



CENTRALCITY 2035

Volume 3A SCENIC RESOURCES PROTECTION PLAN

Part 2: Scenic Resources Inventory

Re-Adoption Draft

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Bureau of Planning and Sustainability
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City of Portland, Oregon



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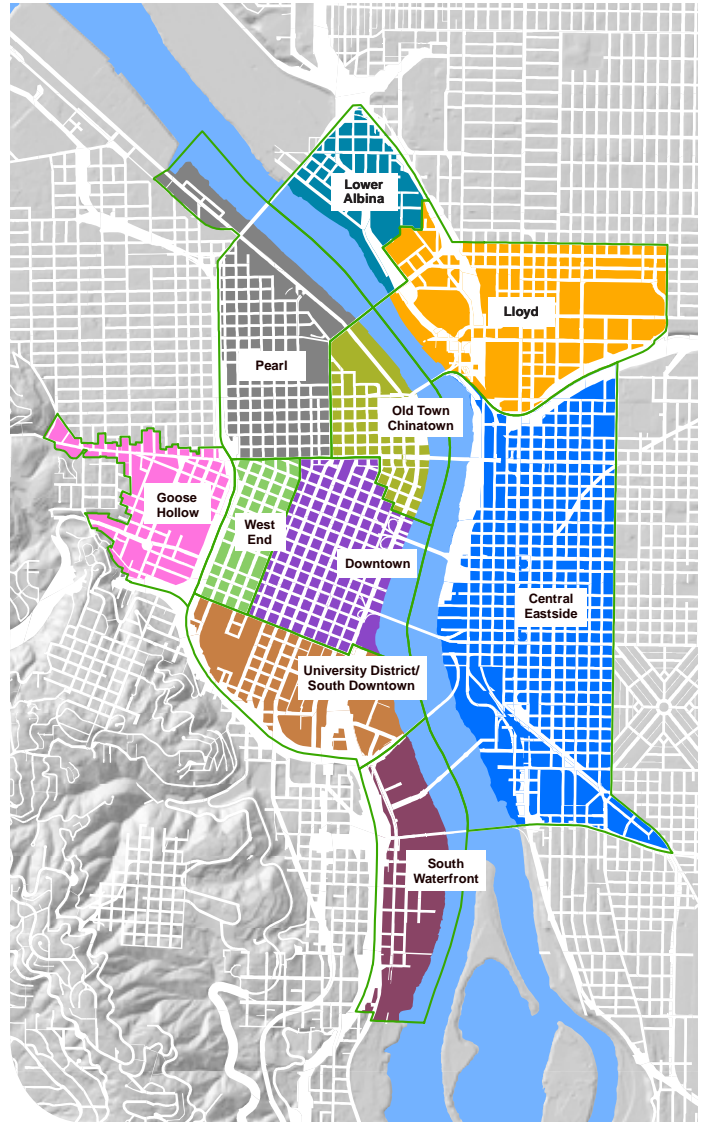


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EXECUTIVE SUMMARY

Portland's Central City has some of the most iconic views in the region. These views have been formally designated and catalogued by the City of Portland over the past 30 years through the development of several plans (e.g., *Scenic Resources Protection Plan* (1991), *Willamette Greenway Plan* (1987)). This Scenic Resources Inventory is the first update to the inventories in these plans. This inventory is being done as part of the broader Central City 2035 project, which update the goals, policies and zoning code for the Central City.

Report Purpose and Uses

The purpose of the *Central City Scenic Resources Inventory* (CCSRI) is to provide useful, current and accessible information on the location and quality of existing public scenic resources in and around Portland's Central City. The CCSRI includes descriptions, evaluations, photographs and maps of public views and viewpoints, scenic corridors, view streets, visual focal points and scenic sites in the Central City.

The CCSRI is intended to inform and support a broad array of City and community activities related to the Central City. Such activities include long-range planning, implementing and updating city programs to protect scenic resources, and identifying priorities for the maintenance and enhancement of scenic resources.

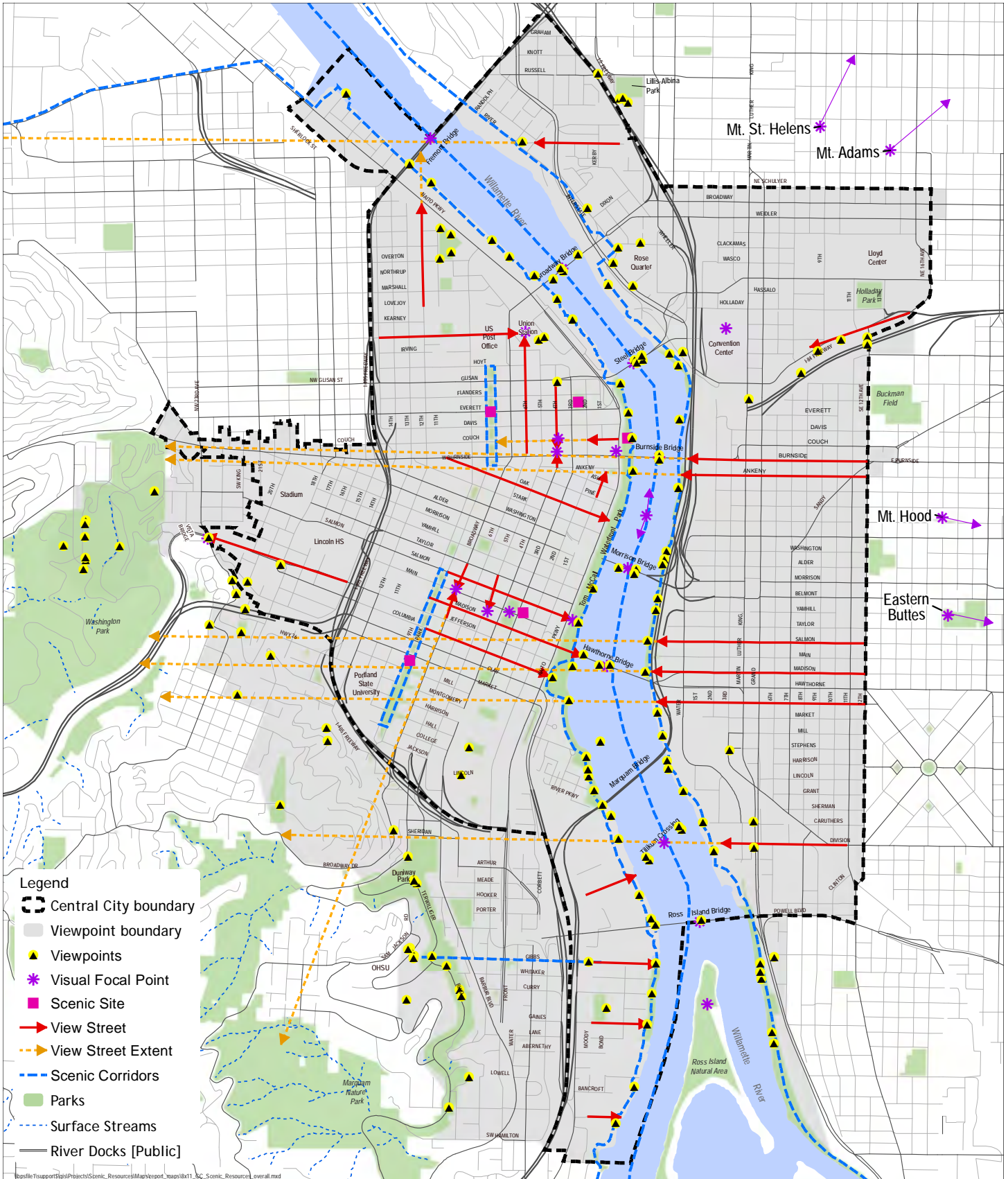
Specifically, the CCSRI will form the basis for an updated Economic, Social, Environmental and Energy Analysis (ESEE), which is required by Oregon State Land Use Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources. The ESEE will recommend which of the inventoried scenic resources should be protected and managed.

Inventory Area

The CCSRI is an update of scenic resource information for the Central City only. The following map includes two boundaries:

1. Central City 2035
2. Viewpoint Boundary

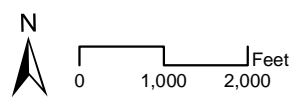
The CCSRI includes public scenic views and viewpoints, view streets, scenic corridors, visual focal points and scenic sites within the Central City 2035 boundary. There are also viewpoints located outside of the Central City 2035 boundary that include views of or across the Central City. Those scenic views that could be affected by development or vegetation management within the Central City are also included in the inventory (shown in the Viewpoint Boundary on the above map). Viewpoints located farther away or high enough that development or vegetation management within the Central City would not affect the view are not included in this inventory update and remain protected under the previous plans.



- Legend**
- Central City boundary
 - Viewpoint boundary
 - Viewpoints
 - Visual Focal Point
 - Scenic Site
 - View Street
 - View Street Extent
 - Scenic Corridors
 - Parks
 - Surface Streams
 - River Docks [Public]

Central City Scenic Resources

February 10, 2017
 City of Portland, Oregon
 Bureau of Planning & Sustainability
 Geographic Information System



Inventory Process

To learn about current best practices for documenting and evaluating scenic resources, staff reviewed case studies of scenic resource conservation methods from a variety of jurisdictions around the nation, Canada, Europe and New Zealand. The case studies provided a broad array of methods and approaches that were relevant and potentially applicable to Portland’s inventory and helped staff develop a consistent and objective approach and methodology.

To produce the CCSRI, staff began by mapping scenic resources that were inventoried in previous plans, including the *Terwilliger Parkway Corridor Plan* (1983), *Willamette Greenway Plan* (1987), *Scenic Views, Sites and Drives Inventory* (1989), *Scenic Resource Inventory Map* (1989), *Scenic Resources Protection Plan* (1991), *Central City Plan District* (1992), *South Waterfront Public Views and Visual Permeability Assessment* (2006) and *South Waterfront Plan* (2002). Next, potential new scenic resources were added to the inventory via one of four mechanisms:

1. Central City staff identified potential new scenic resources based on input received as CC2035 advisory committees and public open house events.
2. An inter-bureau technical committee consisting of staff from Bureau of Planning and Sustainability, Portland Parks and Recreation, Bureau of Environmental Services and Bureau of Transportation was formed and identified potential new scenic resources.
3. The public nominated potential new views and viewpoints via an open call for nominations through an online survey, email, phone call or written letter.
4. Staff documented potential new scenic resources during field visits while inventorying existing and potential scenic resources.

Staff conducted field visits to all existing and potential new scenic resource. Staff recorded a standard set of feature information and took a standard set of photographs of each resources. All existing and potential scenic resources were evaluated using consistent approaches and criteria. A slightly different methodology was used to evaluate each type of scenic resource.

Methodology and Results

Below is a summary of the methodology used to identify and designate each type of scenic resource and the number of scenic resources that are included in the CCSRI. The methodology represents accepted standards/best practices in the field.

Views and Viewpoints

A view is an aesthetically pleasing landscape or scene comprised of one or more visual feature. A view may be narrow or panoramic, may include natural and/or manmade features, and may be of a faraway object (e.g., a mountain) or of a nearby object (e.g., a city bridge). A viewpoint is the location from which one enjoys the view. A viewpoint may be a generalized location, such as a butte, and include several vantage points where the view may be seen to best advantage, or it could be a single observation point. A viewpoint

may be developed with benches, signs and/or lighting. Or it may simply be a publicly accessible point from which one can take in a view.

The CCSRI includes 157 views from 148 viewpoints; some viewpoints have multiple views. The views were evaluated by experts in the fields of landscape architecture, urban design, or cultural or natural resources. The experts scored the quality and characteristics of the upland and river views separately. This is because research has shown that the presence of water alone is a very strong factor in influencing scenic quality and, thus, river views tend to be rated higher than upland views. This is indeed what the evaluation found: Nearly all of the river views were ranked high to medium for scenic quality.



The viewpoints themselves were evaluated by project staff based on three factors:

1. Whether or not the viewpoint was developed as a viewpoint.
2. The accessibility of the viewpoint.
3. The amount of use the viewpoint receives as a viewpoint (as opposed to use in general).

The results of the evaluations were combined:

- Upland views were ranked as Tier I, II or III, with Tier I including the highest ranked upland views.
- River views were ranked as Group A, B or C, with Group A including the highest ranked river views. It should be noted that, because river views tended to receive higher scores than upland views, Group C river views are still of a high quality although not as high as the Group A and B river views.

Examples of Upland Tier I views include views of Mt Hood from the Washington Park International Rose Test Garden and views of Mt Hood and Mt St Helens from SW Terwilliger Boulevard. Examples of River Group A views include views of the Willamette River and Fremont Bridge from the Broadway Bridge and views of the Willamette River, Hawthorne Bridge and downtown skyline from the Eastbank Esplanade.



View Streets

A view street is defined as a linear stretch that is enclosed or bordered on both sides by buildings or vegetation and leads to a visual focal point that serves as the terminus of the view and contributes an aesthetic quality to the view. View streets must have a focal terminus that:

1. Is either a public park, river, mountain, butte, bridge, building (prominent private buildings were included if they represent the Central City skyline), artwork, sculpture, fountain, or historic or iconic landmark.
2. Can be seen from at least two blocks away.
3. Can be seen from the sidewalk or a crosswalk.

A view street may also include a background focal point (e.g., the West Hills) such that the full extent of the view extends beyond the street grid. River access ways are a subset of view streets that provide a visual and physical connection to the Willamette River. The CCSRI includes 27 view streets. Examples of view streets include a view of Salmon Street Springs looking down SW Salmon Street from SW 4th Avenue or a view of Union Station looking north on NW 6th Avenue starting at W Burnside Street.



Scenic Corridors

A scenic corridor is a linear transportation feature including, but not limited to, a road, rail, trail or waterway valued for its aesthetic qualities and accessed by car, bike, train, tram, foot, wheelchair or boat. A scenic corridor must be at least 0.5 miles in length and include multiple views, viewpoints, visual focal points or scenic sites that may be interspersed with vegetation, built structures or other features of the surrounding environment. There may be pullouts or designated viewpoints along the travel way where travelers can safely stop to enjoy a particularly nice view. To be included in the CCSRI, a scenic corridor must be publicly owned or accessible to the general public and located within the Central City 2035 boundary. Scenic corridors outside of the Central City 2035 boundary are not included in this inventory and remain designated through previous planning efforts. The CCSRI includes six scenic corridors: North Park Blocks, South Park Blocks, Greenway Trail (west), Greenway Trail (east), Portland Aerial Tram and Willamette River.



Visual Focal Points

A visual focal point is a feature or element of the natural or built environment that serves as an aesthetically pleasing or interesting object of a view. Visual focal points must be publicly owned or on public land and visible from a distance of at least two city blocks. With the exception of the three major mountains in the area (Mt Hood, Mt Adams and Mt St Helens), all visual focal points designated in the CCSRI are located within the Central City 2035 boundary. The CCSRI includes 25 visual focal points. Examples of visual focal points include the Chinatown Gate, Mt Hood, the Fremont Bridge and the White Stag sign.



Scenic Sites

A scenic site is a single geographic destination that is valued for its aesthetic qualities and provides or relates to a pleasing or beautiful view of natural or built scenery; the pleasing view can be either internal or external to the site. The site may be made up primarily of natural vegetated cover and water, or include structures and manmade landscaping. Scenic sites may include scenic views and viewpoints, but do not necessarily do so. Scenic sites must be publicly owned or on public land. All five scenic sites designated in the CCSRI are located within the Central City 2035 boundary: North Park Blocks, South Park Blocks, Lan Su Chinese Garden, Japanese American Historical Plaza and Mark O. Hatfield U.S. Courthouse 8th floor rooftop terrace.



Conclusion

The CCSRI includes a mix of scenic resources: 157 views from 148 viewpoints, 27 view streets, six scenic corridors, 25 visual focal points and five scenic sites. Roughly half of the scenic resources included in the CCSRI are newly identified while the other half were identified in previous plans and inventories. A few scenic resources were retired because the view is now blocked by development.

The CCSRI does not include recommendations about future protection of, management of or enforcement measures related to scenic resources. The next phase of the project will include an in-depth analysis of the trade-offs involved in protecting, or not protecting, each scenic resource. Staff will consider the effect of building height and massing on significant views as well as alternatives for vegetation management to maintain or enhance scenic resources. The results of the analysis will inform updates to the CC2035 Plan including changes to zoning regulations and maps.



Mt. Hood from Rose Garden.

1. INTRODUCTION

1.a Report Purpose, Organization and Uses

The purpose of this inventory report is to provide useful, current and accessible information on the location and quality of existing scenic resources in and around the Portland's Central City. The report includes descriptions, evaluations, photos and maps of views and viewpoints, scenic corridors, view streets, visual focal points and scenic sites.

This inventory is an update of scenic resource information for the Central City. Over the past 30 years, scenic resources have been protected through multiple plans, including the 1983 *Terwilliger Parkway Corridor Plan*, the 1987 *Willamette Greenway Plan* and the 1991 *Scenic Resources Protection Plan*. Those plans include scenic resources located in the Central City as well as scenic resources located outside of the Central City but still within Portland.

This report is organized into seven chapters that provide the introduction and methodology for the inventory, the results and appendices. The following is a brief summary of the material contained in each volume of the document:

Chapter 1: Introduction. A summary of the inventory purpose, inventory area, definitions, regulatory context and uses

Chapter 2: Project Approach. The project approach for how views and viewpoints, scenic corridors, view streets, visual focal points and scenic sites were inventoried is described. The methodology includes how the scenic resources were identified and evaluated for scenic qualities.

The project approach is followed by chapters for each type of scenic resource. The chapters begin with an explanation of the screen criteria and, in some cases, the evaluation criteria, followed by the inventory results.

Chapter 3: Scenic Views and Viewpoints – Methodology and results. The results are further divided by quadrant based on the city's street grid.

Chapter 4: View Streets – Methodology and results

Chapter 5: Scenic Corridors – Methodology and results

Chapter 6: Visual Focal Points– Methodology and results

Chapter 7: Scenic Sites – Methodology and results

Appendices. There are six appendices included in this report:

- **Appendix A** – A summary of the statistical analysis of view and viewpoint rankings by the experts
- **Appendix B** – A list of all the viewpoints with the previous viewpoint code numbers and the current viewpoint code numbers. This list provides a crosswalk between the updated Scenic Resources Inventory and the previous protection plans.

- **Appendix C** – A summary of the line of sight methodology
- **Appendix D** – A description of each viewpoint that has been retired, relocated or re-designated as a different type of scenic resource. Each includes a photo and description.
- **Appendix E** – A list of view corridors (now called view streets) that were included in the 1989 Scenic Resources Inventory but not in this update. Also included are additional view streets initially documented as part of this process and then removed because they did not meet the criteria for inclusion. A description of each view street is included.

The inventory is intended to inform and support a broad array of City and community activities related to the Central City, such as long-range planning, implementing and updating city programs to protect scenic resources, and identifying priorities for the maintenance and enhancement of scenic resources.

1.b Definitions

Scenic resource: A scenic resource is defined as any structure, feature, or element, natural or built, that is valued for its aesthetic appearance. Scenic resources include views, viewpoints, scenic corridors, view streets, visual focal points and scenic sites.

View: A view is an aesthetically pleasing landscape or scene comprised of one or more visual features. A view may be framed, wide angle or panoramic and may include natural and/or manmade structures and activities. A view may be from a stationary viewpoint or be seen as one travels along a roadway, waterway or path. A view may be to a faraway object, such as a mountain, or of a nearby object, such as a city bridge.

Viewpoint: A viewpoint is a location from which to enjoy a scenic view. A viewpoint may be a generalized location, such as a butte, and include several vantage points where the view may be seen to best advantage, or a single observation point. A viewpoint may be developed with features such as benches, signs and lighting or may simply be a publicly accessible point from which to take in a view.

View street: A view street is a linear scenic resource that is enclosed or bordered on both sides (e.g., by buildings or trees) and leads to a visual focal feature that has an aesthetically pleasing, scenic quality and serves as the terminus of the view. River access ways are a subset of view streets that provide a visual or physical connection to the river.

Visual focal point: A visual focal point is a feature or element of the natural or built environment that serves as an aesthetically pleasing or interesting object of a view. Views may have one or more primary visual focal points and one or more secondary or contributing visual focal points.

