2005 concept plan and community input gathered over the summer, the workshop participants and facilitators divided into three groups that imagined different scenarios for 1) the Confluence area, site of the Milltown Dam; 2) the Clark Fork Floodplain/former reservoir areas; 3) and the Milltown Gateway near the pedestrian bridge on the Blackfoot River. The intent was to offer the public some options to consider and comment upon.

In the Confluence and Gateway groups, participants were instructed to develop a scenario for higher intensity development and a second illustrating low-intensity development. The third group, focused on the former reservoir area, found near unanimity of support for low intensity use only, and created a single design. The scenarios for each site are discussed in greater detail below.

As conceptual designs emerged on the second day of the workshop, public opinion was again solicited. A chili feed/open house was held to give the public a sneak preview of the drawings and to solicit comments and ideas. At the final workshop presentation that evening, the attending public filled out comment sheets expressing what they liked and didn't like about each proposal

Following the workshop, a second round of public meetings was held in October 2007 in Bonner and Missoula to present the alternative design scenarios and obtain comment. Information on the park design process and products was posted on the websites of Missoula County, the EPA and the Clark Fork River Technical Assistance Committee. The design workshop process also garnered good coverage in the local media.

Milltown Park Conceptual Design

After the two-day design workshop, the second set of public meeting and considerable discussion, the Working Group has arrived at a conceptual design plan for the Milltown Park. The plan recommends that the redeveloped areas should become state-owned and managed as a state park by the Montana Department of Fish, Wildlife, and Parks. Among

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the possible state management designations, including fishing access site, wildlife management area, and state park, the latter is the most appropriate for the proposed range of uses at the site: interpretation, wildlife preservation, recreation, and education. The plan capitalizes on existing recreational assets and uses, from tubing and rafting to fishing and bird watching as well as the area's fascinating past. Details for each of the areas are included below and design drawings are included in the appendix.

Confluence Area

The confluence of the Clark Fork and Blackfoot Rivers offers an opportunity for a rich interpretive experience of the natural and cultural heritage of the region. Interpretation is central to the park design at the confluence. Much of the breadth of western history can be traced through the Two Rivers confluence, beginning with the last collapsing ice dam that unleashed Glacial Lake Missoula floods some 13,000 years ago, and concluding with the removal of the Milltown Dam and the restoration of Two Rivers Confluence.

Between those two events, the area saw Native Americans use the confluence as a fishing site and a migration stop on their journey east to hunt buffalo. Later arrivals were the Lewis and Clark Expedition; the Mullan Expedition; the first settlers; the Anaconda Company, the growth of the Milltown area's immigrant communities and the industrialization of the two rivers. And, perhaps most significantly, the amazing story of the remediation, restoration and redevelopment of the Clark Fork and Blackfoot Rivers continues to unfold.

The 2005 concept plan called for the development of an interpretive center at the Confluence to celebrate and explore this history. Out of the design workshop and subsequent public meetings, however, came a recommendation for a lower impact trail-oriented, "dispersed interpretation" alternative, without an interpretive center building. The decision to forgo the interpretive center at this time was a difficult one. Factors weighing against an interpretive center include insufficient public awareness and support, problematic access routes, and on-site space constraints. Still there is considerable interest in the interpretive center idea. The Working Group recommends that the site should be designed with the understanding that an interpretive center may become feasible in the future, if public demand warrants and solutions become available to some of the access and siting issues.

In lieu of an interpretive center, the Working Group recommends the construction of a pavilion and plaza on the site to take advantage of the panoramic view. Under the preferred design alternative, trails wander through several 'interpretive zones', with themes exploring the site's natural and human history. Each zone is equipped with kiosks, signs, monuments and/or artifacts that offer a learning experience while visitors enjoy panoramic views of the confluence area.

Trails at the Confluence connect to the Milltown Gateway, floodplain/reservoir area and the bluff, south of the river overlooking the site, Kim Williams Trail and the local communities. Site amenities include picnic tables, benches and rest rooms and a parking area. Also proposed is a river access site with a boat ramp and a second small parking lot (see note below), and a footbridge across the Clark Fork near the existing railroad bridge.

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A small office/shop will be located on site as well. The site will have full administrative, utility and emergency vehicle access.

Milltown Gateway

Adjacent to the new hybrid pedestrian bridge, the 'Milltown Gateway' is envisioned as a focal point for activity along the Blackfoot River that celebrates community history while providing opportunities to experience the riverfront through interpretive signage and trails, picnic area, pavilion, playground, and walk-in river access points for fishing and floating.

