

APPENDICES

- A. Adopting Ordinance (added at City Council adoption)**
- B. Scenic Resources Inventory Crosswalk**
- C. Relocated and Retired Viewpoints**
- D. Retired View Corridors and Gateways**



APPENDIX A. Adopting Ordinance

ORDINANCE No. 190241 As Amended

Adopt the River Plan / South Reach, amend the Comprehensive Plan and Comprehensive Plan Map, the Willamette Greenway Plan, Title 33, and the Zoning Map; repeal the Macadam Corridor Design Guidelines; and adopt the Willamette River Greenway Inventory and the Central City Natural and Scenic inventories as supporting documents (Ordinance; amend Code Title 33, amend the Portland Comprehensive Plan and zoning maps, amend Ordinance Nos. 160237 and 163957, and repeal Ordinance Nos. 157795 and 186858)

The City of Portland ordains:

Section 1. The Council finds:

General Findings

2035 Comprehensive Plan

1. Oregon Revised Statutes (ORS) 197.640 requires cities and counties to review their comprehensive plans and land use regulations periodically and make changes necessary to keep plans and regulations up-to-date and in compliance with Statewide Planning Goals and State laws. Portland is also required to coordinate its review and update of the Comprehensive Plan and land use regulations with State plans and programs.
2. In June of 2016 the City Council adopted the 2035 Comprehensive Plan that incorporated the guidance from the City's river planning as described in the next section. The Plan was appealed to LCDC and subsequently the Court of Appeals and Oregon Supreme Court. In September 2020 the Supreme Court declined to hear further appeals, upholding DLCD's December 2017 decision to acknowledge the plan.

Willamette Greenway Plan

3. In 1987, the City Council adopted the Willamette Greenway Plan (Ordinance No. 160237). This plan implemented and was consistent with Statewide Planning Goal 15, Willamette River, for the City of Portland. This plan included goals, objectives, mapped boundaries with an inventory of property characteristics, Zoning Code regulations and special design guidelines that apply to properties along the Willamette River, and a list of public acquisition areas. The plan also updated information and regulations for scenic resources along the Willamette River.
4. Significant changes occurred between when Council adopted the Greenway Plan in 1987 and further guidance from City Council including the following:
 - a. Willamette River spring Chinook salmon and Steelhead trout were listed as threatened under the Endangered Species Act in the late 1990s and Coho and Columbia River Chum salmon were added in 2005. The Act prohibits harming these species or their habitat and calls for actions to restore populations to sustainable levels. Pacific lamprey is currently under review for listing. On June 14, 2000, the City of Portland declared its intent to

create a recovery plan for salmon and trout listed under the federal Endangered Species Act based on a comprehensive framework (Resolution 35894)

- b. In 1998 and in 2005, Metro adopted Titles 3 and 13, respectively. These titles require local governments to reduce flood and landslide hazards, control soil erosion, protect water quality, and protect, conserve, and restore riparian corridors and wildlife habitat. The areas subject to these titles include those inundated in 1996.
5. On November 25, 1998 the Portland City Council (Resolution 35742) directed the Bureau of Planning to do a comprehensive update of the Willamette Greenway Plan and implementing regulations to address several legal and regulatory issues including the listing of Willamette River Salmon under the Endangered Species Act.
 6. In 2001 City Council embraced the concept of River Renaissance which launched several subsequent planning efforts including:
 - a. On March 21, 2001 the City Council endorsed the River Renaissance Vision (Resolution 35978) as a call to action for City government, businesses and industry, community organizations, neighborhoods and other agencies to revitalize the river as the centerpiece of Portland. The vision includes five themes: a clean and healthy river; a prosperous working harbor; Portland's front yard; vibrant waterfront districts and neighborhoods; and partnerships, leadership and education.
 - b. On December 8, 2004 the City Council adopted the River Renaissance Strategy (Resolution 36276) that called for the update of the Willamette Greenway Plan, established policy guidance and the following River Renaissance principles:
 - Consider the interrelated nature of the city and region's economic, natural, social and cultural systems, striving to optimize benefits in each of these areas;
 - Allocate the responsibility for the costs and impacts of accomplishing the River Renaissance Vision among public and private stakeholders in an equitable way;
 - Develop meaningful measures to monitor progress and success;
 - Consider the effects of current decisions on future generations, to preserve their choices and opportunities, and to reduce future costs and liabilities;
 - Rely on civic leadership to demonstrate the River Renaissance approach through works, actions and public investments; and
 - Target investment to maximize benefits and spur innovation.
 - c. On April 26, 2006, the City Council endorsed the River Concept (Resolution No. 36405) as guidance for the development of the River Plan. This document set the stage to plan by reach, North, Central and South, since each reach has its unique issues.