Scenic site: A scenic site is an area valued for its aesthetic qualities. The area may be made up primarily of natural vegetated cover and water, or include structures and manmade landscaping. Scenic sites may include scenic viewpoints but do not necessarily do so.

Scenic corridor: A scenic corridor is a linear transportation feature, including but not limited to a road, rail, trail or waterway valued for its aesthetic qualities and accessed by car, bike, train, foot, wheelchair or boat. A scenic corridor includes multiple views, viewpoints, visual focal points or scenic sites that may be interspersed with vegetation, built structures or other obstructing features of the surrounding environment. There may be pullouts or designated viewpoints along the travel way where travelers can safely stop to enjoy a particularly nice view.

1.c Inventory Area

Views, viewpoints, view streets, scenic corridors, visual focal points and scenic sites located within the CC2035 boundary are part of this inventory update.

There are also views from viewpoints located outside of the CC2035 boundary that include views of or across the Central City. Some of these views could be affected by development or vegetation management within the Central City and were, therefore, included.

A view from a viewpoint outside of the Central City was included in this inventory if the zoning and building height regulations within the CC2035 boundary could result in development that would partially block a primary visual feature of the view, such as Mt Hood. This was determined by analyzing the existing and proposed views along with the Central City zoning and building height limitations, including base height and maximum height that could be achieved through bonuses. The elevation of the viewpoint, plus the elevation of the land within the Central City, allowed staff to estimate if future development could partially block a view of a primary visual feature.

It is important to note that a changing skyline does not equal partially blocking the view. For example, from the viewpoint at the top of Rocky Butte one can see the downtown skyline. Development within the Central City will change how that view looks; however, new buildings of any height located in the Central City could not block the view of downtown from Rocky Butte.

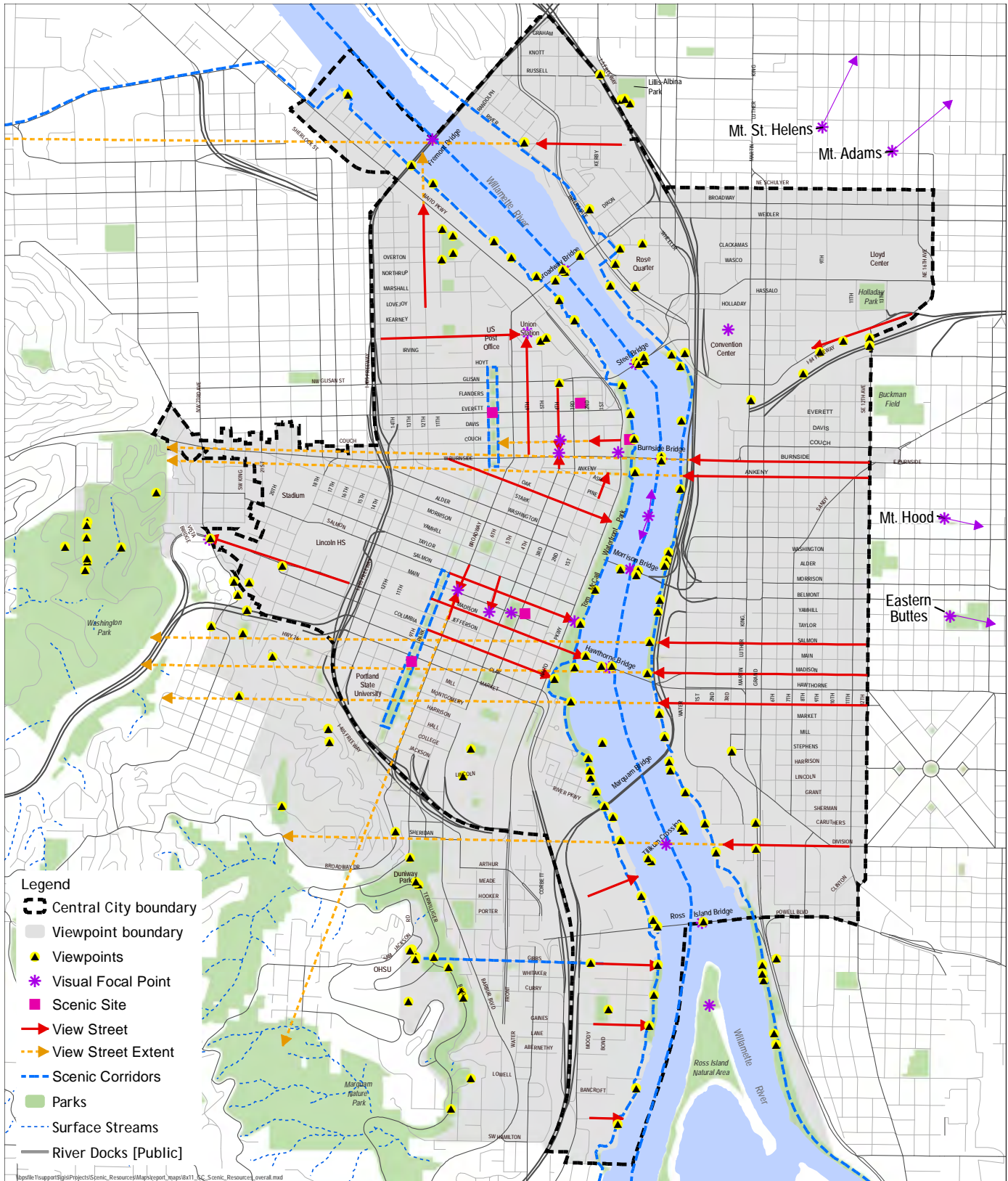
Like development, trees and other vegetation can also block a view. A view was included in this inventory if vegetation located within the CC2035 boundary could grow and partially block a primary visual feature of the view. Staff considered the elevation of the viewpoint and the elevation of the land within the Central City. Using the average height of the tallest native tree (the Douglas fir with an average mature height of 120 to 240 feet (EMSWCD 2013)), staff could estimate if vegetation, at maturity, would partially block the view.

There are views of the Central City from places like Pittock Mansion or Mt Tabor. These views can be affected by vegetation or development near that viewpoint. Without management of the vegetation or, in some cases, management of development, those views of the Central City could be partially or completely blocked. However, those views would not be affected by development or vegetation management within the Central City boundary and, therefore, are not included in this inventory update. Views of the Central City not included in this inventory update are:

- Pittock Mansion
- Rocky Butte
- Mt Tabor
- Sellwood Boulevard
- Skidmore Bluffs (aka, Mocks Crest Property)
- Willamette National Cemetery
- Council Crest Park
- Hoyt Arboretum
- Oregon Zoo
- Washington Park archery range

Map 1 shows the study area for the Scenic Resource Inventory Update for the Central City and the viewpoints, view streets, scenic corridors, scenic sites and visual focal points that were included in this inventory.

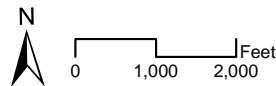
MAP 1: CENTRAL CITY SCENIC RESOURCES INVENTORY AREA



Central City Scenic Resources

February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System



1.d Regulatory Context

State Land Use Planning Program

Comprehensive land use planning was mandated by the 1973 Oregon Legislature, primarily in response to population growth pressures on valuable farm and forest lands. Since 1975, cities and counties in Oregon have been required to comply with Statewide Planning goals. Today there are 19 goals that Oregon cities and counties must comply with through adoption and maintenance of local comprehensive plans. Portland adopted its first comprehensive plan in 1980 to satisfy the requirements of the state planning program.

Multiple state planning goals apply to the inventory area; however, only those goals most directly related to scenic resources — Goals 5, 8 and 15 — are addressed in this section. Other goals, including Goal 9: Economic Development and Goal 12: Transportation, are addressed in separate planning documents.

Oregon State Land Use Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces, establishes a process in which scenic resources are inventoried and evaluated for significance. If a resource is found to be significant, the local government must evaluate the consequences of three policy choices: protecting the resource, allowing proposed uses that conflict with the resource, or establishing a balance between protecting and allowing uses that conflict with the resource. The local government must then adopt a program based on the results of this evaluation.

The City of Portland has been in compliance with Goal 5 for scenic resources since 1991, with the adoption of the *Scenic Resources Protection Plan*. This inventory is an update for a portion of the scenic resources contained in the *Scenic Resources Protection Plan*, specifically, the scenic resources for the Central City.

Oregon State Land Use Goal 8, Recreational Needs, requires jurisdictions to satisfy the recreational needs of citizens. Local jurisdictions are responsible for creating and maintaining recreational areas, facilities and opportunities to meet the current and future needs. Recreational areas, facilities and opportunities are defined to include scenic landscapes, scenic roads and travel ways as well as passive activities, such as sightseeing. The 1991 *Scenic Resources Protection Plan* provided a framework for protection and enhancement of scenic resources.

Oregon State Land Use Goal 15, Willamette River Greenway, is intended to protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of the land along the Willamette River. Goal 15 requires an inventory of existing conditions including significant scenic areas. The 1988 *Willamette Greenway Plan* identified scenic resources along the Willamette River.

Central City 2035

Central City 2035 (CC2035) is a new plan with policies, actions and updates to land use regulations. Through previous plans there are designated views, viewpoints, view streets, scenic corridors, visual focal points and scenic sites in and around the Central City. Some of the views from designated viewpoints are protected using a scenic resources overlay zone and associated height limits. Other views are not within a scenic resources overlay zone, but are protected by building height limitations as defined in the zoning code. In some portions of the Central City, the CC2035 plan updated building height allowances to facilitate new development or to preserve or change the character of land uses. Those changes have a relationship to views. There are also view streets within the Central City that have design guidelines applied to them.

This inventory will inform the next steps in the Goal 5 process of determining significant resources and forwarding those on to be evaluated for potential protection under the plans listed below. The results of the analysis inform discussions about building height allowances and/or design guidelines in the Central City. The results also inform discussions about vegetation management to maintain or enhance a view.

Scenic Resources Protection Plans

There are three major 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)

The *Scenic Views, Sites and Drives Inventory* report identified views, scenic sites and scenic drives. The *Scenic Resource Inventory Map* identified views, viewpoints, scenic sites, scenic drives, view corridors, scenic waterways, and gateways and focal points. The *Scenic Resources Protection Plan* (SRPP) adopted in 1991 was based on the *Scenic Views, Sites and Drives Inventory* report and *Scenic Resource Inventory Map*. The SRPP resulted in new policy language and zoning regulations to guide protection, maintenance and enhancement of scenic resources. The plan extended the new regulations to specific scenic resources identified on the City's official zoning map.

The nomenclature used in the 1989 *Scenic Views, Sites and Drives Inventory*, 1989 *Scenic Resource Inventory Map* and 1991 SRPP is not consistent across documents. For example, what the SRPP calls *view corridors* includes *scenic views* and *viewpoints* from the 1989 inventories. What the 1989 SRI map called *view corridors* were not identified in the 1989 *Scenic Views, Sites and Drives Inventory* report nor were they protected through the SRPP. *Focal points* and *gateways* identified in the 1989 map are not mentioned in the 1989 inventory report nor are they protected through the SRPP. In addition to the differences in nomenclature, there are often no corresponding definitions of the terms or consistent criteria for designating the resources. This has created some confusion.

Therefore, a more standardized nomenclature, including definitions of terms and criteria for inclusion, was developed for this inventory update. Table 1 provides a cross-walk between the different plans and naming of the scenic resources.

TABLE 1: SCENIC RESOURCES NOMENCLATURE IN CITY PLANS

1989 Scenic Views, Sites and Drives Inventory	1989 Scenic Resource Inventory Map	1991 Scenic Resources Protection Plan	2017 Scenic Resources Inventory
Scenic Views	Views	View Corridors (w/ height restrictions)	
N/A	Viewpoints	N/A	Views and Viewpoints
N/A	View Corridors	N/A	View Streets
N/A	Gateways	N/A	View Streets
Scenic Drives (includes Willamette River)	Scenic Drives and Scenic Waterways	Scenic Corridors	Scenic Corridors
N/A	Focal Points	N/A	Visual Focal Points
Scenic Sites	Scenic Sites	Scenic Sites	Scenic Sites

This inventory updates the Central City portions of the 1989 inventories and 1991 SRPP. Scenic resources that are designated in the SRPP but not included in this inventory update remain protected through the 1991 SRPP. This inventory does not remove views, viewpoints, view corridors, scenic corridors, visual focal points or scenic sites that are located outside of the Central City Scenic Resources Inventory boundary.

Other City Plans

There are multiple City of Portland plans that address scenic resources in and around the Central City. Below is a brief description of each of those plans. This inventory updates portions of each of the following plans.

1983 Terwilliger Parkway Corridor Plan

Terwilliger Parkway is designated as a scenic drive. It is located outside of the Central City; however, there are some designated viewpoints along Terwilliger Parkway that are of or across the Central City. The scenic drive and viewpoints were included and updated through adoption of the 1991 *Scenic Resources Protection Plan*.

1988 Willamette Greenway Plan

The *Willamette Greenway Plan* resulted in the designation of numerous viewpoints along the Willamette River where views of the river and river-related resources are possible. The Portland zoning code requires that public viewpoints be developed at these locations when greenway improvements are triggered by new development. These viewpoints were included and updated through adoption of the 1991 *Scenic Resources Protection Plan*. The *Willamette Greenway Plan* also designated greenway view corridors where it is possible to see the Willamette River or Tom McCall Waterfront Park from approaching streets and rights-of-way. Some, but not all, of the Willamette Greenway view corridors are also included in the *Scenic Resources Protection Plan*.

1988 Central City Plan

The comprehensive plan for the Central City was last updated in 1988 and includes designation of scenic resources. All of the scenic resources in the Central City Plan were included and updated with the adoption of the 1991 *Scenic Resources Protection Plan*.

1992 Central City Plan District

With the adoption of the *Central City Plan District* in 1992, public viewpoints were updated on the City's official zoning map. Most of the updates were located along the Willamette River or within the public right-of-way or City-owned parks. This inventory includes an update to all of the scenic resources identified in the 1992 *Central City Plan District*.

2000 Union Station Clock Tower-related FAR and Height Limitations Study

This study analyzed the area with a 75-foot maximum height limit as set by the 1988 *Central City Plan* to protect views of Union Station and the historic resources of the neighborhood. The result of the study was to increase the floor area ratios (FAR) in specific areas and to allow bonuses to be used to increase the maximum height limits.

2002 South Waterfront Plan & 2006 Public Views and Visual Permeability Assessment

The *South Waterfront Plan* included a study of view streets and the impact of building heights, placement, massing and widths and street setbacks to preserve visual permeability from the district to the Willamette River and Ross Island and from across the river to the West Hills. The 2006 assessment further looked at specific viewpoints around South Waterfront that could be negatively affected by development within the district. Three viewpoints were designated along Terwilliger Parkway and two along the Springwater Corridor Trail. Four of the five points are included in this inventory update; the fifth is outside of the Central City boundary.

Scenic resources that are designated in other protection plans but not included in this inventory update remain protected through previous plans. This inventory does not remove views, viewpoints, view streets, view corridors, scenic corridors, visual focal points, or scenic sites from the other protection plans. This inventory only updates the information for views, viewpoints, view streets, scenic corridors, visual focal points and scenic sites located in the Central City inventory area.

1.e Case Studies

Producing an inventory of scenic resources requires consistency and objectivity. Staff must “translate” a subjective scenic resource into a specific set of elements that qualify that resource as “scenic.” This allows all resources to be evaluated consistently using the same criteria. This objectivity ensures the same principles apply to all scenic resources.

To learn current best practices in conducting such analyses, the Bureau of Planning and Sustainability looked at similar recent efforts around the world. This section summarizes case studies of scenic resource conservation methods from a variety of jurisdictions around the nation, Canada, Europe and New Zealand. The case studies below do not represent all the examples that exist; but they provide a broad survey of methods and approaches that are relevant and potentially applicable to Portland’s inventory. The case studies helped staff develop a consistent and objective approach and methodology.

The project consultant, MIG, identified 15 case studies because these offer approaches most similar to Portland’s goals:

- | | |
|-----------------------------------------------|---------------------------------------------------------|
| 1. Ithaca, New York | 9. San Francisco, California |
| 2. London, United Kingdom | 10. Denver, Colorado |
| 3. National Park Service Scenery Conservation | 11. Napa County, California |
| 4. Cincinnati, Ohio | 12. Austin, Texas |
| 5. Vancouver, British Columbia | 13. Honolulu, Hawaii |
| 6. Seattle, Washington | 14. Auckland, New Zealand |
| 7. Edinburgh, Scotland | 15. Mississippi National River Park and Recreation Area |
| 8. Valencia, Spain | |

Most inventories of scenic resources used a numeric scoring system to rank views and viewpoints. However, the criteria that were used to score the view or viewpoint varied greatly. In addition, the evaluation of the views based on the criteria was performed by different people in the different cases, including experts, universities, city or agency staff or the public. But in nearly all cases the scores were used to determine which views were significant enough to warrant some level of protection.

The Central City Scenic Resources Inventory draws on a number of criteria used in the case studies:

- **Use and accessibility.** The number of people who enjoy the view from the specific viewpoint can be an indicator of how important the view is to the community. Integral to the amount of use is how accessible the viewpoint is to a diverse range of users, i.e. ADA access, transit, bike lanes, parking.
- **Investment.** The type and quality of viewpoint amenities (e.g., platforms, benches, telescopes) and maintenance of the view (e.g., pruning vegetation) represents the level of public investment in keeping the view open and enjoyable for users.
- **Imageability.** Does the view include prominent focal features that are distinctive and contribute to the identity of the neighborhood, city or region?
- **Quality.** The quality of the view depends on: whether the view is intact and pristine; it includes clear ridge lines or valley vistas and natural features; and the extent of detractions.
- **Prominence.** Prominent focal features enhance the quality of the view. Prominence is tied to sky space, which is the open space around a focal feature that makes the feature stand out in the view. Prominence is different from a focal feature that dominates a view in that prominence affects the aesthetic quality of the feature.

In addition to the specific criteria used to evaluate each view, the case studies presented results of the inventories in different layouts. Overall, the most user-friendly presentation of information was the inventory from Cincinnati, OH. The report included a location map, photos, descriptions and evaluation scores for each viewpoint.

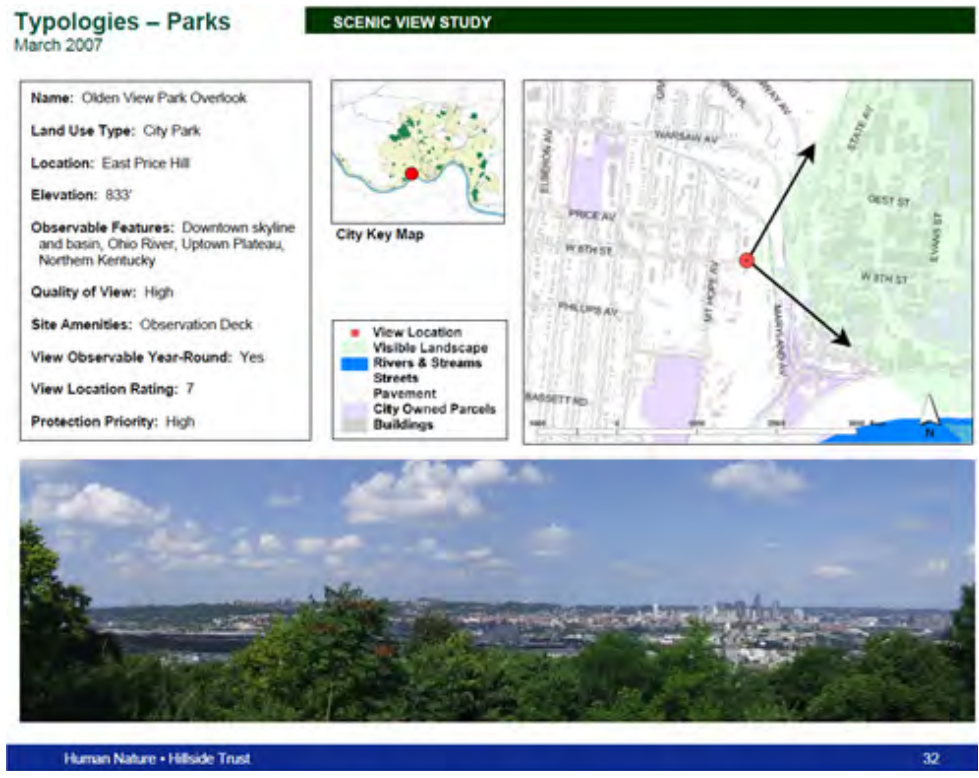


FIGURE 1: SCENIC VIEW STUDY REPORT LAYOUT, CINCINNATI, OH



Downtown Portland from the NE 12th Avenue overpass over I-84 circa 1988.