The Gateway design team explored two possible scenarios, differing in the level of development intensity. Most of the recreational elements of the lower intensity development scenario were also included in the higher intensity scenario, but this latter option also called for a community/interpretive center, amphitheater, paved plaza for community events, and a "market street" area for a few retail shops. The more urban features in the higher intensity alternative were not well supported by public comment, and thus we recommend a low impact alternative focusing on trails and river access. This approach, however, would not preclude subsequent development (e.g. the community center and market street), which is more likely to be stimulated by the private sector and community efforts.

Design elements for the Milltown Gateway include trails, walk-in river access upstream of the pedestrian bridge on the west bank of the Blackfoot, picnic area, interpretive displays, 'Gateway' elements, and native vegetation park west of Highway 200 bridge and a restroom. Additionally, "education stations" could be located in places allowing study and appreciation of the 3 Rs (remediation, restoration, and redevelopment) and of biological, hydrological, geological, and riparian processes. Design goals will:

- Ensure that trails in the Blackfoot River corridor are placed out of the active floodplain since this floodplain is much smaller and impact will be greater. In particular, the Blackfoot active floodplain is an important wildlife corridor.
- Offer limited parking facilities along the state-owned access road right-of-way. Screen the parking area from Highway 200 with vegetation.
- Feature several viewing platforms, such as the one now in place at Brennan's Wave, at intervals along the trail route to the confluence. One of these should be handicapped accessible, and located at the end of a short trail on the north bank of the Blackfoot.
- Retain wading/swimming spots as preferred site amenities for family use. Feasibility and location will not be known until the Blackfoot River stabilizes.
- Provide a separate river access area specifically for tubers at the bridge, accessed by the stone stairway to be built as part of the bridge construction contract. Provide amenities such as an air compressor and adequate trash containers.

The Clark Fork Floodplain (the former reservoir site)

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The primary theme of the former reservoir area design is preservation of the restored natural environment. Opportunities for dispersed, non-motorized recreation are provided by placing trails on the margins of the area, allowing users to experience the restored environment, enjoy wildlife, and recreate with minimal impact. Interpretive displays, exploring the area's natural history, are provided at several locations.

Reservoir trails connect the Confluence and Milltown Gateway areas, Two Rivers Community Park/Sheriff's Posse Rodeo Grounds and Highway 210, Kim Williams Trail and Pattee Canyon. Trails within the active floodplain shall be constructed of non-permanent, low maintenance material and should also run perpendicular to the river flow to the extent possible.

The main trails are multi-use, accommodating pedestrians and bicyclists. Equestrians should be accommodated on natural surface trails parallel to the main trails. Two additional pedestrian-only trails provide access to the edge of wetlands, and include benches and observation blinds for wildlife watching.

A trail bridge is proposed in the state's restoration plan to span the Clark Fork River downstream of the site of the old Duck Bridge, possibly below the confluence itself.

The Clark Fork River can be accessed from the Bonner School area via the existing 'caboose' entrance to the Two Rivers Community Park on Highway 210. Rest rooms are provided at the Highway 210 parking area and near a river access site. The bluff overlooking the Confluence area, accessed by Deer Creek Road, is currently scheduled to be improved with a parking area, handicapped-accessible trail from parking area to bluff, and a viewing area with safety railing and interpretive displays. (This effort is funded and will begin later in 2008.) Pedestrian trails connect the bluff to the trail system below. Utility poles and cables are removed.

Off-Site River Access Recommendations

Planning for a park at the Confluence of the Clark Fork and Blackfoot Rivers cannot be done in isolation. Both of these rivers will see increasing recreational use with the removal of the dam and the inevitable increase in resident population and visitors. Users of the new Milltown Park may access the site by river from upstream, and may use the site as a put-in for a downstream float. Appropriate facilities must be planned on both rivers to accommodate anticipated use.

There is a need to improve existing nearby river access points, and create new ones. The Working Group makes the following recommendations:

- Construct needed improvements at Weigh Station, Sha-Ron, and Turah (e.g. ramp improvements, paving, parking enhancements, vegetation, bathrooms, etc)
- Develop a new access site with boat ramp and large parking area at Hellgate Park in Missoula. County should transfer this park to the city.
- Develop new access at the Champion mill site being redeveloped by the City of Missoula, downstream of Orange Street.

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- Re-construct Jacobs Island weir for improved boat passage while continuing to deliver decreed water rights to the ditch owner.
- Consider the feasibility of a river access site at the University-owned parcel on the right bank at Jacob's Island weir. Development of this site could also facilitate a temporary portage/lining option around the weir, until it is rebuilt.