7. In 2010 City Council unanimously adopted the River Plan / North Reach. This plan was appealed to the Oregon Supreme Court and was eventually remanded to the City for lack of an up to date Economic Opportunities Analysis and a Goal 15 inventory. The original Greenway Plan and associated regulations remain in place for the North Reach of the Willamette River.
8. In 2018 City Council adopted *Central City 2035 Plan* which included an update to the Willamette Greenway Plan for the Central Reach. This plan was appealed, remanded, readopted and it went into effect in September 2020.
9. In 2016, in response to a legal settlement, the Federal Emergency Management Agency (FEMA) was directed by the National Marine Fisheries Service (NMFS) to make changes to the National Flood Insurance Program (NFIP) in Oregon to ensure FEMA’s flood insurance program complies with the Endangered Species Act (ESA) and does not result in harm to protected salmon and steelhead, or their critical habitat, in Oregon.
 - a. Local compliance with FEMA’s updated program will be required in Portland to maintain access to FEMA’s federally backed flood insurance for Portland residents and businesses. Flood insurance is required for any property with federally backed financing in the FEMA-designated 100-year floodplain. Changes to FEMA’s program will result in changes to how floodplain development is managed and permitted locally.
 - b. FEMA’s deadline for providing a compliance plan to Oregon jurisdictions is October 2021. FEMA is working with local jurisdictions and the State of Oregon to define the plan. FEMA plans to provide a compliance plan that offers multiple options for permitting jurisdictions—ranging from a model ordinance for floodplain development standards that may be well-suited to smaller jurisdictions with smaller floodplains and fewer staff, to a flexible option through which jurisdictions can propose their own approach to ensure that salmon and steelhead habitat is protected and improved. The local compliance period will begin after the FEMA plan is released in 2021. FEMA has not provided information on exactly how long jurisdictions will have to comply, but forward progress will be a critical factor in FEMA’s review and enforcement approach. The City is starting work now because existing policies support this work; and completing the breadth of regulatory and programmatic changes needed to achieve compliance will take a significant amount of time—likely more time than FEMA will offer.

Willamette River Greenway Inventory

10. In 2018 The Bureau of Planning and Sustainability began an update to the 2014 *Willamette River Greenway Inventory* (adopted by Ordinance No. 186858) based on the adoption of the 2035 Comprehensive Plan in 2016 and the *Central City 2035 Plan*.
 - a. On 2/15/19 a notice of proposed action was received by the Department of Land Conservation and Development pursuant to post-acknowledgement review process requirement of OAR 660-18-020.

- b. On February 22, 2019, the Proposed Draft of *Willamette River Greenway Inventory – An Update to Portland’s Statewide Planning Goal 15 Inventory* was published and public notices were sent to approximately 5,000 property owners within the greenway boundary and others who might be interested in the inventory.
- c. A public open house on the proposed draft of the inventory was held on March 16, 2019.
- d. On March 26, 2019, the Planning and Sustainability Commission held a public hearing on the Proposed Draft of the *Willamette River Greenway Inventory - An Update to Portland’s Statewide Planning Goal 15 Inventory* and voted unanimously to recommend the inventory to the Portland City Council for adoption.
- e. On or about October 7, 2020, a notice of the November 4, 2020 Portland City Council public hearing was mailed to all affected property owners and those who presented oral and written testimony at the Planning and Sustainability Commission public hearing as required by ORS 227.186. In addition, the City emailed notice of the hearing to generally interested members of the public and its River Plan News email list.
- f. On November 4, 2020 Portland City Council considered amendments to the Proposed Draft of the *Willamette River Greenway Inventory* that include changes from a more recently adopted Better Housing By Design project and the River Plan / South Reach.

River Plan / South Reach (update to a portion of the Willamette Greenway Plan)

11. Guided by the policies, urban design diagrams, code concepts and other elements the Bureau of Planning and Sustainability, in collaboration with other City bureaus, developed the *River Plan /South Reach Discussion Draft*, released for public review on October 18, 2019. Additional guidance for the development of the Discussion Draft came from documents provided in Exhibit D and public engagement. A review period of approximately four months included open houses and presentations to interested groups, organizations, and appointed commissions. Written and verbal comments and proposed amendments were reviewed and considered by staff.
12. On January 21, 2020 a notice of proposed action was received by the Department of Land Conservation and Development pursuant to post-acknowledgement review process requirement of OAR 660-18-020.
13. On or about October 9, 2020, a notice of the November 4, 2020 public hearing on the *River Plan / South Reach Recommended Draft* was sent to individuals who had previously submitted testimony, the project’s mailing list, individuals and organizations who requested such notice, and other interested parties.
14. On or about October 9, 2020, a notice of the River Plan / South Reach Recommended Draft public hearing was sent to all property owners potentially affected recommended zoning map changes made by the Planning and Sustainability Commission. Property owners received a separate notice for each property potentially affected by the proposal.