2. PROJECT APPROACH

Below is a summary of the general steps the Bureau of Planning and Sustainability took to produce an updated inventory of *Central City Scenic Resources Inventory* (CCSRI). The following chapters provide the detailed inventory methodology for views and viewpoints, view streets, scenic corridors, visual focal points and scenic sites.

The general inventory steps were:

1. Determine eligibility
2. Map existing inventoried scenic resources
3. Identify new scenic resources
4. Document scenic resources
5. Evaluate scenic resources
6. Produce a report

Determine eligibility. The CCSRI includes public views and other public scenic resources located within the inventory area. Public views and scenic resources means the resource is in public ownership or is accessible to the general public. Views from private buildings or structures are not included because access to the building or structure may be restricted and limited to just residents, employees or clientele, and general public access is restricted. Private buildings or structures, in and of themselves, generally are not included in this inventory as scenic resources, with the following exceptions:

- Buildings or structures that are protected as a historic or other landmark may be included as a visual focal point or scenic site. Additional designations, historic or landmark, provide some assurances that the resource is permanent.
- Buildings or structures that are part of the skyline as a whole and are prominent focal features of the view are identified but not designated as a scenic resource.

Map existing inventoried scenic resources. Staff began with scenic resources that were inventoried in the *Terwilliger Parkway Corridor Plan*, *Willamette Greenway Plan*, *Scenic Resources Protection Plan*, *Central City Plan District* and *South Waterfront Plan*. All scenic resources within the Central City 2035 boundary were included. Staff then researched the location and elevation of scenic resources located outside the Central City boundary and the building height allowances within the Central City. Scenic resources that could potentially be affected by development within the Central City were initially included. Staff also considered if vegetation within the Central City could grow and affect views. Staff visited potential scenic resources to determine if the resources should remain in the inventory. Views that could potentially be affected by development or vegetation management within the CC2035 boundary were included in the inventory for further evaluation.

Identify new scenic resources. There were four mechanisms through which new scenic resources were added to the inventory:

1. Central City staff identified potential new scenic resources based on input received at CC2035 advisory committees and public open house events. While the focus of these events was not scenic resources, views were often discussed and staff took notes regarding potential scenic resources not already included in previous inventories.
2. An inter bureau technical committee was formed and identified potential new scenic resources. The committee included staff from Bureau of Planning and Sustainability, Portland Parks and Recreation, Bureau of Environmental Services and Bureau of Transportation.
3. The public nominated potential new views and viewpoints. Staff developed an online survey, and the public was invited to nominate new views and viewpoints during the summer of 2014. All nominations were cataloged; however, only those that met the requirements for inclusion in the Central City inventory area were included for further evaluation.
4. Staff documented potential new scenic resources during field visits, inspecting all existing and potential scenic resources. During the course of these site visits, staff identified additional scenic resources that were not already included in the study.

Document scenic resources. Field visits were conducted at all existing and potential scenic resources. Staff recorded a standard set of feature information, and took a standard set of photographs for every existing and potential scenic resource. If a view/viewpoint met the criteria for inclusion, it was forwarded on for evaluation. Other scenic resources (view streets, scenic corridors, visual focal points and scenic sites) were all included, without additional evaluation, if the resources met the criteria for inclusion in the inventory.

Evaluate scenic resources. All existing and potential scenic resources were evaluated using consistent approaches and criteria. A slightly different methodology was used to evaluate each type of scenic resource. Below is a brief summary of each methodology. Chapters 3 through 7 include a detailed explanation of the methodologies and the results for each type of scenic resource.

Chapter 3: Scenic Views and Viewpoints – Experts in the fields of landscape architecture, urban design, natural resources and cultural resources were asked to score all existing and potential views based on a number of factors such as universal scenic quality and primary focal elements. The project consultant performed statistical analysis of the experts’ results for the views and viewpoints. Each view and its corresponding viewpoint were then ranked based on statistical analysis.

Chapter 4: View Streets – Staff reviewed existing and potential view streets using a standard set of screening criteria. The criteria require that the view street be at least two blocks in length and end in a prominent focal terminus such as a river, bridge, landmark or art/sculpture. All view streets that met the criteria are included in this inventory. Staff documented many streets that did not meet the criteria for inclusion; those streets are included in Appendix E.

Chapter 5: Scenic Corridors – Staff reviewed existing and potential scenic corridors using a standard set of criteria. Scenic corridors must be at least a half mile in length and have a combination of scenic resources, such as views or focal points, located along the corridor. After scenic corridors were screened for inclusion in the inventory, staff evaluated the corridors for scenic qualities, uniqueness and focal feature predominance. Scenic corridors that met all three evaluation criteria are included in the inventory.

Chapter 6: Visual Focal Points – During the experts’ review of views and viewpoints, the experts identified the primary and secondary visual features of the view. Staff used a standard set of criteria to evaluate the identified visual features and existing visual focal points for inclusion in the inventory. The visual focal point must be publically owned or on public land and can be seen from another scenic resources, such as a viewpoint or view street, and from a distance of at least two blocks. All visual focal points that met the criteria are included in the inventory.

Chapter 7: Scenic Sites – Scenic sites are single, geographic destinations that are valued for their aesthetic qualities. Staff used a standard set of criteria to determine if a site should be included in the inventory. The site must contain an assortment of dominant visual elements that relate to the surrounding scenery or provide a mix of visual focal features, vegetation, unique architecture or art and sculptures.

Produce a report. Finally, all of the results were compiled into a report that includes location maps, photos, and descriptions of all scenic resources as well as scores/ranks for views and viewpoints that were rated.



View of Mt Hood from the Rose Garden circa 1988.

3. SCENIC VIEWS AND VIEWPOINTS

3.a. Approach and Methodology

A view is an aesthetically pleasing landscape or scene comprised of one or more visual features; the visual feature(s) may be natural or built. A viewpoint is a distinct point or platform from which a view can be observed; the point or platform may be developed with benches, signs, lighting, etc. or simply be a publically accessible point from which one can take in a view. In order to inventory scenic views and viewpoints, the following approach was followed:

1. Map existing inventoried scenic views and viewpoints
2. Identify new scenic views and viewpoints
3. Document scenic views and viewpoints
4. Evaluate scenic views and viewpoints
5. Score, rank and group scenic views and viewpoints

1. Map Existing Inventoried Scenic Views and Viewpoints

Viewpoints and their associated views were identified through past planning efforts including: *Terwilliger Parkway Corridor Plan* (1983), *Willamette Greenway Plan* (1987), *Central City Plan* (1988), *Scenic Resources Protection Plan* (1991), *Central City Plan District* (1992) and *South Waterfront Public Views and Visual Permeability Assessment* (2006). Each plan had a different methodology for identifying and documenting views and viewpoints.

The existing viewpoints were digitized and arrayed using GIS. Because of the scale of the original mapping and different technologies used from 1983-2006, some assumptions were made during the digitizing process. Therefore, the exact location of some viewpoints had to be adjusted to reflect on-the-ground conditions. Staff used the field notes from the original plans to help adjust the viewpoints. An existing viewpoint was not moved to obtain a “better view.” If a better view was available at a location with no previous viewpoint, a new viewpoint was added.

2. Identify New Scenic Views and Viewpoints

Potential new views and viewpoints were identified in a number of ways.

- A. Central City staff identified potential new views and viewpoints. As part of the Central City 2035 project, staff formed advisory committees to help develop goals, policies and actions for the plan. In the course of that work, including meetings and public events, some viewpoints and views were identified by the advisory committee members and staff.
- B. The inter-bureau technical committee identified potential new views and viewpoints based on the work each of the bureaus is conducting.

C. The public nominated potential new views and viewpoints. The criteria for nominating a new view were:

- The viewpoint may be located within or outside of the Central City. However, the view itself must be of the Central City or features within the Central City or a view across the Central City. For example, the viewpoint may be a street located within the Central City and the view be of the West Hills.
- The focus of the view must be a natural feature (e.g., Mt St Helens, Willamette River, a park), the skyline or portion of the skyline in general, or a built feature that is in public ownership (e.g., Hawthorne Bridge, City Hall).
- Views of exclusively privately owned features (e.g., buildings, statues) are not eligible for inclusion as a scenic resource; however may be included as a primary focal element of a view when in combination with other visual features such as mountains, hills or bridges.
- Public access and safety is important. The viewpoint should be safely accessible from a sidewalk, bike lane, trail, path or other defined and visible access way. If the viewpoint is accessed by automobile, the driver of the vehicle should be able to safely pull out of traffic at a minimum of one location to enjoy the view.
- Viewpoints must be located on public property, within a right-of-way or on property that is accessible to the general public. Viewpoints located on private property that are not accessible to the general public are not eligible for the Scenic Resources Inventory. Examples of eligible viewpoints are those located in a publically-owned park or natural area, on a trail or street, in a publically-held easement, or on land owned by a park or natural area trust or non-profit organization.

The nomination process was open from July 15 - August 8, 2014. The public nomination process was advertised through a press release to the major media publications and through the bureau's electronic news.

D. During the field visits to existing viewpoints, staff occasionally identified a nearby point that could provide a better view of the same visual focal points or a new view of a different visual focal point. In this situation, a new viewpoint was documented *in addition* to the existing viewpoint. The most common reason for adding a new viewpoint near an existing viewpoint was a change in vegetation resulting in partial obstruction of the original view.

3. Document Scenic Views and Viewpoints

All existing and potential new views and viewpoints that met the Scenic Resources Inventory criteria for inclusion in this Central City inventory update received one or more field visits. The first round of field visits occurred between July and September 2014, during the "leaf-on" season. Staff performed additional site visits to locations where vegetation was significantly blocking the view during the "leaf-off" season (December 2014 through March 2015). Finally, the Greenway Trail on the western bank in the southern part of the Central City was under construction and inaccessible between July 2014 and May 2015. The trail opened May 14, 2015 and staff were able to document the viewpoints located along the trail in June.

Data Collection

In order to systematically and thoroughly document views and viewpoints, a field assessment guide was developed. The guide included a list of all the elements to be documented for every existing and potential new view and viewpoint as well as requirements for photographing the view. A geodatabase was created to allow for documenting and comparing a wide range of resources and consistently recording similar information for each resource. Staff used ArcGIS Collector as the platform for gathering data in the field.

The elements included in the field assessment drew on the Scenic Resources Protection Plan (1991) and methodologies identified in the case studies. The field assessment elements that were documented included:

1. Background information

- **Date:** The date the field visit was performed.
- **Address:** The viewpoint's location or nearest intersection was recorded.
- **Ownership:** Ownership of the viewpoint was documented. If the city is the owner, the specific bureau that has jurisdiction was documented. If the viewpoint was within the street right-of-way, it was recorded as ROW.

2. Characteristics of the Viewpoint

- **Size of Viewpoint:** The approximate size of the viewpoint was noted.
- **Developed Viewpoint:** A developed viewpoint is one that was specifically developed as a point from which to enjoy the view. Many viewpoints do not have a specific spot designated/developed to enjoy the view. This is an important criterion for understanding the amount of public investment in the view from that location.
- **Viewpoint Amenities:** Whether or not the viewpoint is formally developed, there may be amenities that contribute to the viewing location. All the amenities that support the viewpoint, including, but not limited to, benches, a platform, fencing, interpretive signs, lighting, bathrooms, etc., were documented.
- **Access to the Viewpoint:** Access to the viewpoint could be by: street, bike lane, sidewalk, formal trail, informal trail or other (described in notes). All ways the viewpoint can be accessed were recorded. There is no information available about ADA access to viewpoints. However, staff did indicate if the viewpoint seemed to support ADA access.
- **Public Transit near Viewpoint:** There is a public transit stop located within 2 blocks of the viewpoint.
- **Parking near Viewpoint:** There is a public parking lot or on-street parking immediately adjacent to the viewpoint.

- **Safety of the Viewpoint:** How safe does the viewpoint feel? The access way is visible, clear and includes space to enjoy the view. If the viewpoint is accessed by automobile, the driver of the vehicle is able to safely pull out of traffic at a minimum of one location to enjoy the view. If the access, viewpoint or view corridor feels unsafe, an explanation was provided.

Note—Previously inventoried viewpoints that were not accessible due to safety concerns were retired. Please see Appendix D for an explanation of why each viewpoint was retired.

- **Amount of Use of the Viewpoint in General:** Based on the location of the viewpoint and how accessible it is, approximately how much annual use does the viewpoint get in general? General use means the number of people at the site, regardless of if they are taking in the view. No counts were performed. Amount of use was estimated based on general knowledge of the site and takes into consideration the seasonal use of places such as the Rose Garden. Amount of use was recorded as low (e.g., Tanner Springs Park), moderate (e.g., West Moreland Park), high (e.g., Forest Park) or very high (e.g., Tom McCall Waterfront Park, Portland Zoo, Pioneer Courthouse Square).
- **Amount of Use of the Viewpoint as a Viewpoint:** How much use does the viewpoint get *as a viewpoint*? In other words, how many people are there to take in the view? Amount of use as a viewpoint was estimated based on the experience of staff during field visits and based on basic internet image searches. Amount of use as a viewpoint was recorded as low (e.g., SW 2nd Avenue and SW Salmon Street’s view of Salmon Street Springs), moderate (e.g., the Eastbank Esplanade’s view of the city skyline from the Eastbank Esplanade), or high (e.g., Pittock Mansion’s view of Mt Hood and the city skyline).

3. Characteristics of the View

- **Viewing Direction:** The general direction of the view was documented in the field as N, NNE, NE, ENE, E, ESE, SE, etc. If the view includes a wide horizontal angle, the centroid direction of the view was recorded. The general view direction was noted in the field and then corrected using GIS to produce a numeric degree.
- **Viewing Angle (horizontal):** The width of the view was recorded in the field using a digital angle finder.
- **Viewing Distance:** The primary focal elements are in the:
 - Foreground: 0 - 0.5 mile
 - Midground: 0.5 - 5 miles
 - Background: 5 - 15 miles
 - Far background: 15+ miles

If the primary focal elements are located at different distances, more than one was chosen.

- **Scenic Category of View:** The scenic category is the type of view and may include more than one of these categories:
 - Panorama – an expansive view; typically at least 90° of unobstructed view
 - Overlook – an overview from a viewpoint where the viewer is in a superior position
 - Distant View – a view of a focal element in the far background; may be a peripherally framed view (e.g., a framed view of Mt Hood)
 - Enclosed View – a close-in, framed view (e.g., a framed view of a building or a bridge)
 - Feature – a specific feature, landmark or structure
- **Character of the View:** The general character of the view was defined as:
 - Natural – mountains, hills, forest/woodland, meadow, open land, wetland, stream, river or a natural area park
 - Groomed Open – golf course, ball fields, campus greens
 - Urban – residential, commercial/office, industrial, hardscape park
 - Rural – agricultural, residential development on lots larger than 0.5 acre
 - Other
- **Visual Focal Points of the View:** The focal points are the components that form the landscape or setting and are foci of the view. Options that could be included were: river, stream, wetland, vegetation, mountain, hills, bridge, building, trail, road, sculpture/art, historic site, culturally significant site, and/or other. Both primary and secondary focal points were documented.
- **Discordant Elements in the View:** Discordant elements are things that interfere with the enjoyment of the view. Power-lines, street lights, overgrown vegetation, buildings, structures, fencing, disrepair, and other physical changes that negatively affect the perception of the view were documented.
- **View is at Risk:** Is the view itself at risk of being blocked? If yes, what is putting the view at risk? Would future development block the view; is vegetation becoming overgrown?
- **Field Observations:** Any important notes about the viewpoint and/or view were documented.
- **Notes:** If the viewpoint was relocated, the original and updated locations were documented under notes.

Photographs

At each view and viewpoint staff took photographs with a Nikon D7000 camera with a Nikon AF-S DX NIKKOR 18-105mm f/3.5-5.6G ED VR lens using the raw NEF format. The camera was set to the landscape scene function. A standard setting of 35mm was used. For all viewpoints, one or more pictures of the view were

taken on a tripod set with the center of the lens at 5' 6" from the ground, the average human's eye level. For panoramas, multiple photographs were taken to capture the full horizontal scope of the view; these photos were then stitched together in Photoshop using Photomerge set to Auto layout with the blend images together, vignette removal, and geometric distortion correction boxes checked. As much as was possible, views looking to the west were photographed in the morning and views looking to the east were photographed in the afternoon in order to minimize glare from the sun.

A minimum of two pictures were taken of each view. Pictures included:

- 1. The focal elements of the view.** This picture was as true to how the view is experienced by the viewer as possible. One picture was taken from the viewpoint centroid and centered on the primary focal elements. For panoramic views, multiple pictures were taken to capture the entire view and then stitched together in Photoshop.
 - a. If possible, one picture was taken from the same location and angle as the 1989 original photo was taken. This allowed for evaluation of how the view has changed over the past 25 years.
- 2. The viewpoint itself.** At least one picture of the viewpoint was taken from the vantage of approaching the viewpoint from the primary access route. Any structures that were part of a developed viewpoint (e.g., benches or platform) were included in the picture.
- 3. Discordant elements.** Anything that interferes with the view (e.g., vegetation, power-lines, etc.) was photographed. If there were no discordant elements or if the discordant elements were adequately captured in the photos of the view and/or viewpoint, no additional picture was required.

4. Retiring Viewpoints

As part of this process, several viewpoints are recommended for retirement. A list of retired viewpoints, along with a detailed explanation of why the viewpoint was retired, can be found in Appendix D. Viewpoints were retired if they met any of the following criteria:

- 1. There is no identifiable view from the viewpoint.** If development has mostly obscured a view from a specific viewpoint, that viewpoint was retired. Views that are partially or fully blocked by overgrown vegetation were not retired because, through removal and maintenance of the vegetation, the view could be re-established.
- 2. The viewpoint is on private property.** If the viewpoint was on private property, or if the only way to access a viewpoint was via private property, the viewpoint was retired with the following exception: Willamette Greenway Plan (1987)-designated viewpoints located on private property and not currently publically accessible were not retired. The Willamette Greenway Zoning Code requires that the viewpoint be developed when the Greenway Trail is built. These viewpoints were kept in the inventory and should be re-evaluated as part of a future update to the Willamette Greenway Plan.
- 3. There is no safe way to access the viewpoint.** For example, if the viewpoint was located along a street and there was no safe place to pull a car over out of traffic and no sidewalk to walk to the viewpoint, then the viewpoint was retired.

When a viewpoint was retired, staff made every effort to find a similar viewpoint with a similar view — either existing or that could be added to the inventory — to take the place of the retired viewpoint.

Viewpoints located outside of the Central City, and where development or vegetation within the Central City would not block the view, were not included in this inventory. Viewpoints not included in the Central City SRI update — but in the 1991 *Scenic Resources Protection Plan* — remain protected through that previous effort. Viewpoints that are retired will no longer receive formal protection.

5. Evaluate Views and Viewpoints

The evaluation of views to determine the quality and importance of features of the view was performed by an expert panel. The evaluation of viewpoints to determine their degree of development, accessibility and use was performed by staff. Appendix A provides a detailed explanation of the methodology used to evaluate views and viewpoints. Below is a summary of the methodology.

View Evaluation Methodology

The project consultant developed an evaluation methodology for views that was intended to help:

1. Portland prioritize views of greater scenic quality for potential protection.
2. Identify specific attributes of certain views that are important to retain.