Project Development

The Milltown Superfund Redevelopment Working Group is committed to helping implement its conceptual plans. Toward that end, the Working Group has worked with the Montana Department of Fish, Wildlife and Parks to assign a cost to the design of the conceptual plan as envisioned. (See the budget section.)

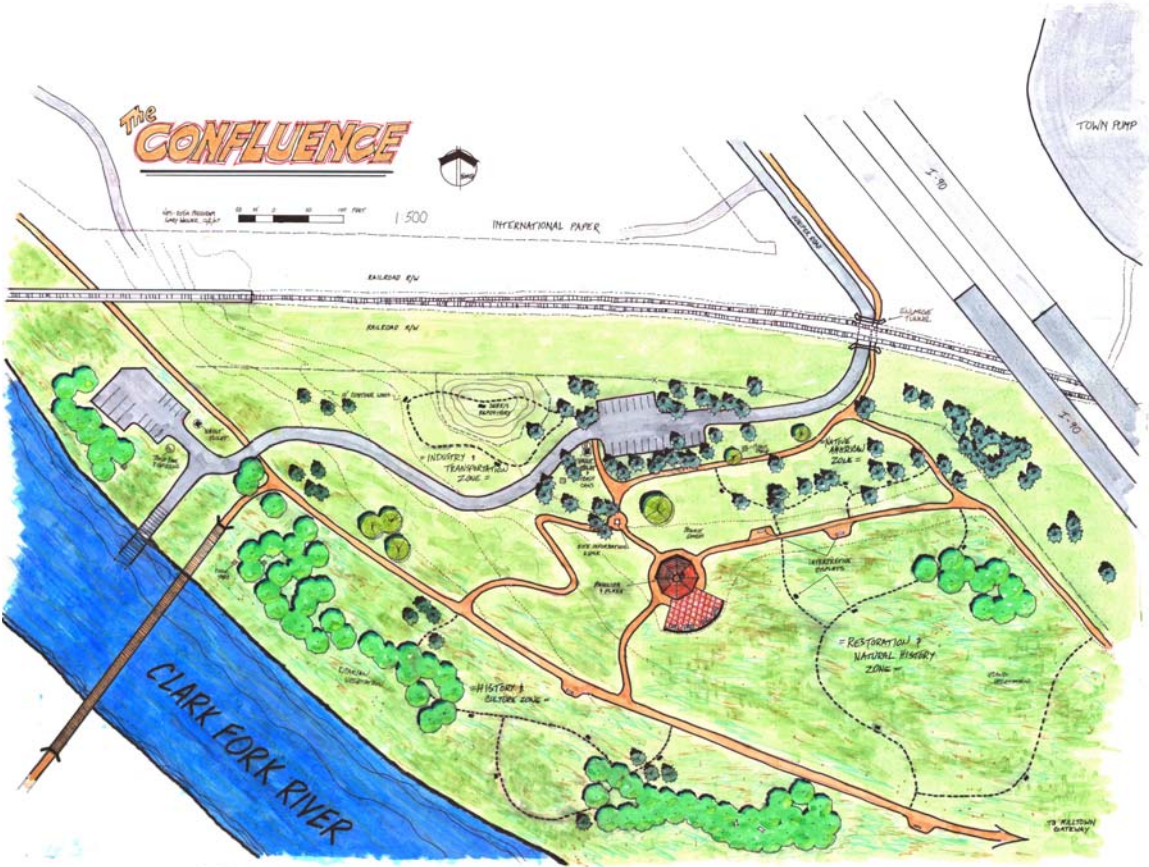
This project has enjoyed interest and support from the FWP, from the local office to the top echelon of the Department. Staff members have indicated that the Milltown Park fits well within the agency's priorities. One of FWP's primary concerns, however, is taking on new parks without the assurance of operations and management funding. The Working Group recently submitted a \$3.8 million funding request through Sen. Max Baucus to create a new state park at the confluence of the Clark Fork and Blackfoot Rivers. Funding would permit the development of park facilities and cover startup, operation and maintenance costs for an initial three-year period. Two separate, but related, requests, prepared by the Missoula Parks and Recreation Department, were also submitted. Both requests address important off-site issues highlighted in the conceptual park design. One seeks funding to make a critical trail connection between the Milltown Park and Missoula via the Kim Williams Trail, which is part of the greater Milwaukee Rail Trail. A second proposal will create a much-needed downstream river access site and park along the Clark Fork at the mouth of Hellgate Canyon in Missoula.