15. On October 12, 2020, BPS published the Planning and Sustainability Commission's *River Plan /South Reach Recommended Draft* and an update to the *Willamette River Greenway Inventory*. The plan contains the following Volumes and Exhibits:
- Volume 1, Policies, Objectives and Recommendations, attached as Exhibit A. This document includes amendments to Title 33, Planning and Zoning and the official zoning maps. It also contains amendments to Comprehensive Plan Policies and Maps. This document also includes a vision statement and urban design concept diagrams other actions to implement the plan that are not adopted as policy.
 - Volume 2. Scenic Resources Protection Plan, attached as Exhibit B. This document includes an inventory of views, viewpoints, view streets, scenic corridors, an Economic, Social, Environmental and Energy analysis, and a description of the Zoning Code changes and maps that implement the Scenic Resources Protection Plan.
 - Volume 3, Willamette River South Reach Natural Resources Protection Plan, attached as Exhibit C. This document presents an overview of the regulatory context for the river, an inventory approach and methodology, an analysis of protection options and recommendations, inventory results, and implementation tools.
 - Volume 4, Background Materials, attached as Exhibit D. This document references a number of background reports and documents used to develop the *River Plan /South Reach*.
 - The *Willamette River Greenway Inventory*, Recommended Draft was also published on October 5, 2020, attached as Exhibit E.
 - The Findings of Fact Report, attached as Exhibit F, includes additional findings demonstrating consistency with the State-wide Planning Goals, Metro Urban Growth Management Functional Plan, and the City of Portland 2035 Comprehensive Plan.
16. The *River Plan /South Reach Proposed Draft* was released in early 2020 for review by the public and the Portland Planning and Sustainability Commission (PSC). The PSC held a public hearing on February 25, 2020 and work sessions on March 10, May 12 and May 26, 2020 before holding a final hearing to focus on boating. The PSC voted on June 23, 2020 to forward to City Council their *River Plan /South Reach Recommended Draft*.
17. The design commission also held a public hearing on July 16, 2020 on *River Plan / South Reach* design recommendations. These recommendations included repealing the Macadam Corridor Design Guidelines (1985) and instead applying the still draft Design Overlay Zone Amendment (DOZA) Citywide Design Guidelines in the Macadam Area. In addition, the package included a special Macadam area character statement to include as part of these guidelines. The Design Commission voted unanimously to forward the recommendations as amended to the City Council.

18. It is in the public interest that the recommendations contained in the *Plan* be adopted to serve as a guide to public and private decision making and investment along the Willamette River's South Reach.

NOW, THEREFORE, the Council directs:

- a. Amend the *2035 Comprehensive Plan* policies as shown in Exhibit A: *The River Plan / South Reach Recommended Draft*, Volume 1: Policies, Objectives, and Recommendations.
- b. Amend *2035 Comprehensive Plan Map* as shown in Exhibit A: *The River Plan / South Reach Recommended Draft*, Volume 1, Part 2: Policies, Objectives, and Recommendations.
- c. Amend Title 33, Planning and Zoning, of the Municipal Code of the City of Portland, as shown in Exhibit A, Volume 1, Part 2, *River Plan / South Reach Recommended Draft*. The commentary shown in Exhibit A is adopted as legislative intent and further findings.
- d. Amend the official Zoning Map to amend base zones and apply overlay zones as shown in Exhibit A, Volume 1, Part 2, *River Plan / South Reach Recommended Draft*.
- e. Adopt the Urban Design Concepts, Objectives and action items in Exhibit A, Volume 1, Part 1, and Part 2 D, *River Plan / South Reach Recommended Draft* as non-binding City policy and guidance for future planning, programming and decision-making in the South Reach.
- f. Adopt the *River Plan / South Reach Recommended Draft*, Volume 2: Scenic Resource Protection Plan as shown in Exhibit B to support the scenic resources provisions in Title 33, Zoning Code.
- g. Adopt the *River Plan / South Reach Recommended Draft*, Volume 3: Natural Resource Protection Plan as shown in Exhibit C to support the natural resource provisions in Title 33, Zoning Code.
- h. Adopt as *Comprehensive Plan* supporting documents the following inventories, and amend *Comprehensive Plan* Policy 1.2 by adding these inventories to the list:
 1. The River Plan / South Reach Scenic Resources Inventory as shown in Exhibit B, the *River Plan / South Reach Recommended Draft*, Volume 2: Scenic Resource Protection Plan, Chapter II;
 2. The River Plan / South Reach Natural Resources Inventory as shown in in Exhibit C, the *River Plan / South Reach Recommended Draft*, Volume 3: Natural Resource Protection Plan, Chapter V;