To evaluate the views, the project consultants convened a group of experts comprised of seven people with training in landscape architecture or urban design and/or familiar with Portland and Portland culture. In addition, the panel was diverse in gender, age, ethnic background and geographic location (e.g., people who live or work in Portland or are from other cities but are very familiar with Portland). Panel members included:

- **Brad Cownover** – Head landscape architect for Region 6 of the U.S. Forest Service, headquartered in Portland. Mr. Cownover manages the scenic resource program for the Forest Service in Oregon and Washington. He is the former director of scenic conservation services for Scenic America and is one of the nation’s leading authorities on scenic resources.
- **Jurgen Hess** – Landscape architect retired from the U.S. Forest Service who resides in Hood River, Oregon. He was the Head Land Planner for the Columbia Gorge National Scenic Area and has many years of experience in scenic resource management.
- **Lloyd Lindley** – Consulting landscape architect and urban designer. He is past chair of the City of Portland Design Commission and served as co-chair of the Central City 2035, North/Northeast Quadrant Stakeholder Advisory Committee. He has also served on the Urban Forestry Commission, the American Society of Landscape Architects Urban Design Review Committee (Portland), and the Portland American Institute of Architects Urban Design Committee. Mr. Lindley is a Fellow of the American Society of Landscape Architects and an adjunct professor at the University of Oregon.

- **Paul Morris** – Landscape architect previously based out of Portland who now serves as President and CEO of Atlanta Beltline Inc. in Georgia. He has 30 years of experience in a wide array of projects, and was a founding partner in McKeever-Morris, a Portland planning and landscape architecture firm. Mr. Morris is a fellow and past president of the American Society of Landscape Architects.
- **Kate Schwarzler** – Landscape architect and principal at OTAK, a multi-disciplinary consulting firm. She is based in Denver, CO, but lived in Portland for several years. Ms. Schwarzler has more than 15 years of experience, and her expertise in visual resource management includes visual analysis and mitigation plans as well as large scale scenic resource inventories for public lands.
- **Ethan Seltzer** – Professor of Urban Studies and Planning at Portland State University. He is a recognized authority in the subjects of regional planning, regional development and the region of Cascadia. Mr. Seltzer served as the founding director of the Portland Metropolitan Studies, director of the Toulon School of Urban Studies and Planning, and as president of the City of Portland Planning Commission.
- **Judy Bluehorse Skelton** – Senior instructor in the Indigenous Nations Studies program at Portland State University. She is author of six collections of essays for teachers, including *Native America: A Sustainable Culture* (1999), and *Lewis & Clark Through Native American Eyes* (2003). She wrote and recorded 24 segments on Health & Healing and Sacred Landscapes for Wisdom of the Elders radio programs, airing on Public Broadcasting and AIROS (American Indian Radio on Satellite). Ms. Skelton received the Oregon Indian Education Association’s award for Outstanding Indian Educator in 2006, and she serves on the boards of the Urban Greenspaces Institute, Portland Parks and the Native American Community Advisory Council.

The experts received two separate packets of photos: first an upland photo packet, followed by a river packet a week later. The upland photos contain scenes where the Willamette River is not a primary focal feature. The river photos contain scenes where the Willamette River is a primary focal feature. The photographs were presented for rating in a random order, with each view assigned a numerical code. Some views were left out due to field factors, such as temporary blocking of a view (e.g., temporary fencing), lack of access (e.g., photos from Tilikum Crossing were not accessible due to construction) and/or weather constraints. For those reasons, the experts did not review every view. The views that were not evaluated by the experts were assigned a rank by the project consultants by extrapolating the expert evaluation results for similar views.

Before starting to rate the views, the experts were asked to quickly flip through all the photos to gain a sense of the diversity of views and to help frame their intuitive standards for rating all the criteria. They were then asked to go back through and provide ratings based on the criteria below. The experts were asked to rate each image on a scale of 0 to 10 for each criterion, with 10 being the highest rating possible and 0 meaning that specific criterion was not present in the view. The first three overall criteria are of the whole scene.

Overall Criteria:

- 1. Universal Scenic Quality** – This criterion refers to the scenic beauty of the view in an urban context. This is the instantaneous basic visual appeal. How much does the view draw one’s attention and enjoyment, invite one to pause or rest a bit and look, to stop thinking or worrying about other matters, to remember the view, or to come back again (perhaps with another person).
- 2. Essence/Iconic of Portland** – This criterion refers to the degree to which a view includes or expresses distinctive and unique content specific to Portland. This local expression may be simple and intuitively noticed or it might require some basic and generally held knowledge of the city’s history, landscape evolution, cultural identities or collective sense of place.
- 3. Portland Imageability** - This criterion tends to combine both of the above criteria, with the added dimension of strong place identification. An imageable view helps orient the viewer and helps her/him understand where she/he is in relation to a commonly shared mental map of Portland.

Upland Views Criteria

- 1. Focal Features** - Elements of the view that draw the eye by virtue of scale, distinction, iconic attraction, and/or how the composition of the view leads the eye to them.
- 2. Scenic Depth** - The extent to which a view is enhanced by the clear presence of, and interesting relationships among, two or three different distance zones, i.e. foreground and middle-ground and/or background; and/or because linear perspective or scenic composition effectively draws the eye into the view.
- 3. Scenic Scope** - The extent to which the width of the horizontal cone of vision of a view and/or the spatial extent of landscape area visible enhances a view’s quality.
- 4. Urban Skyline** - The extent to which the form and interest of the shapes, colors and tops of an assemblage of buildings enhances a view’s quality.
- 5. Water** - The extent to which evident water features enhance a view’s quality.
- 6. Distant Vegetation** - The extent to which trees in the middle ground and/or urban-forest or forest cover in the background enhances a view’s quality.
- 7. Horizon and Ridge Tops** - The extent to which an uninterrupted length of horizon or ridge top (near or far) contributes to a view’s quality by clearly defining landform(s), including mountains, and/or helping to define the extent of distant background landscape seen in the view.

Experts were given the chance to write in any other important features of each upland view that were not covered by the previous criteria.

River View Criteria

- 1. Focal Features** - Elements of the view that draw the eye by virtue of scale, distinction, iconic attraction, and/or how the composition of the view leads the eye to them.
- 2. Urban Skyline** - The extent to which the form and interest of the shapes, colors and tops of an assemblage of buildings enhances a view's quality.
- 3. Form of Water Surface Boundaries** - The extent to which the shores of the Willamette River enhance a view's quality by virtue of how the edges of the river follow interesting forms, create perspective depth, or are well framed by shore structures.
- 4. Vegetation** - The extent to which trees in the foreground and/or urban-forest or forest cover in the background enhances a view's quality.
- 5. Horizon and Ridge Tops** - The extent to which an uninterrupted length of horizon or ridge top (near or far) contributes to a view's quality by clearly defining landform(s), including mountains, and/or helping to define the extent of distant background landscape seen in the view.

Experts were given the chance to write in any other important features of the river view that were not covered by the previous criteria.

If experts selected a rating of seven or higher for focal features, urban skyline, water, vegetation or horizon/ridge tops for either the upland or river views, they were asked to place a color-coded dot on the photograph to indicate the specific area that was important to the quality of the view. Experts were also asked to list primary and, if applicable, secondary focal points of the view. In addition, experts were asked to list any highly discordant elements and indicate their location by placing a color-coded dot on it in each photo.

Viewpoint Evaluation

Along with the view itself, it is important to evaluate the point from which the view is observed. City staff performed an evaluation of each viewpoint using the following criteria:

- 1. Developed viewpoint** – This was documented during field visits. A location may be developed in general, but if it is not developed specifically as a viewpoint it did not receive points under this criterion. A developed viewpoint would include at least one of the following improvements: pedestrian refuge or bump-out, automobile pull-out, bench, viewing telescopes, informative signs, etc. A developed viewpoint indicates public investment in that location as a viewpoint.
 - *Developed as a viewpoint* = 1 point
 - *Not developed as a viewpoint* = 0 points
- 2. Viewpoint accessibility** – This was documented during field visits and was based on the staff experience accessing the viewpoint. Access that is possible by car, bike and foot was documented along with whether the viewpoint had adjacent parking and if there was a transit stop within two blocks of the viewpoint.
 - *Low accessibility* = 0 points; the viewpoint is difficult to find and can only be accessed well by one mode of transportation.

- *Moderate accessibility* = 0.5 point; the viewpoint is either difficult to find but can be accessed well by multiple modes of transportation; or the viewpoint is easy to find but can only be accessed well by one mode of transportation.
- *High accessibility* = 1 point; the viewpoint is easy to find and can be accessed well by multiple modes of transportation.

3. Amount of use as a viewpoint – This was documented during field visits and was based on observations during the field visits as well as professional knowledge regarding the use of different destinations in Portland. It is important to note that a viewpoint may have high use, but not as a viewpoint. For example, Tom McCall Waterfront Park has very high use; however, not all of the viewpoints in the park have high use as a viewpoint. To receive a score of 1, the viewpoint must be a destination for taking in a view. For example, people travel to Pittock Mansion specifically for the view of the city and Mt Hood. However, people using the Eastbank Esplanade may stop anywhere along it to enjoy views of the river, bridges and downtown skyline, but the entire Eastbank Esplanade is not a destination viewpoint.

- *Low use as a viewpoint* = 0 points (e.g., SW 2nd Avenue and SW Salmon Street’s view of Salmon Street Springs)
- *Moderate use as a viewpoint* = 0.5 point (e.g., the Eastbank Esplanade’s view of the city skyline)
- *High use as a viewpoint* = 1 point (e.g., Pittock Mansion’s view of Mt Hood and the city skyline)

6. Score, Rank and Group Views and Viewpoints

As previously explained, river views tended to receive higher scores than upland views. This is because river views contain water, and research shows that people favor views with water over those without. Thus, the methodology used to rank river views was different than that used to rank upland views.

Upland Views

Scoring Methodology

The project consultants ran a statistical analysis of the experts’ results for the three overall criteria: universal scenic quality; essence/iconic of Portland; and Portland imageability. The analysis revealed that only the scores for the universal scenic quality were statistically “reliable,” meaning that the results across all of the experts were similar enough to ensure that there was no bias in the scoring. Bias can be introduced in scoring by the viewer inadvertently comparing one view to the next, not applying them consistently to each view or because of simple personal preferences in what the viewer finds aesthetically pleasing.

The total score for a viewpoint is the experts’ average score for universal scenic quality plus the three viewpoint evaluation scores (developed viewpoint, viewpoint accessibility and amount of use as a viewpoint). Each view/viewpoint could receive a total score of 13 points; 10 for universal scenic quality and three for the viewpoint.

The additional criteria were not used to provide an overall score for the upland views. However, this information is still included on the result page for each view to help the reader better understand why a view received a higher or lower score.

Ranking Methodology

Upland views, in combination with their associated viewpoints, were assigned a rank based on the experts' view evaluation and staff's viewpoint evaluation. Ranking the upland views is a way to organize the data into views/viewpoints that are higher quality, are more diverse and are well used as compared to views/viewpoints that are lower quality with less diversity and not well used.

To assign each upland view a rank, the total scores were divided into three tiers based on natural breaks. The three tiers were identified as follows:

Upland View Ranks

- TIER I (high): 7.6 - 11.2 (n=17)
- TIER II (medium): 4.6 - 7.5 (n=28)
- TIER III (low): 0 - 4.5 (n=21)

River Views

Scoring Methodology

For the river views, the project consultants ran the same statistical analysis of the experts' results for the three overall criteria: universal scenic quality; essence/iconic of Portland; and Portland imageability. Here too the ratings of *universal scenic quality* were the most reliable across all experts. However, the reliability of the results for river views was lower than for upland views. This is because nearly all river views scored relatively high; therefore, the statistical analysis is misleadingly magnifying the small differences between the views. Because of this, the same approach to produce an overall score and rank for upland views could not be used for the river views.

An alternative approach was proposed by the project consultant to identify which river views are of slightly higher scenic value and which are of slightly lower scenic value among all the similar views. A signal detection method was used. The approach assesses each expert's score for each view and rates it against that expert's own average score for all the other views. In other words, did a particular view score higher or lower than the average score for all the river views?

Grouping Methodology

River views that consistently received a higher than average score for universal scenic quality by all experts were assigned to Group A. River views that consistently received a lower than average score for universal scenic quality by all experts were assigned to Group C. The remainder of the views, all of which had mixed ratings and were scored to have approximately average universal scenic quality, were assigned to Group B.

7. Extrapolating Rankings

Some views from specific viewpoints were not sent to the experts for evaluation for the following reasons:

- The viewpoint was not accessible due to construction. This included views from the new Tilikum Crossing and views from along the Greenway Trail in South Waterfront.
- The view from the viewpoint was not documented due to weather or time constraints. Photos of views that were sent to the experts were only taken on completely sunny days and during the leaf-on season. Therefore, some views were not photographed prior to the expert review. (Photo documentation was made during or after the expert review).
- The view from the viewpoint was completely obscured by vegetation. Many existing viewpoints in the southwest hills, particularly along SW Terwilliger Boulevard, have overgrown vegetation that is blocking the view. The view from that viewpoint, taken during the leaf-off season, was added to the inventory after expert review.

In all situations, staff determined that it is important to keep the views/viewpoints in the inventory for future potential protection. When construction is completed, the viewpoints that are being developed as part of the construction will be open to the public. In the case of overgrown vegetation, vegetation management could re-establish the view.

It is not possible to extrapolate scores from the individual criteria from one viewpoint to the next because the results of the experts' scores for most of the detailed scenic composition criteria were unreliable. The project consultant took a different approach to rank or group the views that were not evaluated by the experts.

The consultant looked at the highest and lowest ranked/grouped views for both upland and river views to find common focal points as well as features or characteristics of the views that likely caused the experts to score the view high or low. The project consultants found that the commonalities among high and low scored views for both river and upland are strong enough that they provide a good predictive framework for ranking/grouping additional views.

Commonalities of higher ranked upland views included:

- Great depth of field out to 50 or more miles (20 of 22 highly rated upland views).
- Presence of certain focal features: 20 have skyline, Mt Hood, river and/or bridges prominently featured; bridges and the urban skyline are notable as favored features.
- All but three have natural vegetation in view.
- All are seen from viewpoints at comparatively mid to high elevation.
- Natural, semi-natural or well landscaped areas are in most of the highly rated upland views, often framing the view.
- The foreground is always free of discordance.

Commonalities of higher grouped river views included:

- Depth of field at least to middle ground distances (5 miles).

- Presence of upland terrain features, such as the West Hills or Cascades as a backdrop or a focal feature.
- Presence of one or more strong focal features, such as urban skyline, bridges, Mt Hood, and/or the West Hills.
- Presence of natural or semi-natural vegetation.
- Wide angle or panoramic views.
- Higher elevation viewpoints.

Common characteristics of low-rated views, both upland and river views, were the absence of the above commonalities. Nearly every low ranked/grouped view:

- Lacked depth of field.
- Was from a low vantage point.
- Did not have a clear focal point (or if it had one it was well off to the side).
- Had little or no natural vegetation.
- Had discordant features in the foreground, such as fencing, roads, utility lines, plain looking concrete piers, or construction debris.

When performing the extrapolation, the consultant also referred to the original instructions sent to the experts. The experts were asked to:

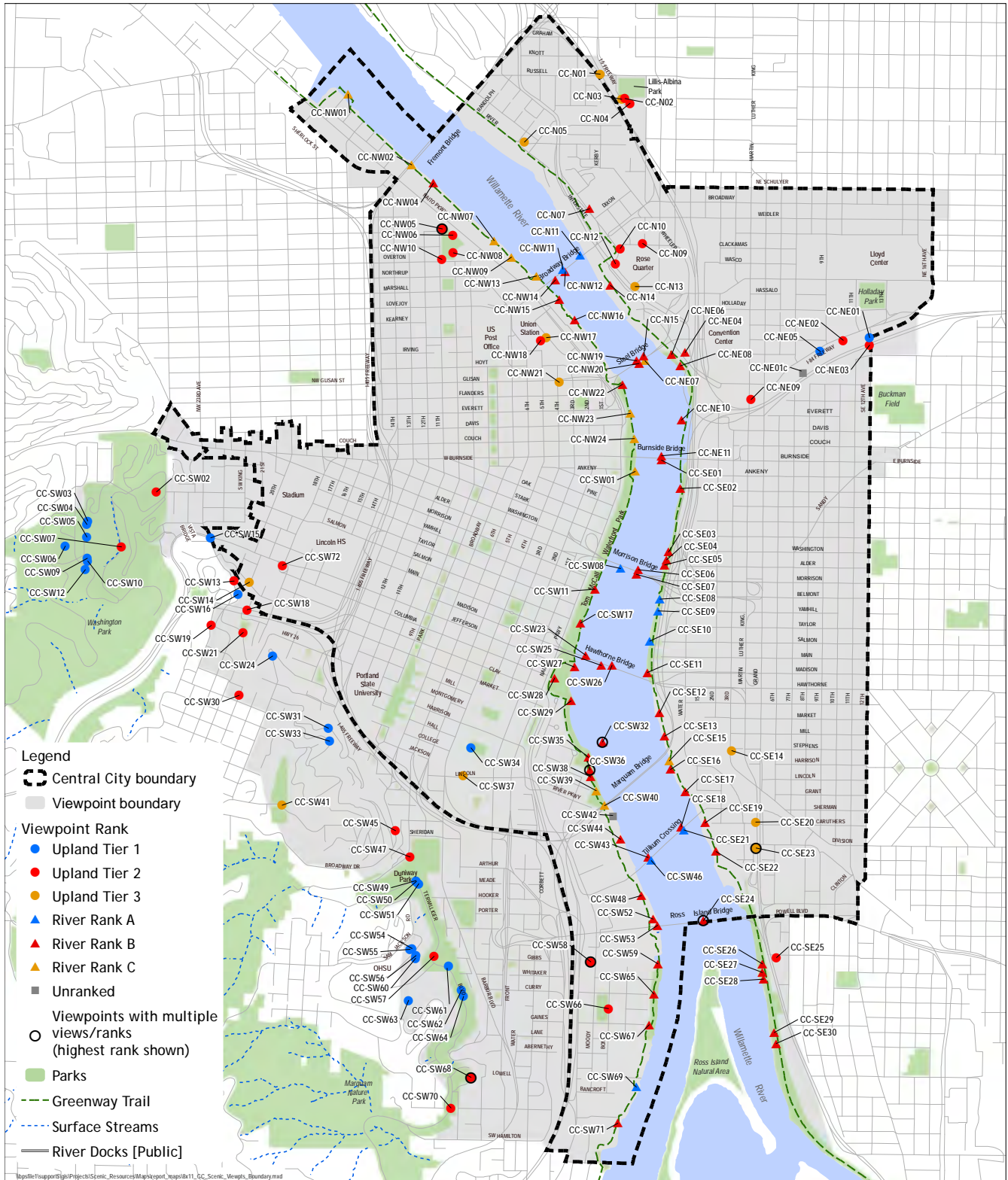
- ‘Complete’ the vertical extent of the images in their mind’s eye when scoring each view.
- Ignore construction fencing in the picture and focus on the elements of the view beyond the fencing.
- Rate the views accounting for the extent to which the average viewer would focus beyond discordant features in the immediate foreground (e.g., overgrown vegetation, roads/rail lines) but might still be aesthetically affected by it.

The project consultant reviewed photos taken near the viewpoints that were not accessible due to construction as well as photos of views taken during or after the experts’ reviews. When the view had many commonalities with the higher ranked/grouped views it was assigned to Tier I for upland or Group A for river views. When the view had very few or no commonalities with the higher ranked/grouped views it was assigned to Tier III for upland or Group C for river views. The remaining views were assigned a default rank of Tier II for upland or Group B for river views.

3.b. Scenic Views and Viewpoints Results

There are 157 views from 148 viewpoints included in the Central City Scenic Resources Inventory (see map 2). For the purpose of this inventory the viewpoints are then further split into quadrants based on the street grids for the city (NW, N, NE, SW, and SE).

MAP 2: SCENIC VIEWS AND VIEWPOINTS



Central City Scenic Resources - Existing Viewpoints

February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System



1. Analysis of Results

The project consultants performed analysis of the results for views and viewpoints.

River views, as expected, rated universally higher than upland views. This is consistent with scenic preference research that suggests the presence of water is a strong determinant in scenic quality. Only 12 out of 79 river views had an average rating of 5 or lower. In contrast, 28 out of 57 upland views were rated 5 or lower (note that not all views were assessed by the panel). Total scores for both river and upland were out of 13. This suggests the presence of water alone is a very strong factor in influencing scenic quality rating. This also suggests that all river views are of high scenic quality, including those in Group C.