The Working Group will soon embark on a private fundraising effort to ensure financial sustainability of the park. Toward that end, Working Group members are exploring the creation of new nonprofit group dedicated to the development of the park. The Working Group has also established a working relationship with the Fish, Wildlife and Parks Foundation, a nonprofit entity dedicated to fundraising for FWP priority projects. In addition, Working Group members have kept the Governor's Office apprised of redevelopment efforts at Milltown. The governor's staff has shown considerable enthusiasm for the project in discussions.

On a parallel, but separate, track to park planning, a \$1.4 million proposal was submitted jointly by the Working Group and a local nonprofit, the Clark Fork Coalition, this spring to the 2008 funding cycle of the Montana Natural Resource Damage Program to fund the state acquisition of the NorthWestern Energy lands that would comprise the state park. It is anticipated that these funds would be used as a possible match for federal funding sought in the appropriations request.

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Appendix B – The Confluence Area Graphic



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Appendix C – Milltown Gateway Graphic



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Appendix D – Site Amenities and Phasing / Cost Estimates

Confluence area

- 10' asphalt trail, 1770'
- 6' gravel trail, 2810'
- 3-5' trail, compacted native fill, 1460'
- Gravel parking lot, 6600 sq. ft. (22 spaces)
- 2nd gravel parking lot, 8360 sq. ft. (8 spaces for cars, 4 spaces for pickups w/trailers)
- Footbridge, approx. 350'
- Boat ramp, concrete, 80' x 20'
- Pavilion, octagonal, wood timber, approx 50' diameter
- Plaza, brick pavers or similar, 2600 sq. ft.
- 19 interpretive panels, ~ 3' x 2'
- 5 free-standing interpretive kiosks
- 8 benches
- 2 vault toilets
- 5 picnic tables
- 2 large trash receptacles
- Recycling bins
- Doggie station
- 2- bike racks
- Trail directional signs, 10
- Site grading
- 4.3 acres revegetated with upland trees, shrubs, and grasses
- Juniper road improvements – trail, fencing at hairpin turn, traffic calming measures to be determined

Phasing

Phase 1- Trails, parking lots, site grading, revegetation (NRD restoration efforts will accomplish some but not all), bathrooms, trash receptacles, Juniper Road improvements (those needed for safety)

Phase 2 – Interpretive facilities (panels, kiosks and signage), pavilion and plaza, picnic tables, benches, bike racks.

Phase 3 – Footbridge, boat ramp

Milltown Gateway

- 10' asphalt trail, 2,650'
- 6' gravel trail, 2600'
- Gravel parking lot, 4200 sq. ft. (14 spaces)
- Pavilion, wood timber, approx 40' x 25'
- Playground
- 3 river overlook platforms, wood, 10' x 6'
- Fishing pier, handicap accessible
- 16 interpretive panels, ~3' x 2'
- Free-standing site information kiosk

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- Vault toilet
- Air compression station (for blowing up inner tubes)
- 6 street lights manufactured with leftover trusses from old pedestrian bridge
- 8 benches
- 8 large planters boxes
- Pavers (brick or similar), 600 sq. ft.
- 6 picnic tables
- 2 roadway gates (~20' wide)
- 2 large trash receptacles
- Recycling bins
- Doggie station
- Bike rack
- Trail directional signs, 10
- Site grading to include road obliteration
- 7.2 acres to be revegetated with trees, shrubs, and grasses to create riparian and upland communities

Phasing

- Pedestrian bridge (already funded; construction 2008)

Phase 1 – Trails, parking lot, site grading, revegetation, vault toilet and trash receptacles

Phase 2 – Pavilion, playground, picnic tables, benches, bike racks.

Phase 3 – Overlooks, fishing pier, air compression station, interpretive displays and kiosk, 'gateway' elements, (street lights, benches, planters and pavers)

Clark Fork Floodplain (former reservoir area)

- 10' gravel trail, 12,000'
- 6' gravel trail, 860'
- 3-5' trail, compacted native fill, 3120'
- 10 interpretive panels, ~ 3' x 2'
- Free-standing site information kiosk
- 3 wildlife blinds
- 6 benches
- 2 vault toilets
- 4 trash receptacles
- Doggie station
- Bike rack
- Trail directional signs, 4
- Pedestrian/bike route street signs – 3
- Pedestrian/bike crossing across Hwy 200 (type to be determined)
- Site grading
- (Footbridge, approx. 300' - NRD funded)
- (Bluff improvements - EPA funded)

Phasing

- Bluff overlook (already funded, construction 2008)