3. The Willamette River Central Reach Natural Resources Inventory as shown in Exhibit G *Central City 2035 Plan* Volume 3B, Willamette River Central Reach Natural Resources Protection Plan, Chapter 5;
4. The Central City 2035 Scenic Resources Inventory as shown in Exhibit H; *Central City 2035 Plan* Volume 3A, Scenic Resources Protection Plan, Part 2: Scenic Resources Inventory;
5. The *Willamette River Greenway Inventory* as shown in Exhibit E. Repeal the 2014 *Willamette River Greenway Inventory* adopted by Ordinance 186858.
 - i. Replace *2035 Comprehensive Plan* map CON -050-A, Significant Scenic Resources as shown in Exhibit I.
 - j. Repeal Ordinance No. 157795, the Macadam Corridor Design Guidelines.
 - k. Adopt the Macadam Character Statement to be applied with the Citywide Design Guidelines.
 - l. Amend Ordinance No. 160237, as amended, to no longer apply the provisions of the Willamette Greenway Plan within the South Reach River Overlay Boundary as shown on Map 475-1 of Exhibit A: *The River Plan / South Reach Recommended Draft*, Volume 1: Policies, Objectives, and Recommendations.
 - m. Amend Ordinance No. 163957, as amended, to no longer apply the provisions of the Scenic Resources Protection Plan to any and all scenic resources within the South Reach Boundary, as shown on Map 475-1, or to viewpoints and view corridors within the Viewpoint Boundary as shown on Map 2-1 on page 12 of *River Plan / South Reach Recommended Draft*, Volume 2: Scenic Resource Protection Plan.
 - n. Direct the Bureau of Planning and Sustainability to use the *Willamette River Greenway Inventory* as a primary information source in future river planning efforts that update the Willamette Greenway Plan.
 - o. Adopt the Findings Report contained in Exhibit F as further findings of fact.

Section 2. Effect

The directives in this ordinance shall become effective as follows: (1) directives j and k will take effect on August 1, 2021, but only if Council has adopted design guidelines applicable to the Macadam Corridor by that date; otherwise, directives j and k will not go into effect and are repealed; and (2) all remaining directives will take effect on March 1, 2021.

Section 3. Severability

If any section, subsection, sentence, clause, phrase, diagram or drawing contained in this ordinance, or the map, report, inventory, analysis, or document it adopts or amends, is held to be deficient, invalid or unconstitutional, that shall not affect the validity of the remaining portions. The Council declares that it would have adopted the map, report, inventory, analysis, or document each section, subsection, sentence, clause, phrase, diagram and drawing thereof, regardless of the fact that any one or more sections, subsections, sentences, clauses, phrases, diagrams or drawings contained in this Ordinance, may be found to be deficient, invalid or unconstitutional.

Passed by the Council: December 16, 2020

Commissioner Jo Ann Hardesty
Prepared by Sallie Edmunds
Date Prepared: October 27, 2020

Mary Hull Caballero

Auditor of the City of Portland

By *Keelan McClymont*
Deputy

ORDINANCE NO. 190241 As Amended

Title

Adopt the River Plan / South Reach, amend the Comprehensive Plan and Comprehensive Plan Map, the Willamette Greenway Plan, Title 33, and the Zoning Map; repeal the Macadam Corridor Design Guidelines; and adopt the Willamette River Greenway Inventory and the Central City Natural and Scenic inventories as supporting documents (Ordinance; amend Code Title 33, amend the Portland Comprehensive Plan and zoning maps, amend Ordinance Nos. 160237 and 163957, and repeal Ordinance Nos. 157795 and 186858)

<p style="text-align: center;">INTRODUCED BY Commissioner/Auditor: Commissioner Hardesty</p>	<p>CLERK USE: DATE FILED <u>October 27, 2020</u></p>
<p style="text-align: center;">COMMISSIONER APPROVAL</p>	<p>Mary Hull Caballero Auditor of the City of Portland</p> <p>By: <u><i>Keelan McClymont</i></u> Deputy</p> <p>ACTION TAKEN: November 4, 2020 Continued to December 2, 2020 at 3:00 pm Time Certain As Amended December 2, 2020 Continued to December 10, 2020 at 2:00 pm Time Certain As Amended December 10, 2020 Passed to Second Reading December 16, 2020 at 10:45 am Time Certain As Amended</p>
<p>Mayor—Finance & Administration - Wheeler</p>	
<p>Position 1/Utilities - Fritz</p>	
<p>Position 2/Works - Ryan</p>	
<p>Position 3/Affairs - Hardesty <i>JL Hardesty</i></p>	
<p>Position 4/Safety - Eudaly</p>	
<p style="text-align: center;">BUREAU APPROVAL</p>	
<p>Bureau: Planning and Sustainability Bureau Head: Andrea Durbin <small>Digitally signed by Andrea Durbin Date: 2020.10.16 13:29:31 -0700</small></p>	
<p>Prepared by: Sallie Edmunds Date Prepared: 10/8/2020</p>	
<p>Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p>	
<p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	
<p>City Auditor Office Approval: required for Code Ordinances</p>	
<p>City Attorney Approval: required for contract, code, easement, franchise, comp plan, charter <i>LF</i> <small>Digitally signed by Lily F. Rees Date: 2020.10.16 10:30:51 -0700</small></p>	
<p>Council Meeting Date November 4, 2020</p>	

AGENDA
<p>TIME CERTAIN <input checked="" type="checkbox"/> Start time: <u>2:00 PM</u> Total amount of time needed: <u>2 Hours</u> (for presentation, testimony and discussion)</p>
<p>CONSENT <input type="checkbox"/></p>
<p>REGULAR <input type="checkbox"/> Total amount of time needed: _____ (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	✓	
2. Ryan	✓	
3. Hardesty	✓	
4. Eudaly		
Wheeler	✓	