The project consultant assessed the highest (Tier I/Group A) and lowest (Tier III/Group C) views under both upland and river views to find common features or characteristics of views that may likely have caused the panel members to score views high or low. Views that were scored toward the middle (Tier II/Group B) were not individually assessed; however, most of these views contain some, but not all, characteristics common to the more highly rated views.

Upland Views

Below is a list of common features of highly rated upland views:

- Great depth of field out to 50 or more miles (20 of 22 highly rated upland views)
- Presence of certain focal features: 20 have skyline, Mt Hood, river, and/or bridges prominently featured; bridges and the urban skyline are notable as favored features
- All but three have natural vegetation in view
- All have mid-to-high elevation viewpoints
- Natural, semi-natural, or well landscaped areas are in most of the highly rated upland views, often framing the view
- The foreground is always free of discordance

Upland views that scored low had limited depth of field, lacked focal features, lacked vegetation, were low elevation viewpoints, and had discordant elements in the foreground, such as roads and utility lines.

River Views

Below is a list of common characteristics of highly rated river views:

- Depth of field at least to middle ground distances (5 miles)
- Presence of upland terrain features, such as the West Hills or Cascades as a backdrop or focal feature
- Presence of one or more strong focal features, such as urban skyline, bridges, Mt Hood, and/or the West Hills
- Presence of natural or semi-natural vegetation

- Wide angle, or panoramic views
- Higher elevation viewpoints

Common characteristics of low rated river views were the absence of the above features. Nearly every low rated view lacked depth of field, did not have a clear focal feature (or if it had one it was well off to the side,) and had little or no natural vegetation. In addition, several lower rated river views had discordant features in the foreground, such as fencing, plain looking concrete piers, or construction debris. Lower rated river views also tended to feature the I-5/I-84 interchange as a major focal feature.

Upland views had some similarities and some differences. Since many of the favored views were from high vantage points, they tended to have greater depth of field, often all the way to the Cascade Mountains and volcanic peaks. Natural vegetation was a characteristic of highly rated views for both river and upland, though it appeared to be a more important factor in upland views than in river views. And viewer position was important, with high viewpoints typically outscoring lower ones.

The commonalities among high and low-rated views for both river and upland are strong enough that they provide a good predictive framework for rating additional views that were either not scored by the expert panel, or could emerge later in this process as suggested viewpoints.

2. Line of Sight Analysis

The experts identified primary focal features of the views and in most cases the experts identified the same primary focal features for the same views. In addition, many viewpoints with views of these primary focal features are located near to one another. In order to understand the relationship between views of the primary focal features, staff performed two line of sight analyses.

Staff began the analysis by drawing a line of sight from all of the Tier I upland views to the primary focal features of the view. Staff also included lines of sight from Tier II upland and Group A or B river views of the major mountains – Mt Hood, Mt Adams and Mt St Helens. If the primary focal feature of the view was identified as “downtown skyline” staff drew lines of sight to one or more of the four most prominent buildings – U.S. Bancorp Tower, Wells Fargo Center, Park Avenue West Tower and KOIN Center – as representatives of the downtown skyline.

Next an ArcGIS spatial analysis was performed to understand the relationship of the views to each other. Below are detailed explanations of each ArcGIS analysis. A more detailed explanation of the ArcGIS analysis can be found in Appendix C.

Line of Sight: Intersection Density

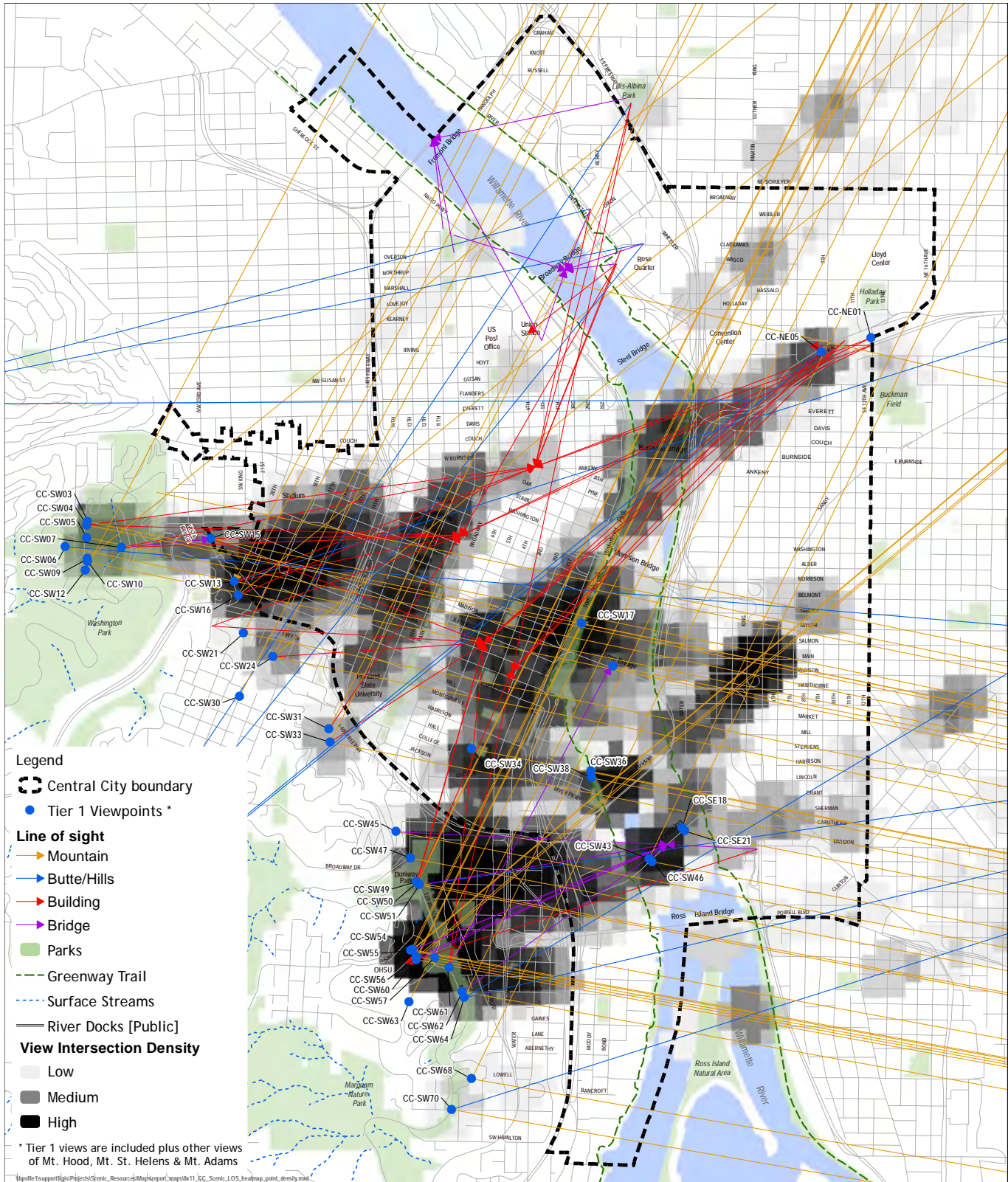
A data layer of points was created where the lines of sight intersect each other and an ArcGIS Spatial Analyst Point Density Tool was used to calculate the density of the intersection points from the lines of

sight. In other words, the number of lines of sight intersect at any given point. The results of the analysis are reported by city block. Map 3 shows is areas where many views that cross each other (black) and where fewer (light gray) or no (white) views cross each other.

Line of Sight: Line Density

A data layer of lines was created. Like the intersection analysis, an ArcGIS Spatial Analyst Line Density Tool was used to calculate the proximity of lines of sight to each other. The results of the analysis are reported by city block. Map 4 shows is areas where many views are in very close proximity to other views (black) and where fewer (light gray) or no (white) views are in close proximity to each other.

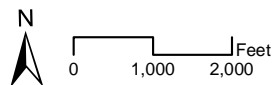
MAP 3: SCENIC VIEWS - LINE OF SIGHT INTERSECTION DENSITY



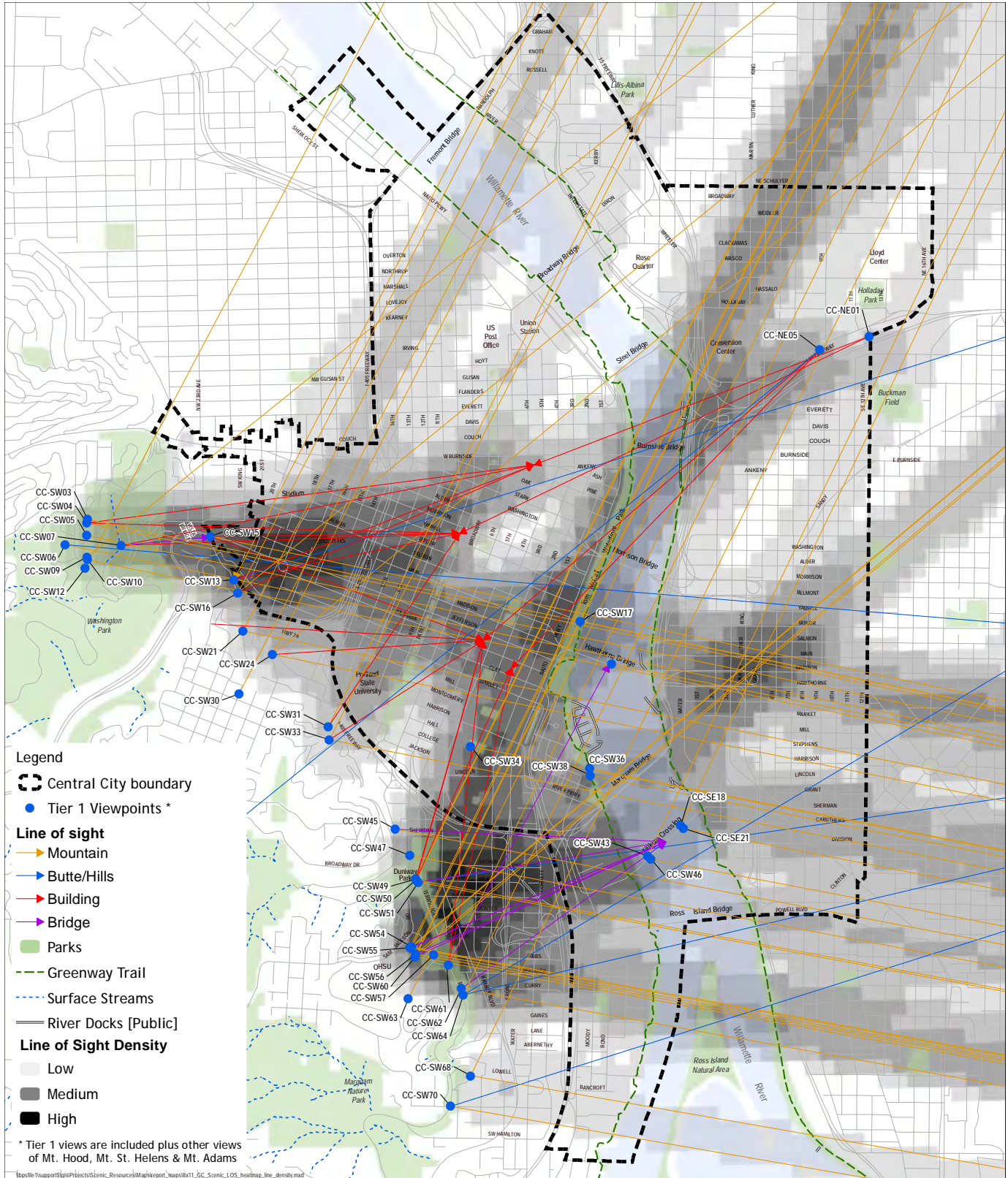
Central City Scenic Resources - Line of Sight Intersection Density

February 10, 2017

City of Portland, Oregon
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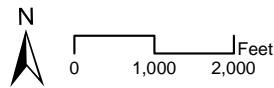
MAP 4: SCENIC VIEWS - LINE OF SIGHT DENSITY



Central City Scenic Resources - Line of Sight Density

February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System





The Hawthorne Bridge from Waterfront Park circa 1988.

3. RESULTS FOR NORTHWEST

There are 23 viewpoints in the northwest quadrant of the Central City Scenic Resources Inventory. The viewpoints shown in maps are numbered within the quadrant starting in the northwest corner and progressing left to right from Riverscape Pier south to W Burnside Street.

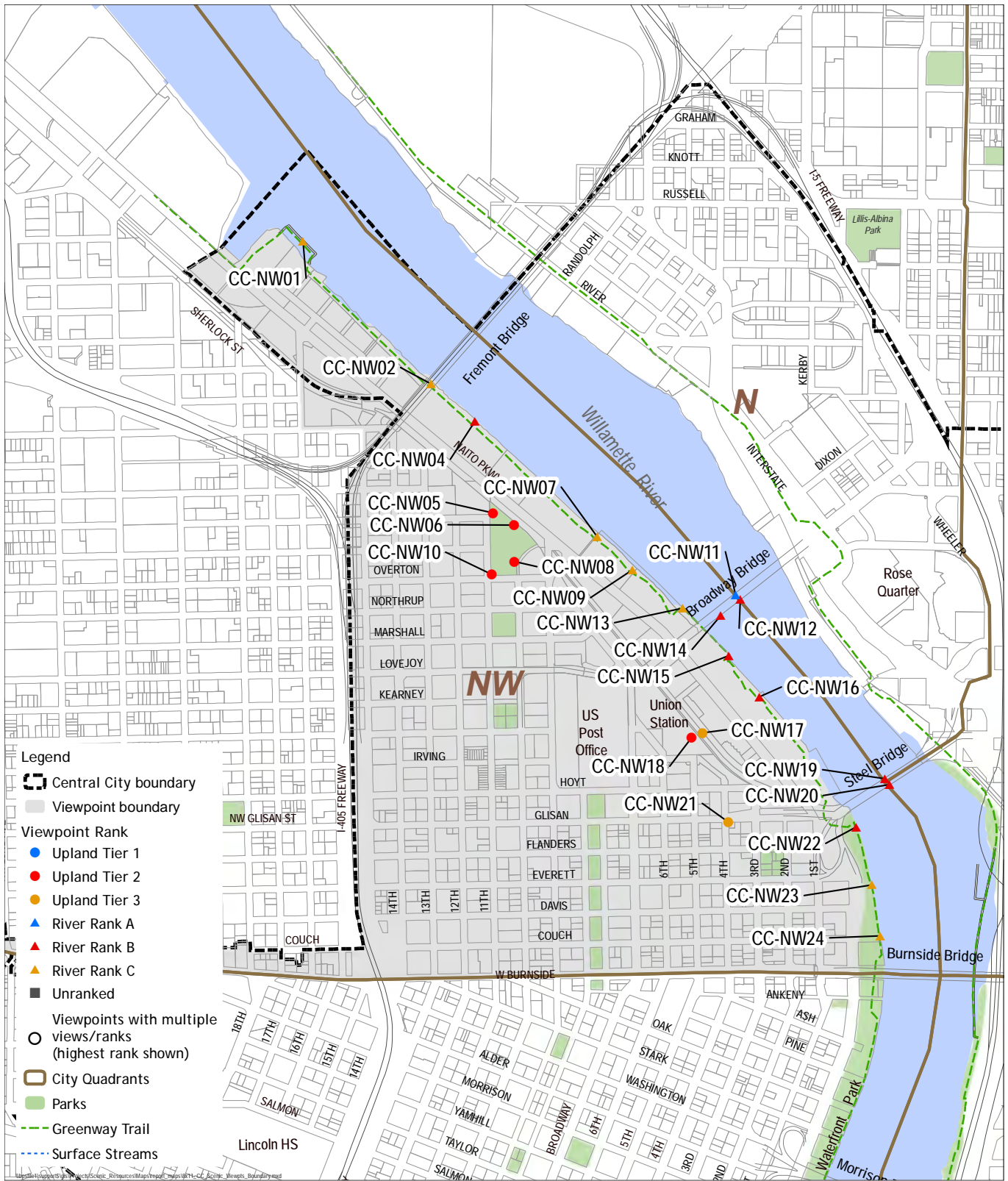
Notes:

1. Viewpoint CCNW03 is intentionally missing. Photos and data were collected; however, after the preliminary analysis, it was determined that the view did not meet the criterion for inclusion.
2. Viewpoint CCNW05 has two views.

Following Map 5 are two-page spreads that present the information for each viewpoint in the northwest quadrant. The views are ranked based on the methodology described in 3.a.5 and 3.a.6. The vies are ranked in the following ways:

- RIVER VIEWS
 - **Group A:** high scores
 - **Group B:** medium scores
 - **Group C:** low scores
- UPLAND VIEWS
 - **Tier I:** high scores
 - **Tier II:** medium scores
 - **Tier III:** high scores

MAP 5: SCENIC VIEWS AND VIEWPOINTS - NORTHWEST QUADRANT



Central City Scenic Resources - Northwest Quadrant

February 10, 2017

City of Portland, Oregon
 Bureau of Planning & Sustainability
 Geographic Information System

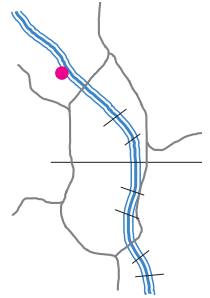


SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW01: RIVERSCAPE PIER

Group: C

Description: Located at the northern terminus of the current developed Greenway Trail, this viewpoint is on historic Portland Terminal 1. The view captures a large expanse of the Willamette River and Portland Harbor, stretching far to the north and south. The Fremont Bridge is also a strong element and the vegetation on the eastern bank contributes to the scenic quality of the view. The Broadway Bridge and industrial Albina are visible in the distance and Forest Park, though not captured in this photo, is also visible to the west. This view is in Group C because it lacks the presence of multiple strong focal features such as urban skyline or mountains. While the pier extends out over the river, it is not specifically developed as a viewpoint.



Primary Focal Feature(s): Willamette River, Fremont Bridge

Secondary Focal Feature(s): Broadway Bridge, riverbank, Steel Bridge

RANKINGS:

Universal Scenic Quality:	4.4	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	0.71	Water:	4.14
Vegetation:	3.43	Local Features:	4.29
Horizon/Ridgetops:	0.57	Iconic:	3.86



View from Riverscape Pier



Viewpoint at Riverscape Pier



View from Riverscape Pier

Viewpoint Amenities

- Platform/Pier
- Guardrail

Access

- Formal trail
- Connection from Riverscape Development under construction
- No public transit
- Limited parking

Management Considerations

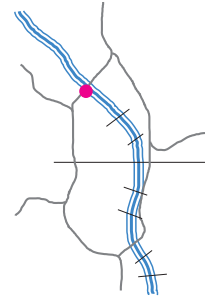
- Ownership of the pier is unclear.
- Development of Riverscape will impact the current view to the West Hills.
- Additional amenities, such as benches, could enhance the viewer's experience.

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW02: GREENWAY TRAIL WEST - UNDER FREMONT BRIDGE



Group: C

Description: Taken directly under the Fremont Bridge, this view includes a panorama of the Willamette River with views across to the Portland Harbor. The Lower Albina grain mills are visible and the large ships add interest when docked. The Broadway Bridge and Convention Center spires can be seen in the distance. This view is in Group C because it lacks the presence of multiple strong focal features such as urban skyline or mountains. This developed viewpoint is currently only connected to the Greenway Trail to the south.