- Footbridge (NRD funding, construction after restoration is completed)

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Phase 1 – Trails, vault toilets and trash receptacles

Phase 2 – Interpretive displays and kiosk, wildlife blinds, trail signs, bike rack

Phase 3 – Hwy 200 pedestrian crossing

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Appendix E – Natural Resource Damage Program Memo on Integration with Restoration

STATE OF MONTANA
DEPARTMENT OF JUSTICE
Natural Resource Damage Litigation Program
1301 East Lockett, P.O. Box 201425 Helena, MT 59620-1425
(406) 444-0205/FAX 444-0236

MEMORANDUM

TO: Milltown Redevelopment Group (Gary Matson, Mike Kustudia, Peter Nielsen)

Cc: Pat Saffel, FWP, Carol Fox, Rob Collins, NRDP, File

FROM: Doug Martin, MDOJ/NRDP

DATE: May 16, 2008

SUBJECT: Milltown Redevelopment Group Request of Things Redevelopment Can, Should Not, and Can Not Do In Order To Protect the Restoration

This is a list of items and ideas that Pat and I developed to help guide the Redevelopment Group in their design process.

Definition of active floodplain: The area where the river will regularly flood during bankfull flow events and areas near river that are considered wetland habitat types. These areas are below, but within the 5-year flood elevation.

Trails to or near wetlands: trails shall not run adjacent to or around wetland areas in the floodplain. Trails in the floodplain should be designed to travel straight to and away from wetlands. Trails that run adjacent to or around wetlands impact the wetland vegetation and wildlife in and around the wetland resulting in a decreased wetland value.

Trails in active floodplain: trails within the active floodplain (CFR) shall be constructed of non-permanent, low maintenance material. These trails should also run perpendicular to the river flow to the extent possible. Trails in the BFR corridor shall be placed out of the active floodplain since this floodplain is much smaller and impact will be greater. Riparian vegetation is important to provide a wildlife corridor. In particular, the BFR active floodplain is an important wildlife corridor.

Bridge locations: all bridge infrastructures should be out of the active floodplain. The placement of a bridge downstream of the confluence is preferred, as this area would

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allow for the placement of a bridge out of the active floodplain. A bridge upstream of the confluence on the CFR is possible although the bridge design will need to be much wider to decrease impacts to the river and active floodplain. These impacts would be related to increase use near the bridge as travel would be focused in the bridge area from surrounding trails. The construction of bridges will be a timing issue dependent on establishment of vegetation.

Confluence Area: Timing is an issue in the Confluence Area with the redevelopment that is proposed. The upland area will be accessible sooner as fewer disturbances have occurred and less restoration is planned for this area. This area includes the roads to the I-90 bridges and down toward the river downstream. The area downstream from the current dam location will also see restoration activities but to a lesser degree, due to the roads and repository that are already there. This is an area where redevelopment work could start sooner, once the restoration construction is completed.

Access to the current dam location and upstream toward the I-90 bridges will be a timing issue due to the uncertainty of the restoration scale. We do not know what will or will not scour at this time so it is hard to know exactly how much work will need to be done to restore this area. We hope to restore this area to resemble a point bar to the extent practicable and revegetate it appropriately. Access will not be allowed until vegetation is established and mature. Note: point bar vegetation for the CFR and BFR consist of willows and cottonwoods colonizing the exposed surfaces. These types of vegetation may not be compatible with some types of recreation (i.e., beach area) being contemplated.

Fishing Access: Pat says 4-hour floats are the typical distance FWP uses to plan and locate river access facilities. There are currently accesses at Turah, the Weigh Station and Sha-ron. An access in Missoula is being pursued as well. FWP would like to take a wait-and-see approach to the need for a site at the Milltown site as well as seeing what the dam site restoration ends up being. There are several reasons for this approach in addition to the question for need above. First, we do not know where the water level will be after restoration, so the access site may not have immediate access to the river; second, staging locations of fishes are unknown as the location of pools and fish behavior below the dam is yet to be seen; third, the type and intensity of use at a Fishing Access Site (FAS) may not be appropriate for the resource objectives of the site and; four, the need for additional river access or disbursement of users is unknown at this time. The approach of waiting until final phases of development to possibly construct a river access site at this location is appropriate. The undeveloped river access site located upstream of the pedestrian bridge FWP believes is fine the way it is for the time being.

Gateway Area: Little restoration is planned for the Gateway area and this is an ideal place for the Redevelopment Group to start and implement their planning of course, the Redevelopment Group will first have to secure access and certain property rights in that area before proceeding.