APPENDIX B. Scenic Resources Inventory Numbering Crosswalk

There are three key documents that relate to scenic resource protection across Portland:

- 1) *Scenic Views, Sites and Drives Inventory* (1989)
- 2) *Scenic Resource Inventory Map* (1989)
- 3) *Scenic Resources Protection Plan* (1991)

Views and viewpoints were identified in each of these plans and were further categorized by the primary focal image of the view: panorama (VP), city landscape (VC), view of mountain (VM) and view of bridge (VB). Each view was then assigned a numeric code that identified which map the viewpoint is located on and the ranking of the view. For example, VM 13-04 means that the viewpoint is on Map 13 and it was the fourth ranked view of all the views of mountains. Other resources were identified in these reports including gateways and focal points, waterways and scenic sites that were assigned a numeric identification; the number did not relate to a ranking or evaluation. Finally, view corridors were identified and not assigned any code or number.

Prior to adoption of the *Scenic Resources Protection Plan* (1991), the *Willamette Greenway Plan* (1987) identified views and viewpoints within the South Reach. Many viewpoints identified in the *Willamette Greenway Plan* were assigned a specific number but some were simply given a code of GVP with no number.

The following table presents the new SRSRPP identification codes along with the old identification codes used in each of the past reports and plans. The table also includes the codes assigned to each photo that was sent to the experts for evaluation.

SRSRPP ID Code	Viewpoint Address/ Location	1988 Central City Plan, Willamette Greenway Plan ID Code	1991 Scenic Resources Protection Plan ID Code	2018 Scenic Resources Review Team Booklet ID Code	Viewpoint Status	Notes
SR-SW01	Greenway Trail, south of the Willamette Wharf Building			SR-18	New	
SR-SW02	Greenway Trail, near The Landing Boat Club marina	83		SR-8	Existing	
SR-SW03	Greenway Trail, just south of SW Pendleton St			SR-34	New	
SR-SW04	Willamette Park, just south of the boat launch	85		SR-21	Relocated	Moved from on trail to location closer to picnic table for better view of Sellwood Bridge
SR-SW05	Willamette Park, beach at southern end of the park		VB38-25	SR-12	Existing	
SR-SW06	Access ramp for Macadam Bay Moorage		VB38-23	SR-11	Existing	
SR-SW07	Powers Marine Park		VB38-21	SR-3	Existing	
SR-SW08	SW Riverwood Rd and SW Military Rd			SR-25	New	
SR-SW09	Garden at Elk Rock, behind main building			SR-35	New	
SR-SW10	Garden at Elk Rock, trail at southern end of property			SR-24	New	
SR-SW11	SW Riverside Dr (Hwy 43) ROW, adjacent to Elk Rock Cliff (Peter Kerr Property)			SR-19	New	
SR-SE01	Springwater Corridor, east of Ross Island Lagoon		VP31-37	SR-29	Relocated	Relocated from private property
SR-SE02	Springwater Corridor, southeast of East Island			SR-6	New	View platform construction was completed after expert review; results extrapolated
SR-SE03	SE 13 th Ave and SE Bybee Blvd			SR-7	New	Additional photos taken during leaf-off; results extrapolated

SRSRPP ID Code	Viewpoint Address/ Location	1988 Central City Plan, Willamette Greenway Plan ID Code	1991 Scenic Resources Protection Plan ID Code	2018 Scenic Resources Review Team Booklet ID Code	Viewpoint Status	Notes
SR-SE04	Beach west of Oaks Amusement Park	86		SR-17	Relocated	Relocated down stairs to beach for improved panoramic view
SR-SE05	Oaks Amusement Park, near Oaks Park Dance Pavilion			SR-1	New	Additional photos taken during leaf-off; results extrapolated
SR-SE06	Springwater Corridor, west of Oaks Bottom wetland			SR-10	New	View platform to be constructed in winter of 2020; results extrapolated
SR-SE07	SE Sellwood Blvd, east of SE 11 th Ave		VP38-03	SR-5	Relocated	Relocated to the east for a better view of Oaks Bottom and city skyline
SR-SE08	Sellwood Park, northern parking lot		VC38-30	SR-27	Relocated	Relocated from middle of parking lot to safer location
SR-SE09	Sellwood Riverfront Park		VB38-26	SR-32	Existing	
SR-SE10	Sellwood Bridge, north sidewalk			SR-15	New	
SR-SE11	Sellwood Bridge, south sidewalk			SR-28	New	
SR-SE12	End of SE Linn St (dead end)	87		SR-20	Existing	
SR-SE13	SE 9 th Ave and SE Ochoco St			SR-9	New	
Retired	SE McLoughlin Blvd ROW (at SE Holgate Blvd)	82				Inaccessible due to high traffic volumes and no sidewalk access
Retired	Oaks Bottom Wildlife Refuge Trailhead (SE Milwaukie Ave and SE Mitchell St)	84		SR-6		Focal feature of view is unclear; trees and other vegetation block the view
Retired	Oaks Pioneer Church (SE Spokane St and SE Grand Ave)		VB38*24	SR-32		Buildings and vegetation have completely blocked the view