Primary Focal Feature(s): Willamette River, Fremont Bridge (underside)

Secondary Focal Feature(s): Grain mill, Broadway Bridge, riverbank, Lower Albina

RANKINGS:

Universal Scenic Quality:	4.0	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	0.86	Water:	2.43
Vegetation:	2.00	Local Features:	2.29
Horizon/Ridgetops:	1.43	Iconic:	3.71



View from Greenway Trail under Fremont Bridge



Viewpoint along Greenway Trail under Fremont Bridge



View from Greenway Trail under Fremont Bridge

Viewpoint Amenities

- Platform
- Seating wall
- Lighting
- Guardrail

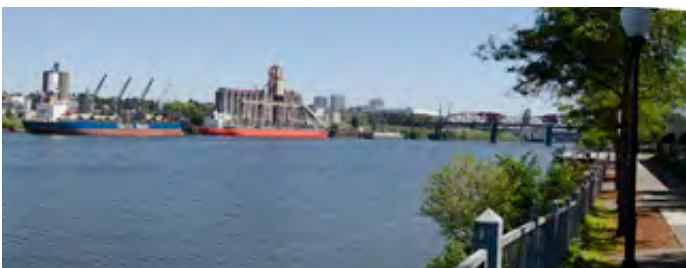
Access

- Formal trail
- No public transit
- Limited parking

Management Considerations

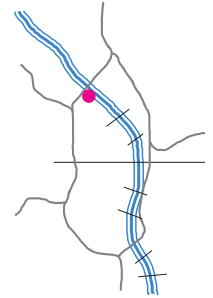
- Vegetation is beginning to encroach on the view from the right; vegetation management could open up the view to reveal more of the Broadway Bridge.
- Currently, there's no connection to the Greenway Trail to the north.

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW04: GREENWAY TRAIL WEST - SOUTH OF FREMONT BRIDGE



Group: B

Description: Though not visible in the panorama photo due to camera lens constraints, the Fremont Bridge to the left dominates this view. The large expanse of the Willamette River, stretching far to the north, is also a primary focal element. Lower Albina, the grain mill, and the Broadway Bridge are visible. Ships docked at the grain mills add to the scenic quality of the view. The viewpoint itself is a long, linear viewing platform with many benches; it juts out over the river and is a good spot for fishing.

Primary Focal Feature(s): Willamette River, Fremont Bridge

Secondary Focal Feature(s): Broadway Bridge, grain mill, riverbank, Lower Albina

RANKINGS:

Universal Scenic Quality:	5.3	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	1.29	Water:	5.00
Vegetation:	2.14	Local Features:	4.86
Horizon/Ridgetops:	2.14	Iconic:	5.57



View from Greenway Trail just south of Fremont Bridge



Viewpoint along Greenway Trail just south of Fremont Bridge



Fremont Bridge from Greenway Trail just south of Fremont Bridge

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

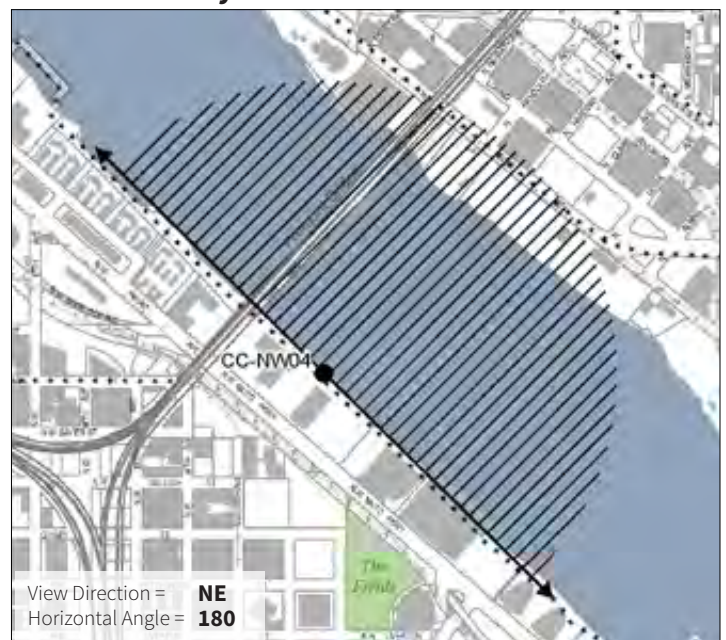
Access

- Formal trail
- Transit stop
- Limited parking

Management Considerations

- Vegetation is beginning to encroach on the view from the right; vegetation management could open up the view to the right.

Old SRI ID:
Old Central City ID: CCPV32



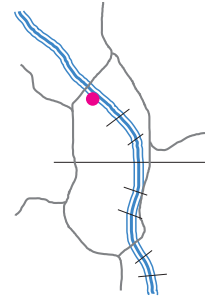
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCNW05: THE FIELDS PARK - NW QUIMBY STREET & NW 11TH AVENUE, LOOKING NORTH

Score: 5.2

Tier: II

Description: Located at a developed viewpoint with a bench along a path at the northern edge of The Fields Park in the Pearl District, there are two separate views from this location. The northerly view is a close-up of the Fremont Bridge with vegetation in the foreground. The other is of Centennial Mills (see next page). The developed park provides an upper and lower walking trail with different views; this adds to the use of this location as a viewpoint.



Primary Focal Feature(s): Fremont Bridge

Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	3.7	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	1.71	Local Features:	6.57
Vegetation:	1.29	Iconic:	5.00
Horizon/Ridgetops:	0.71	Depth:	2.57
Water:	0.00	Scope:	2.29



View from The Fields Park near NW Quimby Street and NW 11th Avenue, looking north



Viewpoint at The Fields Park near NW Quimby Street and NW 11th Avenue



Viewpoint at The Fields Park near NW Quimby Street and NW 11th Avenue

Viewpoint Amenities

- Platform
- Bench
- Lighting

Management Considerations

- A connection over the train tracks to NW Naito Parkway would provide access from The Fields Park to the Greenway Trail.

Access

- Formal trail
- Transit stop

Old SRI ID:
Old Central City ID:



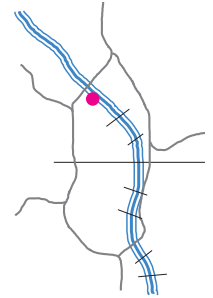
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCNW05: THE FIELDS PARK - NW QUIMBY STREET & NW 11TH AVENUE, LOOKING EAST

Score: 5.0

Tier: II

Description: Located at a developed viewpoint with a bench along a path at the northern edge of The Fields Park, there are two separate views from this location. This northeasterly view is of historic Centennial Mills. The other view is of the Fremont Bridge (see previous page). The developed park provides an upper and lower walking trail with different views; this adds to the use of this location as a viewpoint. The park landscaping in the foreground contributes to the scenic quality of the view.



Primary Focal Feature(s): Centennial Mills

Secondary Focal Feature(s): Landscaping

RANKINGS:

Universal Scenic Quality:	3.5	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	1.29	Local Features:	5.43
Vegetation:	0.71	Iconic:	3.43
Horizon/Ridgetops:	0.00	Depth:	2.71
Water:	0.00	Scope:	1.57



View from The Fields Park near NW Quimby Street and NW 11th Avenue, looking east



Viewpoint at The Fields Park near NW Quimby Street and NW 11th Avenue



Viewpoint at The Fields Park near NW Quimby Street and NW 11th Avenue

Viewpoint Amenities

- Platform
- Bench
- Lighting

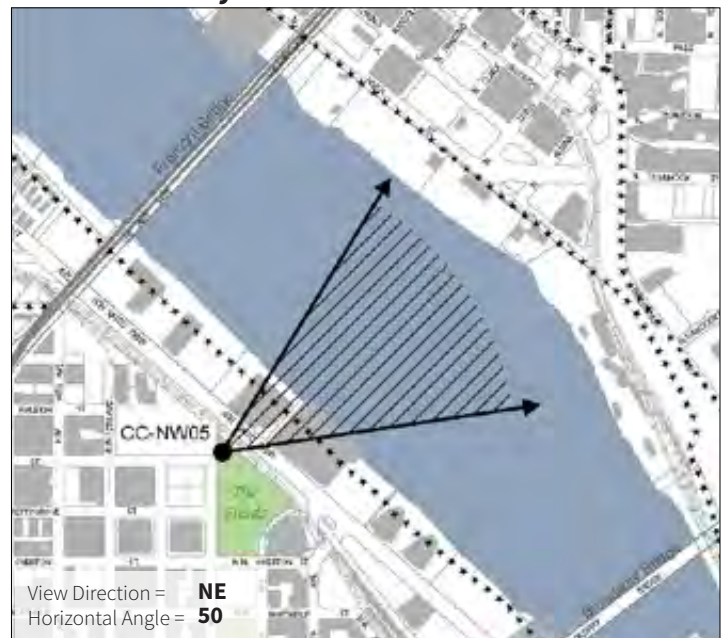
Management Considerations

- A connection over the train tracks to NW Naito Parkway would provide access from The Fields Park to the Greenway Trail.
- Centennial Mills is in disrepair.

Access

- Formal trail
- Transit stop

Old SRI ID:
Old Central City ID:



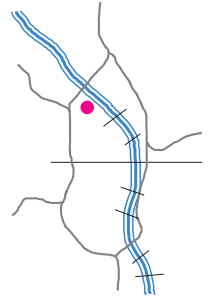
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCNW06: THE FIELDS PARK - EAST PATH

Score: 6.2

Tier: 11

Description: The viewer's eye is drawn down this eastern path of The Fields Park toward the Broadway Bridge. One of the Steel Bridge towers is also visible. The Broadway Bridge is framed on either side by buildings, though these also block a full view of the bridge. The developed park provides an upper and lower walking trail with different views; this adds to the use of this location as a viewpoint. The vegetation along the path in the foreground contributes positively to the scenic quality of the view and helps draw the viewer's eye into the scene.



Primary Focal Feature(s): Broadway Bridge

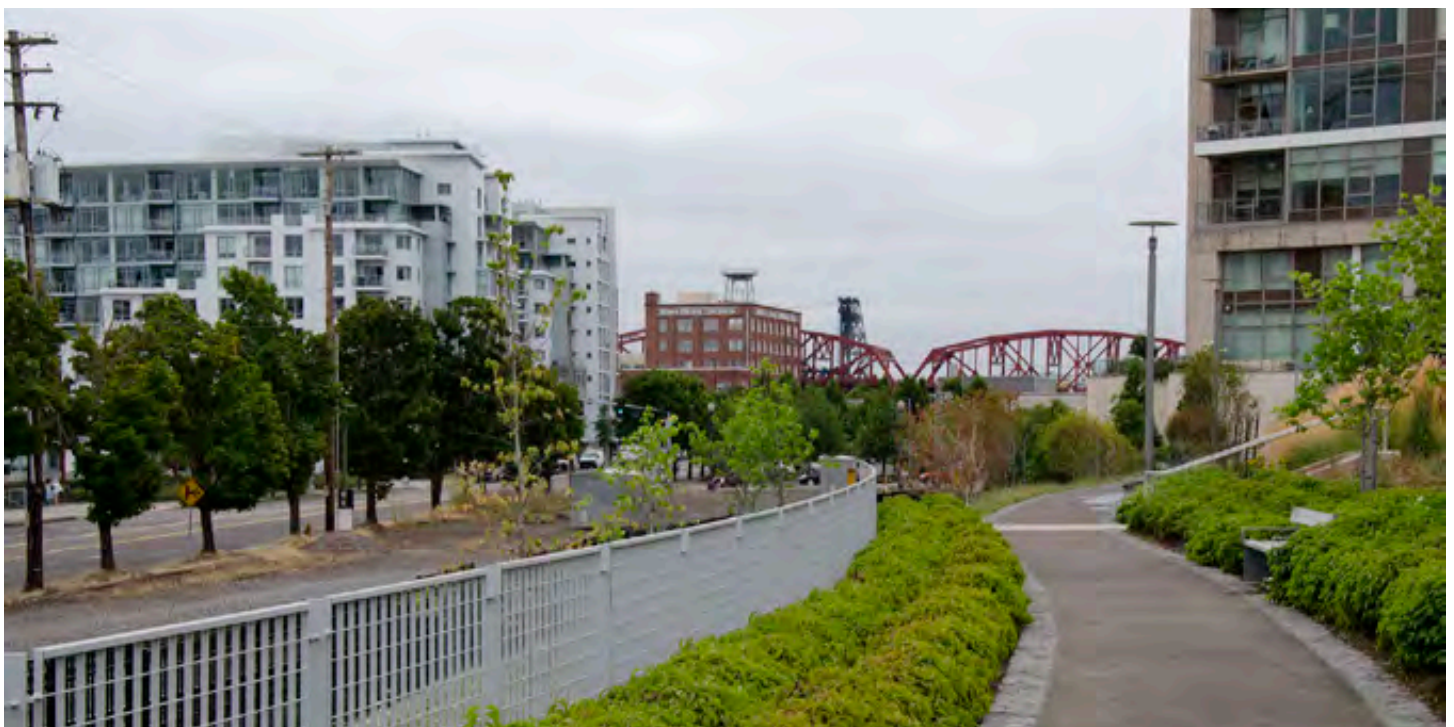
Secondary Focal Feature(s): Landscaping, Steel Bridge

RANKINGS:

Universal Scenic Quality:	5.7	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	2.71	Local Features:	4.43
Vegetation:	1.00	Iconic:	4.57
Horizon/Ridgetops:	0.71	Depth:	3.14
Water:	0.00	Scope:	2.29



View from The Fields Park east path



Viewpoint at The Fields Park east path



Viewpoint at The Fields Park east path

Viewpoint Amenities

- Bench
- Lighting

Management Considerations

- A connection over the train tracks to NW Naito Parkway would provide access from The Fields Park to the Greenway Trail.
- Development constrains the view on either side.

Access

- Formal trail
- Transit stop

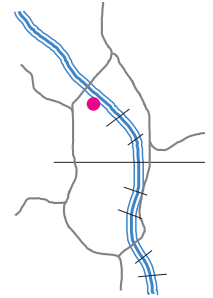
Old SRI ID:

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW07: GREENWAY TRAIL WEST - AT APPROXIMATELY NW 9TH AVENUE



Group: C

Description: Located just south of Centennial Mills, this view looks out across the Willamette River to Lower Albina, dominated by the large grain mill in the center, with the Fremont Bridge on the left and the Broadway Bridge on the right. This is the northern of two viewpoints along this stretch of the Greenway Trail. Compared to the more southern point, this viewpoint has more discordant vegetation, partially blocking the view of the Fremont Bridge. This developed viewpoint is along the northern section of the Greenway Trail and has a moderate amount of bicycle and pedestrian traffic.

Primary Focal Feature(s): Willamette River, Fremont Bridge, Broadway Bridge, grain mill, Lower Albina

Secondary Focal Feature(s): Riverbank

RANKINGS:

Universal Scenic Quality:	4.1	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	2.00	Water:	3.14
Vegetation:	2.14	Local Features:	4.29
Horizon/Ridgetops:	0.29	Iconic:	4.71



View from Greenway Trail West at approximately NW 9th Avenue



Viewpoint along Greenway Trail at approximately NW 9th Avenue



Viewpoint along Greenway Trail at approximately NW 9th Avenue

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

Access

- Formal trail
- Transit stop
- Limited parking

Management Considerations

- This viewpoint is ADA accessible.
- Vegetation is encroaching on the view, particularly when the tree on the left has leaves; vegetation management could open up the view.

Old SRI ID:
Old Central City ID:



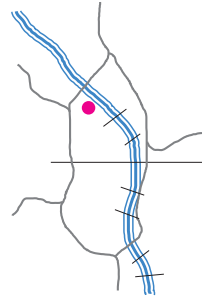
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCNW08: THE FIELDS PARK - SOUTHEAST PATH

Score: 7.2

Tier: II

Description: This view captures both the Fremont Bridge and Centennial Mills. Taken from the end of the southeast path, the view looks out across the main field and swath of tall grasses. Though not fully visible due to camera lens constraints, the water tower atop Centennial Mills contributes a positive historic and scenic quality to the view. Both the Fremont Bridge and Centennial Mills have an industrial character which is softened by the vegetation in the foreground, making this a well-balanced, aesthetically pleasing view. The developed park provides an upper and lower walking trail with different views; this adds to the use of this location as a viewpoint.



Primary Focal Feature(s): Fremont Bridge, Centennial Mills

Secondary Focal Feature(s): Landscaping

RANKINGS:

Universal Scenic Quality:	6.7	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	2.86	Local Features:	7.57
Vegetation:	1.00	Iconic:	7.00
Horizon/Ridgetops:	0.86	Depth:	5.86
Water:	0.00	Scope:	4.86



View from The Fields Park southeast path



Viewpoint at The Fields Park southeast path



View from The Fields Park southeast path

Viewpoint Amenities

- Nearby bench

Management Considerations

- Vegetation along NW Naito Parkway could grow and encroach on the view of the Fremont Bridge.
- Centennial Mills is in disrepair.

Access

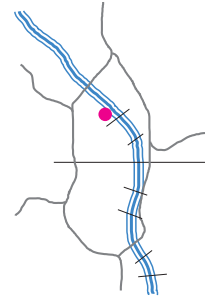
- Formal trail
- Public transit

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW09: GREENWAY TRAIL WEST - AT APPROXIMATELY
NW NORTHRUP STREET



Group: C

Description: Located just south of Centennial Mills, this view looks out across the Willamette River to Lower Albina, dominated by the large grain mill in the center, with the Fremont Bridge on the left and the Broadway Bridge on the right. This is the southern of two viewpoints along this stretch of the Greenway Trail. Compared to the more northern point, this viewpoint has less discordant vegetation, though vegetation still slightly encroaches on the view from the left and right. The Broadway Bridge is also closer, and thus appears larger. This developed viewpoint is along the northern section of the Greenway Trail and has a moderate amount of bicycle and pedestrian traffic.

Primary Focal Feature(s): Willamette River, Fremont Bridge, Broadway Bridge, grain mill, Lower Albina
Secondary Focal Feature(s): Riverbank

RANKINGS:

Universal Scenic Quality:	3.7	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	1.43	Water:	3.43
Vegetation:	2.00	Local Features:	4.43
Horizon/Ridgetops:	0.43	Iconic:	4.29



View from Greenway Trail West at approximately NW Northrup Street



Viewpoint along Greenway Trail at approximately NW Northrup Street



Viewpoint along Greenway Trail at approximately NW Northrup Street

Viewpoint Amenities

- Platform
- Benches
- Guardrail

Management Considerations

- Vegetation is encroaching on the view; vegetation management could open up the view.

Access

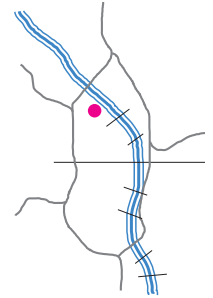
- Formal trail
- Limited parking
- No transit stop

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCNW10: THE FIELDS PARK - NW OVERTON STREET AND NW 11TH AVENUE



Score: 6.5

Tier: II

Description: This view, taken from the corner of The Fields Park at NW Overton Street and NW 11th Avenue, looks down a paved path and across a grassy field to Centennial Mills. The path, which is lined by birches, helps draw the viewer’s eye toward Centennial Mills as a focal point. As the trees grow, they may obscure the view. The developed park provides an upper and lower walking trail with different views; this adds to the use of this location as a viewpoint. Though there are multiple benches along the sides of the path, the view is best from the center of the path.

Primary Focal Feature(s): Centennial Mills

Secondary Focal Feature(s): Landscaping

RANKINGS:

Universal Scenic Quality:	5.5	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	3.57	Local Features:	6.43
Vegetation:	0.86	Iconic:	5.86
Horizon/Ridgetops:	0.57	Depth:	4.29
Water:	0.00	Scope:	2.00



View from The Fields Park near NW Overton Street and NW 11th Avenue



Viewpoint at The Fields Park near NW Overton Street and NW 11th Avenue



Centennial Mills from The Fields Park near NW Overton Street and NW 11th Ave.

Viewpoint Amenities

- Benches
- Lighting

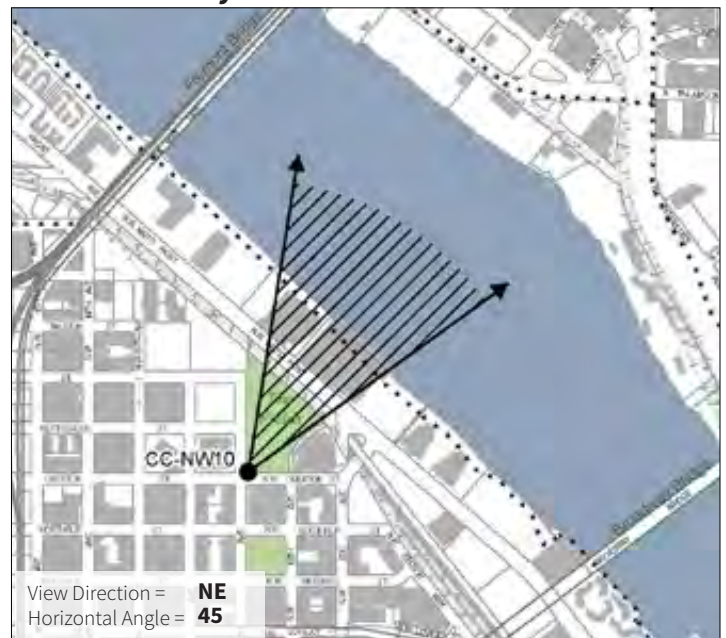
Management Considerations

- Centennial Mills is in disrepair.
- Vegetation management is necessary to maintain the view.

Access

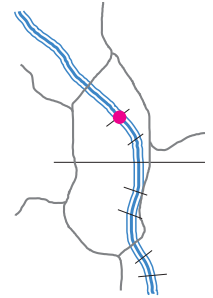
- Street/Auto
- Sidewalk
- Formal trail
- Adjacent parking
- Transit stop

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW11: BROADWAY BRIDGE - NORTH SIDE, CENTER



Group: A

Description: A wide expanse of the Willamette River draws the viewer’s eye in toward the Fremont Bridge. To the left, one can see Forest Park and the Pearl District waterfront, to the right, Lower Albina. The superior position of the viewer along with the central placement of the river makes this one of the best views of the Fremont Bridge. Currently, the Broadway Bridge does not have any pedestrian refuges from which to enjoy the view. It also lacks a separated bike lane so the sidewalk gets used by both pedestrians and bicyclists making it more difficult to stop and enjoy the view without disrupting the flow of bicycle and pedestrian traffic.

Primary Focal Feature(s): Willamette River, Fremont Bridge

Secondary Focal Feature(s): Grain mill, Forest Park, Pearl District, Centennial Mills, riverbank, Lower Albina

RANKINGS:

Universal Scenic Quality:	7.1	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	4.00	Water:	5.57
Vegetation:	3.14	Local Features:	7.57
Horizon/Ridgetops:	2.71	Iconic:	7.14



View from Broadway Bridge north side center



Viewpoint on Broadway Bridge north side center



Photo Caption View from Broadway Bridge north side center

Viewpoint Amenities

- Guardrails
- Physical separation of auto/non-auto

Access

- Street/Auto
- Sidewalk
- No transit stop
- No parking
- No pedestrian refuges or separated bike/ped lanes

Management Considerations

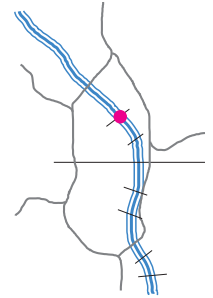
- Striping or signs to separate bike and ped traffic could be added to enhance the viewer's experience.
- The sidewalk is narrow and there are no pedestrian refuges; without a full redevelopment of the bridge, it would be difficult to add major viewpoint amenities such as pedestrian refuges.

Old SRI ID:
Old Central City ID: CCPV31



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW12: BROADWAY BRIDGE - SOUTH SIDE, CENTER



Group: B

Description: Looking straight up (south) the middle of the Willamette River, one can see the Steel Bridge in the center flanked by the Convention Center spires, Moda Center, and grain mill on the left and the Old Town/Chinatown waterfront, Downtown skyline, U.S. Bancorp Tower, Union Station, and the West Hills on the right. Currently, the Broadway Bridge does not have any pedestrian refuges from which to enjoy the view. It also lacks a separated bike lane so the sidewalk gets used by both pedestrians and bicyclists making it more difficult to stop and enjoy the view without disrupting the flow of bicycle and pedestrian traffic.

Primary Focal Feature(s): Willamette River, Steel Bridge, Downtown skyline

Secondary Focal Feature(s): Convention Center spires, Old Town/Chinatown waterfront, Pearl District, West Hills, grain mill, Union Station, riverbank

RANKINGS:

Universal Scenic Quality:	6.3	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	4.00	Water:	4.43
Vegetation:	2.86	Local Features:	5.14
Horizon/Ridgetops:	2.29	Iconic:	6.14



View from Broadway Bridge south side center



Viewpoint at Broadway Bridge south side center



View of Union Station from Broadway Bridge south side center

Viewpoint Amenities

- Guardrails
- Physical separation of auto/non-auto

Access

- Street/Auto
- Sidewalk
- No transit stop
- No parking
- No pedestrian refuges or separated bike/ped lanes

Management Considerations

- Development of the Thunderbird site will affect this view.
- Striping or signs to separate bike and ped traffic could be added to enhance the viewer’s experience.
- The sidewalk is narrow and there are no pedestrian refuges; without a full redevelopment of the bridge, it would be difficult to add major viewpoint amenities such as pedestrian refuges.

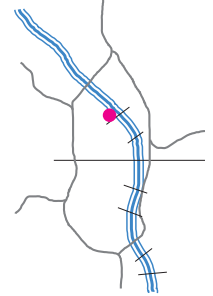


Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW13: GREENWAY TRAIL WEST - NORTH OF THE BROADWAY BRIDGE



Group: C

Description: This view looks out across the Willamette River at Lower Albina. The Fremont Bridge is visible to the left, and the Broadway Bridge to the right. The Convention Center spires are visible in the distance. This viewpoint is on a section of the Greenway Trail that juts out over the river, thus, there is no vegetation encroaching on the main focal features of the view. This view is in Group C because it lacks the presence of multiple strong focal features such as urban skyline or mountains. There is a developed viewpoint deck just north of this location with tables and chairs, though it is unclear if it is privately or publicly owned.

Primary Focal Feature(s): Willamette River, Broadway Bridge, Fremont Bridge, grain mill, Lower Albina

Secondary Focal Feature(s): Convention Center spires (lit up at night)

RANKINGS:

Universal Scenic Quality:	3.3	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	1.14	Water:	3.57
Vegetation:	2.00	Local Features:	3.29
Horizon/Ridgetops:	0.57	Iconic:	3.86



View from Greenway Trail just north of Broadway Bridge



Photo Caption Viewpoint along Greenway Trail just north of Broadway Bridge



View from Greenway Trail just north of Broadway Bridge

Viewpoint Amenities

- Platform
- Guardrail
- Educational sign

Management Considerations

- This viewpoint is on a section of the Greenway Trail that juts out over the water so the impact of overgrown vegetation is minimized.

Access

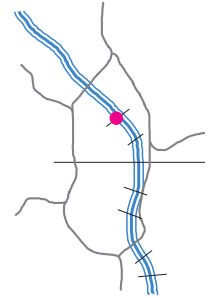
- Formal trail
- No transit stop
- Limited parking

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW14: BROADWAY BRIDGE - SOUTH SIDE, WEST



Group: B

Description: The Willamette River and Steel Bridge dominate this view. The Convention Center spires, Moda Center, grain mill, Union Station and Old Town/Chinatown waterfront are also visible. In the far distance, Mt Hood can be seen between the Convention Center spires and Lloyd District buildings to the left, though the domed Portland State Office Building partially blocks the view of the mountain. Currently, the Broadway Bridge does not have any pedestrian refuges from which to enjoy the view. It also lacks a separated bike lane so the sidewalk gets used by both pedestrians and bicyclists making it more difficult to stop and enjoy the view without disrupting the flow of bicycle and pedestrian traffic. The original viewpoint was located on the north sidewalk with a view of Mt Hood through the bridge scaffolding. The viewpoint was relocated to the south sidewalk and shot as a panorama.

Primary Focal Feature(s): Willamette River, Steel Bridge

Secondary Focal Feature(s): Insert text here Convention Center spires, Old Town/Chinatown, grain mill, Mt Hood, Union Station, riverbank

RANKINGS:

Universal Scenic Quality:	5.6	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	3.14	Water:	5.57
Vegetation:	3.57	Local Features:	6.14
Horizon/Ridgetops:	2.43	Iconic:	6.00



View from Broadway Bridge south side west



Viewpoint on Broadway Bridge south side west



View from Broadway Bridge south side west

Viewpoint Amenities

- Guardrails
- Physical separation of auto/non-auto

Access

- Street/Auto
- Sidewalk
- No transit stop
- No parking
- No pedestrian refuges or separated bike/ped lanes

Management Considerations

- Development partially obscures Mt Hood; additional development in the Lloyd District could fully block the view of Mt Hood.
- Development of Thunderbird site will affect this view.
- Striping or signs to separate bike and ped traffic could be added to enhance the viewer's experience.
- The sidewalk is narrow and there are no pedestrian refuges; without a full redevelopment of the bridge, it would be difficult to add major viewpoint amenities such as pedestrian refuges.

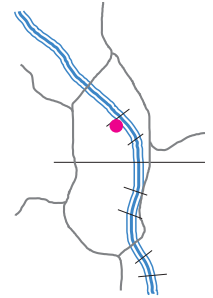
Old SRI ID: VM24-38 (Relocated)

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW15: GREENWAY TRAIL WEST - SOUTH OF THE BROADWAY BRIDGE



Group: B

Description: This view looks east across the Willamette River. The Broadway Bridge comes in from the left hand side in close proximity, with a view of the Fremont Bridge in the distance beyond. On the right is the Steel Bridge. The Convention Center spires are also visible, though not prominent as they get lost in the vertical structures of the grain mill. There is little architectural diversity along the riverbank on the east. This viewpoint is on a section of the Greenway Trail that juts out over the river, thus, there is no vegetation encroaching on the main focal features of the view.

Primary Focal Feature(s): Willamette River, Broadway Bridge, Steel Bridge

Secondary Focal Feature(s): Grain mill, Fremont Bridge, riverbank

RANKINGS:

Universal Scenic Quality:	4.4	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	0.57	Water:	2.57
Vegetation:	2.14	Local Features:	3.71
Horizon/Ridgetops:	0.00	Iconic:	4.43



View from Greenway Trail just south of Broadway Bridge



Viewpoint along Greenway Trail just south of Broadway Bridge



View from Greenway Trail just south of Broadway Bridge

Viewpoint Amenities

- Guardrail

Access

- Formal trail
- Transit stop
- Limited parking

Management Considerations

- This viewpoint is on a section of the Greenway Trail that juts out over the water so the impact of overgrown vegetation is minimized.
- Development of Thunderbird site will affect this view.
- Additional amenities, such as benches, could enhance the viewer’s experience.

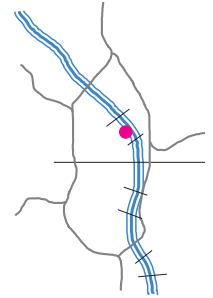


Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW16: GREENWAY TRAIL WEST - BETWEEN THE BROADWAY AND STEEL BRIDGES



Group: B

Description: This view across the Willamette River from the Greenway Trail is framed by the Broadway and Steel Bridges. Currently, the view includes the Moda Center, Coliseum, and grain mill along the eastern side of the river. There is a development site located along N Thunderbird Way between the river and Moda Center that, depending on its design, could contribute positively or negatively to the view.

Primary Focal Feature(s): Willamette River, Broadway Bridge, Steel Bridge

Secondary Focal Feature(s): Fremont Bridge, grain mill, riverbank

RANKINGS:

Universal Scenic Quality:	5.3	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	2.29	Water:	4.43
Vegetation:	2.43	Local Features:	5.71
Horizon/Ridgetops:	0.71	Iconic:	5.71



View from Greenway Trail between Broadway and Steel Bridges



Viewpoint along Greenway Trail between Broadway and Steel Bridges



Historic view from Greenway Trail between Broadway and Steel Bridges

Viewpoint Amenities

- Seating wall
- Guardrail

Management Considerations

- This is a less trafficked section of the Greenway Trail than the section just south of the Steel Bridge.
- Development of Thunderbird site will impact this view.

Access

- Formal trail
- Transit stop
- Limited parking

Old SRI ID: VB24-29
Old Central City ID: CCPV29



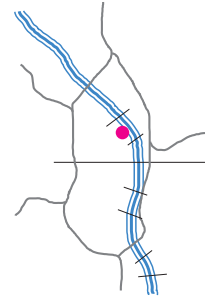
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCNW17: UNION STATION PEDESTRIAN BRIDGE - EAST

Score: 3.5

Tier: III

Description: Taken from the pedestrian bridge over the rail lines at Union Station, this view looks south toward the Old Town/Chinatown and Downtown skylines where the U.S. Bancorp Tower is a dominant feature. A small stretch of the West Hills is also visible in the background. The long linear station platform covers and the rails themselves lead the viewer's eye to the left of the scene, though there is no clear focal element at the end. This view is in Tier III because there is little depth of view, few prominent focal features, and little natural vegetation and the viewpoint is at a low elevation. The pedestrian bridge is only accessible by foot.



Primary Focal Feature(s): Downtown skyline, Old Town/Chinatown skyline

Secondary Focal Feature(s): Downtown skyline, Old Town/Chinatown skyline

RANKINGS:

Universal Scenic Quality:	3.5	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	1.14	Local Features:	1.86
Vegetation:	0.71	Iconic:	3.00
Horizon/Ridgetops:	0.71	Depth:	1.14
Water:	0.43	Scope:	1.57



View from Union Station pedestrian bridge



Viewpoint on Union Station pedestrian bridge



View from Union Station pedestrian bridge

Viewpoint Amenities

- Guardrail

Management Considerations

- The pedestrian bridge is only accessible by stairs or elevator and is difficult to access.

Access

- Stairs/Elevator
- Transit stop (train)
- Limited parking

Old SRI ID:
Old Central City ID:



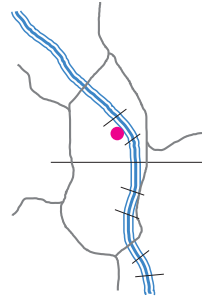
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCNW18: UNION STATION PEDESTRIAN BRIDGE - WEST

Score: 5.7

Tier: II

Description: Though not visible in the panoramic photo due to lens constraints, one of the primary focal features of this view is the Union Station clock tower, which looms just above the pedestrian bridge from which this photo was taken. The viewer's eye is also led down the railroad tracks to the Fremont and Broadway Bridges in the background. The pedestrian bridge is only accessible by foot. This viewpoint was relocated from its original location at the rail yards to the southwest of the station because the rail yards are not publicly accessible. The original viewpoint included views of the Broadway Bridge, Albers Mill, Union Station and McCormick Pier Apartments; this relocated viewpoint on the pedestrian bridge offers a similar view.



Primary Focal Feature(s): Insert text here

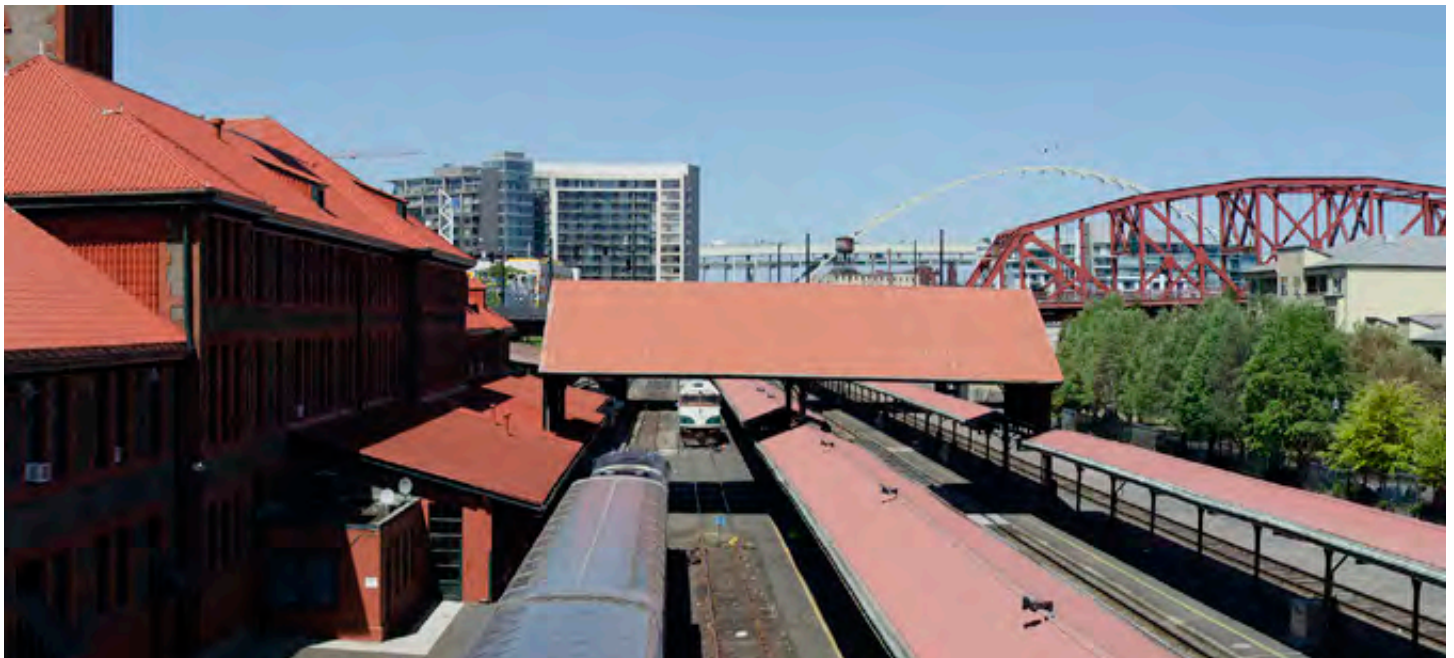
Secondary Focal Feature(s): Insert text here

RANKINGS:

Universal Scenic Quality:	5.7	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	3.86	Local Features:	5.86
Vegetation:	2.14	Iconic:	6.71
Horizon/Ridgetops:	0.43	Depth:	4.57
Water:	0.00	Scope:	4.14



View from Union Station pedestrian bridge



Viewpoint on Union Station pedestrian bridge



Historic view from rail yards southwest of Union Station

Viewpoint Amenities

- Guardrail

Management Considerations

- The pedestrian bridge is only accessible by stairs or elevator and is difficult to access.

Access

- Stairs/Elevator
- Transit stop (train)
- Limited parking

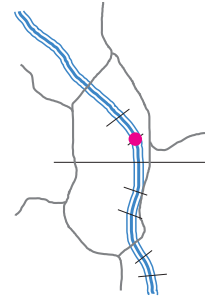
Old SRI ID: VB24-30 (Relocated)

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW19: STEEL BRIDGE - NORTH SIDE, CENTER



Group: B

Description: This view from the Steel Bridge looks down the center of the Willamette River toward the Broadway and Fremont Bridges. Lower Albina, dominated by the large grain mill, is on the right while the Old Town/Chinatown waterfront, Union Station, Pearl District, and the West Hills are on the left. The Steel Bridge does not have any pedestrian refuges from which to stop and enjoy this view. The upper deck, from which this view was taken, does not have a separated bike lane and the sidewalk is narrow. Though there is a guardrail between the sidewalk and traffic lanes, it is low. This does not feel like a safe place to stop and enjoy a view.

Primary Focal Feature(s): Willamette River, West Hills, Broadway Bridge, Fremont Bridge, grain mill

Secondary Focal Feature(s): Old Town/Chinatown waterfront, Pearl District, Union Station, Forest Park

RANKINGS:

Universal Scenic Quality:	5.7	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	4.14	Water:	5.57
Vegetation:	3.43	Local Features:	5.29
Horizon/Ridgetops:	3.86	Iconic:	5.86



View from Steel Bridge north side center



Viewpoint on Steel Bridge north side center



View from Steel Bridge north side center

Viewpoint Amenities

- Guardrails
- Physical separation of auto/non-auto

Access

- Street/Auto
- Sidewalk
- No pedestrian refuges or separated bike/ped lanes
- No transit stop
- No parking

Management Considerations

- This viewpoint feels unsafe due to a narrow sidewalk, no separated bike/ped lanes, a low guardrail between the sidewalk and automobile/bus traffic, and no pedestrian refuges.
- The sidewalk is very narrow and there are no pedestrian refuges; without a full redevelopment of the bridge, it would be difficult to add major viewpoint amenities, such as pedestrian refuges, or to widen the path.