APPENDIX C. Relocated and Retired Viewpoints

Through the process of developing the inventory of the SRSRPP, staff have relocated and retired some of the scenic resources that were previously inventoried through one or more of these plans:

- 1) *Willamette Greenway Plan* (1987)
- 2) *Scenic Views, Sites and Drives Inventory* (1989)
- 3) *Scenic Resource Inventory Map* (1989)
- 4) *Scenic Resources Protection Plan* (1991)

The map below shows all of the existing, relocated and retired viewpoints. After the map are explanations of the change, a current photo and a historic photo (if available).

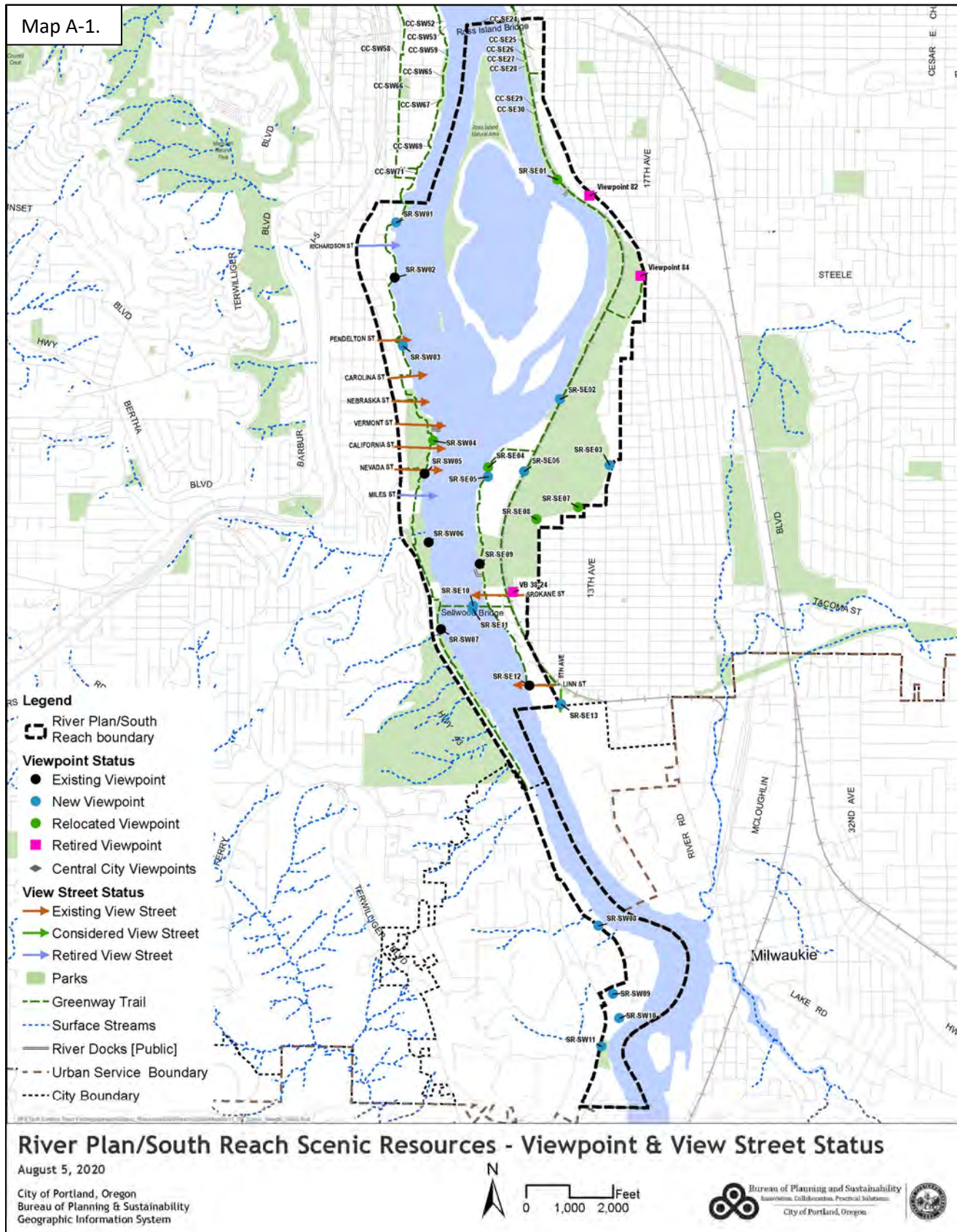
Below is a general description of possible reasons the various type of change may have been made.

Relocated Viewpoints

- A nearby location offered a more complete or less obstructed view of the primary focal features.
- The historic viewpoint location is not developed as a viewpoint (e.g., no pullout, no benches) and a nearby location is developed as a viewpoint and provides a view of the same primary focal features.
- The historic viewpoint was located on private property but there's a public location nearby with a similar view.
- There was no safe way to access the historic viewpoint location but there is an accessible location nearby with a similar view (e.g., there's no crosswalk or sidewalk on the side of the street where the historic viewpoint location was but a similar view exists from the other side of the street where there is a sidewalk – in this case, the viewpoint was relocated to the side of the street with a sidewalk).

Retired Viewpoints

- The view is completely or significantly blocked by new development.
- There is no safe place from which to document the view nor is there an alternative viewpoint location nearby with a similar view.
- The historic viewpoint is on private property and there is no alternative public viewpoint location nearby with a similar view.
- The view is completely or significantly blocked by a large expanse of overgrown vegetation, even during leaf-off, such that the historic focal features are no longer visible.
- Historic mapping of the location and the description did not provide enough detail to know what the viewpoint, gateway/focal point or corridor was a view of. Staff performed field visits to these locations and determined that no scenic resources were present.



SCENIC RESOURCES INVENTORY | RELOCATED & RETIRED VIEWS

SPRINGWATER CORRIDOR, ROSS ISLAND LAGOON

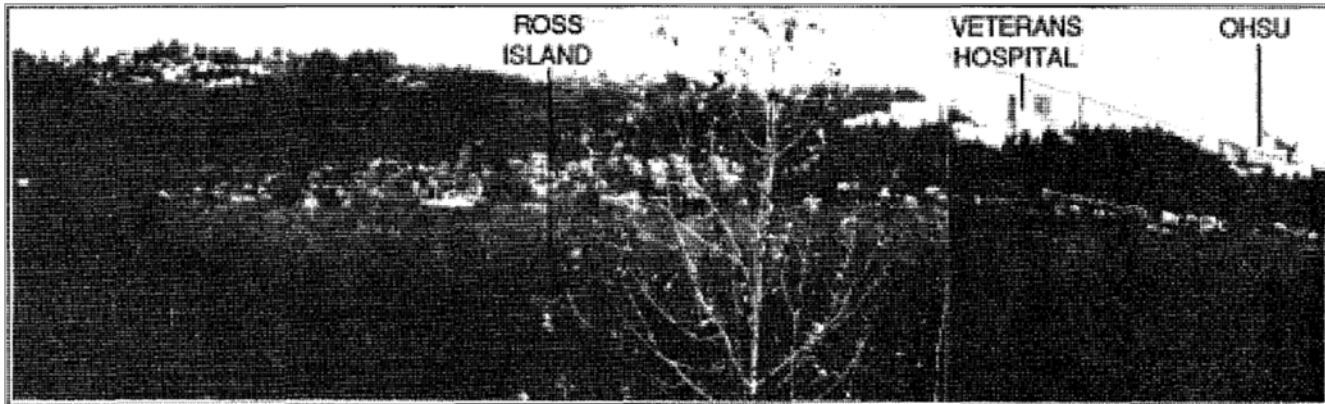
Old ID: VP31-37

New ID: SRSE01

Relocated. The previous location of this viewpoint was on private property, making it not readily accessible to the public. Therefore, it does not meet the criteria to be included in the inventory. A similar view was documented adjacent to the Springwater Corridor Trail (see SRSE01).



Current photo.



Historic photo.

SCENIC RESOURCES INVENTORY | RELOCATED & RETIRED VIEWS

SE MCLOUGHLIN BOULEVARD RIGHT OF WAY at SE HOLGATE BOULEVARD

Old ID: 82 (GVP)

New ID: N/A

Retired. The location of this viewpoint is adjacent to a very busy intersection that makes access to the area extremely difficult. There is no sidewalk and a guardrail creates a significant barrier along this stretch of SE McLoughlin Blvd. Due to the lack of sidewalks within the vicinity of this viewpoint and general inaccessibility, this viewpoint was retired.



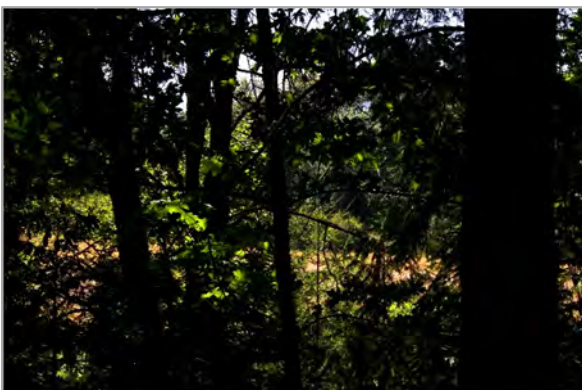
Photographs of viewpoint location showing high traffic volumes and no available sidewalk.

OAKS BOTTOM TRAILHEAD (at SE MITCHELL STREET)

Old ID: 84 (GVP)

New ID: N/A

Retired. The focal feature of this viewpoint is unclear and, due to substantial tree and vegetation growth in the area, a view to the west is completely obscured. There were no similar, high-quality views available for a relocated viewpoint along the Oaks Bottom Trailhead so this viewpoint was retired.



Current view.

SCENIC RESOURCES INVENTORY | RELOCATED & RETIRED VIEWS

WILLAMETTE PARK – BOAT LAUNCH

Old ID: 85 (GVP)

New ID: SRSW04

Relocated. The location of this viewpoint was just south of the boat launch along the Greenway Trail within Willamette Park. The view was relocated to minimize the potential for conflicts with trail users. Additionally, the view was blocked by vegetation. The viewpoint was moved closer to the river to improve the view of Sellwood Bridge. There is a picnic table available near the viewpoint.



Current view.

OAKS AMUSEMENT PARK BEACH

Old ID: 86 (GVP)

New ID: SRSE04

Relocated. This viewpoint was originally located within the Oaks Amusement Park. The view at the original location was significantly obscured by trees and vegetation. The beach to the west of Oaks Amusement Park is accessible to the public and provides excellent views of the river, Ross Island and the city skyline. The location on the beach significantly improved the view so this viewpoint was relocated.



Current view.

SCENIC RESOURCES INVENTORY | RELOCATED & RETIRED VIEWS

SELLWOOD BOULEVARD – OAKS BOTTOM

Old ID: VP38-03

New ID: SRSE07

Relocated. This viewpoint was originally located on the north side of Sellwood Boulevard approximately equidistant between SE 10th Avenue and SE 11th Avenue. Vegetation at the original location obscured the view of Oaks Bottom and the city skyline beyond. The viewpoint was relocated approximately 140 feet to the east to a location with a more clear view of the focal features. A bench is near the relocated viewpoint.



Current view.



Historic view.

SCENIC RESOURCES INVENTORY | RELOCATED & RETIRED VIEWS

SELLWOOD PARK

Old ID: VC38-30

New ID: SRSE08

Relocated. The original location of this viewpoint was identified as in the Sellwood Park parking lot. To reduce the potential for conflicts with automobiles using the viewpoint, this view was relocated to a location along the impervious pedestrian path along the northern end of the parking lot.



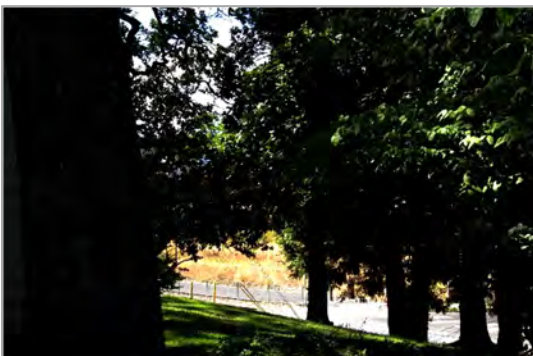
Current view.

OAKS PIONEER CHURCH

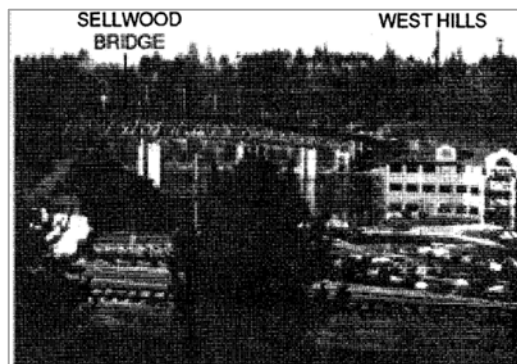
Old ID: VB38-24

New ID: N/A

Relocated. This viewpoint is located behind the Oaks Pioneer Church. A combination of new buildings built since the establishment of the viewpoint and trees and vegetation block the view. The potential for future development to block the view was noted in the 1991 *Scenic Resources Protection Plan*. There was no similar, high-quality location that would allow for a clear view of the Sellwood Bridge. Therefore, the viewpoint is retired.



Current view.



Historic view.

APPENDIX D. RETIRED VIEW CORRIDORS AND GATEWAYS

In previous plans, view streets were called view corridors or gateways. Through the process of developing the SRSRPP, staff have updated the existing view corridors that were previously inventoried through one or more of these plans:

- 1) *Willamette Greenway Plan* (1987)
- 2) *Scenic Views, Sites and Drives Inventory* (1989)
- 3) *Scenic Resource Inventory Map* (1989)
- 4) *Scenic Resources Protection Plan* (1991)

The map below shows all of the existing, considered and retired viewpoints.

View corridors were retired for one of the following reasons:

- The view is not a minimum two blocks from the viewing intersection to the focal terminus.
- The view down the street does not end in a prominent focal terminus.
- The view is at least two blocks long and ends in a focal terminus; however, the terminus is not prominent.

One new view street, located along SE 9th Avenue between SE Linn St and SE Ochoco St, was considered as a part of this effort. However, after evaluation of the street according to the established criteria it was not carried forward.