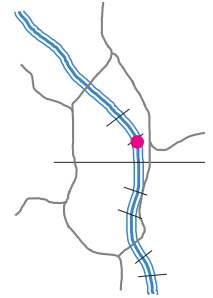
Old SRI ID:

Old Central City ID: CCPV28



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW20: STEEL BRIDGE - SOUTH SIDE (UPPER DECK), CENTER



Group: B

Description: Insert text here This is one of the few places where the viewer can see both the Downtown skyline and the Lloyd District. Looking south from the Steel Bridge upper deck up the Willamette River, this view includes the Burnside Bridge, Convention Center spires, Moda Center, Waterfront Park, and downtown. The White Stag sign is visible at an angle. Mt Hood can also be seen in the distance. The Interstate 5/84 exchange occupies much of the view along the eastern edge of the Willamette and detracts from the scenic quality of the view to that side. The Steel Bridge does not have any pedestrian refuges from which to stop and enjoy this view. The upper deck, from which this view was taken, does not have a separated bike lane and the sidewalk is narrow. Though there is a guardrail between the sidewalk and traffic lanes, it is low. This does not feel like a safe place to stop and enjoy a view.

Primary Focal Feature(s): Willamette River, Convention Center spires

Secondary Focal Feature(s): Downtown skyline, Waterfront Park, Burnside Bridge, West Hills, Lloyd District

RANKINGS:

Universal Scenic Quality:	6.1	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	4.71	Water:	4.86
Vegetation:	4.43	Local Features:	5.43
Horizon/Ridgetops:	1.86	Iconic:	6.14



View from Steel Bridge upper deck, south side center



Viewpoint on Steel Bridge upper deck, south side center



View from Steel Bridge upper deck, south side center

Viewpoint Amenities

- Guardrails
- Physical separation of auto/non-auto

Access

- Street/Auto
- Sidewalk
- No pedestrian refuges or separated bike/ped lanes
- No transit stop
- Limited parking

Management Considerations

- This viewpoint feels unsafe due to a narrow sidewalk, no separated bike/ped lanes, a low guardrail between the sidewalk and automobile/bus traffic, and no pedestrian refuges.
- The sidewalk is very narrow and there are no pedestrian refuges; without a full redevelopment of the bridge, it would be difficult to add major viewpoint amenities, such as pedestrian refuges, or to widen the path.



Old SRI ID:
Old Central City ID: CCPV27



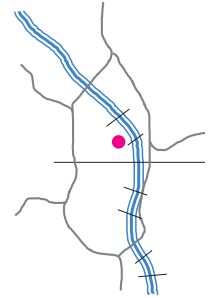
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCNW21: NW GLISAN STREET AND NW 4TH AVENUE

Score: 3.8

Tier: III

Description: This view of Union Station was taken from the corner of NW Glisan Street and NW 4th Avenue. The pedestrian bridge, Broadway Bridge, and Fremont Bridge are also visible. The asphalt of the intersection, parked cars, and street lights are discordant elements of the view. This view is in Tier III because there is little depth of view, few prominent focal features, little natural vegetation, and the viewpoint is at a low elevation. There are also some trees obscuring the station and bridges.



Primary Focal Feature(s): Union Station

Secondary Focal Feature(s): Broadway Bridge, Fremont Bridge, pedestrian bridge

RANKINGS:

Universal Scenic Quality:	2.8	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	2.57	Local Features:	5.29
Vegetation:	0.00	Iconic:	5.00
Horizon/Ridgetops:	0.00	Depth:	3.14
Water:	0.00	Scope:	2.00



View from NW Glisan Street and NW 4th Avenue



Viewpoint at NW Glisan Street and NW 4th Avenue



View of Steel Bridge from NW Glisan Street and NW 4th Avenue

Viewpoint Amenities

- None

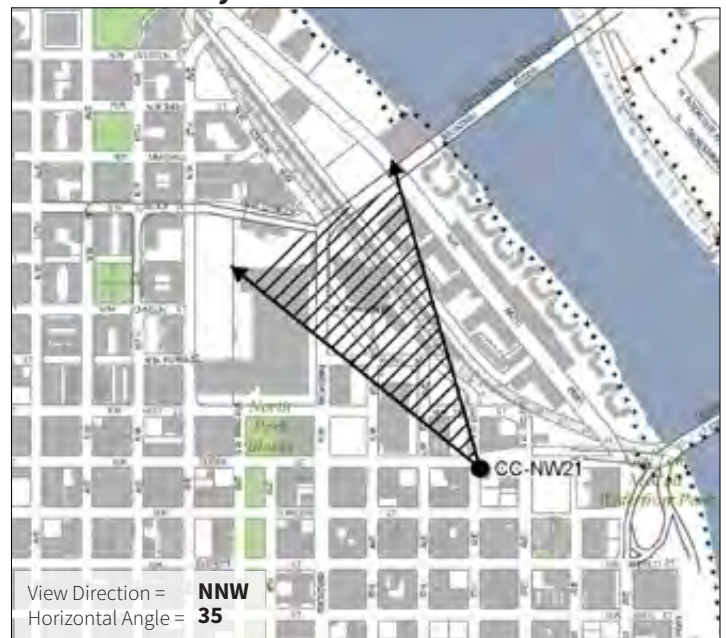
Management Considerations

- There are many discordant elements in foreground.
- There's an additional view of the Steel Bridge to the east that could be developed as a corridor.

Access

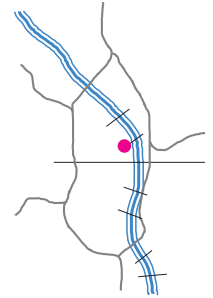
- Street/Auto
- Sidewalk
- Adjacent parking
- Transit stop

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW22: GREENWAY TRAIL WEST - SOUTH OF STEEL BRIDGE



Group: B

Description: Though not fully visible in the panorama due to camera lens constraints, the Steel Bridge looms tall just to the left of this viewpoint. Across the Willamette River, the viewer can see the Convention Center spires and Lloyd District, with the Burnside Bridge visible to the right. Mt Hood is visible in the far distance. The Interstate 5/Interstate 84 exchange on the east side of the river is discordant to the view. This is a developed viewpoint in Waterfront Park along the Greenway Trail, just south of the Steel Bridge. There is a planter wall with seating where one can take in the view. This is a highly trafficked section of the Greenway Trail as it is in close proximity to the Steel Bridge lower deck bicycle and pedestrian path.

Primary Focal Feature(s): Willamette River, Steel Bridge, Convention Center spires

Secondary Focal Feature(s): Lloyd District, Burnside Bridge, riverbank

RANKINGS:

Universal Scenic Quality:	4.9	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	2.29	Water:	3.86
Vegetation:	2.14	Local Features:	4.71
Horizon/Ridgetops:	0.00	Iconic:	5.57



View from Greenway Trail south of Steel Bridge



Viewpoint along Greenway Trail south of Steel Bridge



View from Greenway Trail south of Steel Bridge

Viewpoint Amenities

- Seating wall
- Guardrail
- Lighting

Management Considerations

- Additional amenities, including educational signs and benches nearer to the water, could enhance the viewer’s experience.

Access

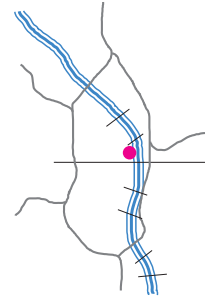
- Formal trail
- No transit stop
- Limited parking

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW23: GREENWAY TRAIL WEST - STAIRS NEAR NW EVERETT STREET



Group: C

Description: This view looks out across the Willamette River toward the Convention Center spires. The Steel Bridge is visible to the left and the Burnside Bridge to the right. The Interstate 5/Interstate 84 exchange occupies much of the view along the eastern edge of the Willamette and detracts from the scenic quality of the view. This view is in Group C due to the presence of dominant discordant elements in the foreground and a lack of multiple strong focal features such as urban skyline, mountains, and diverse riverbank landscape. This viewpoint is along a highly trafficked section of the Greenway Trail but is not developed as a viewpoint.

Primary Focal Feature(s): Willamette River, Steel Bridge, Convention Center spires

Secondary Focal Feature(s): Burnside Bridge, Lloyd District

RANKINGS:

Universal Scenic Quality:	3.9	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	2.29	Water:	3.29
Vegetation:	1.43	Local Features:	5.14
Horizon/Ridgetops:	0.14	Iconic:	5.29



View from Greenway Trail West at stairs near NW Everett Street



Viewpoint along Greenway Trail at stairs near NW Everett Street



View from Greenway Trail at stairs near NW Everett Street

Viewpoint Amenities

- Guardrail
- Lighting
- Water fountain

Management Considerations

- Additional amenities, such as educational signs and benches, could enhance the viewer’s experience.

Access

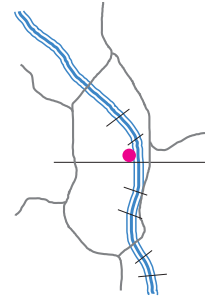
- Formal trail
- Transit stop
- Limited parking

Old SRI ID:
Old Central City ID: CCPV25



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNW24: GREENWAY TRAIL WEST - AT NW COUCH STREET



Group: C

Description: This view looks out across the Willamette River toward the Convention Center spires and Lloyd District. The Interstate 5/Interstate 84 interchange takes a prominent central position and detracts from the view, partially encroaching on the Convention Center and Lloyd District buildings. The Burnside Bridge can be seen to the right and the Steel Bridge and Moda Center to the left. The top of Mt Hood is visible in the distance. This view is in Group C due to the presence of discordant elements in the foreground and a lack of multiple strong focal features such as urban skyline, mountains, and diverse riverbank landscape. Though not developed as a viewpoint, this location along the Greenway Trail in Waterfront Park is on a highly used and accessible section of the trail with the Japanese American Historical Plaza directly adjacent.

Primary Focal Feature(s): Willamette River, Steel Bridge, Burnside Bridge

Secondary Focal Feature(s): Convention Center spires, Lloyd District

RANKINGS:

Universal Scenic Quality:	4.1	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	1.14	Water:	2.29
Vegetation:	1.14	Local Features:	3.00
Horizon/Ridgetops:	0.00	Iconic:	4.57



View from Greenway Trail at NW Couch Street



Viewpoint along Greenway Trail at NW Couch Street



Japanese American Historical Plaza along Greenway Trail at NW Couch Street

Viewpoint Amenities

- Guardrail
- Lighting
- Water fountain

Management Considerations

- Additional amenities, such as educational signs and benches, could enhance the viewer's experience.

Access

- Formal trail
- Transit stop
- Limited parking

Old SRI ID:
Old Central City ID:



4. RESULTS FOR NORTH

There are 13 viewpoints in the north quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from N Graham Street south to E Burnside Street.

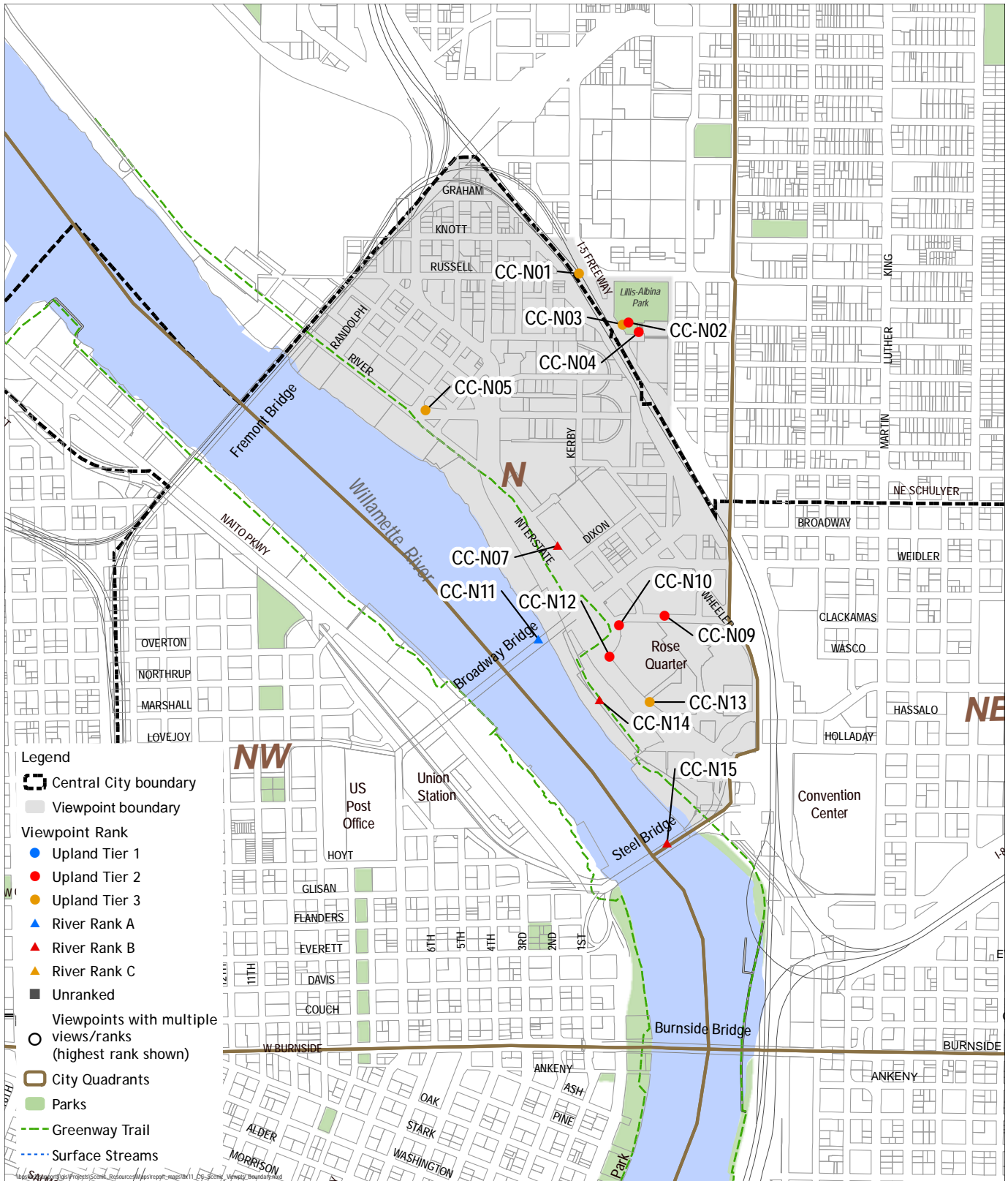
Note: Viewpoints CCN06 and CCN08 are intentionally missing. Photos and data were collected at two locations; however, after the preliminary analysis, it was determined that the views did not meet the criterion for inclusion.

Following Map 6 are two-page spreads that present the information for each viewpoint in the north quadrant. The views are ranked based on the methodology described in 3.a.5 and 3.a.6. The views are ranked in the following ways:

- RIVER VIEWS
 - **Group A:** high scores
 - **Group B:** medium scores
 - **Group C:** low scores

- UPLAND VIEWS
 - **Tier I:** high scores
 - **Tier II:** medium scores
 - **Tier III:** high scores

MAP 6: SCENIC VIEWS AND VIEWPOINTS - NORTH QUADRANT

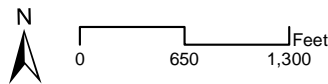


- Legend**
- Central City boundary
 - Viewpoint boundary
 - Viewpoint Rank**
 - Upland Tier 1
 - Upland Tier 2
 - Upland Tier 3
 - River Rank A
 - River Rank B
 - River Rank C
 - Unranked
 - Viewpoints with multiple views/ranks (highest rank shown)
 - City Quadrants
 - Parks
 - Greenway Trail
 - Surface Streams

Central City Scenic Resources - North Quadrant

February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System

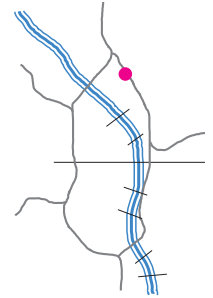


SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCN01: N RUSSELL STREET UNDER INTERSTATE 5 N RUSSELL STREET UNDER INTERSTATE 5

Score: 4.5

Tier: III



Description: Located on N Russell Street under the Interstate 5 overpass, this is a view of the Fremont Bridge, West Hills, and Forest Park. As cars, cyclists and pedestrians travel down Russell Street, the Fremont Bridge emerges and draws the viewer toward the river. This view is in Tier III because there are many discordant elements in the foreground accompanied by few prominent focal features and a low elevation viewpoint. The location of this viewpoint under a major highway is not ideal, though the access is relatively good. Overhead utilities and commercial signage detract from the clarity of the view.

Primary Focal Feature(s): Fremont Bridge, Forest Park, West Hills

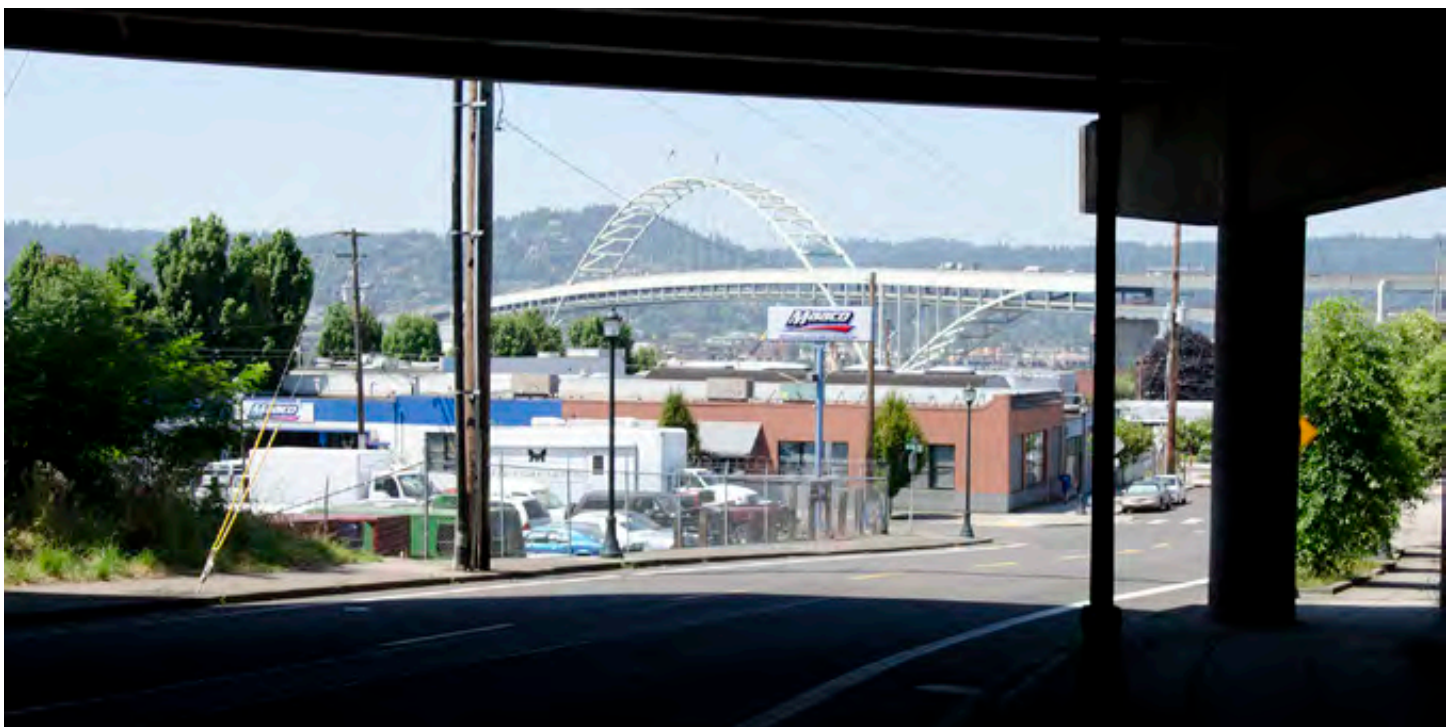
Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	3.5	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	0.71	Local Features:	5.86
Vegetation:	2.00	Iconic:	4.29
Horizon/Ridgetops:	3.14	Depth:	2.29
Water:	0.00	Scope:	1.43



View from N Russell Street under Interstate 5



Viewpoint at N Russell Street under I-5



Viewpoint at N Russell Street under I-5

Viewpoint Amenities

- None

Management Considerations

- Viewpoint location under the freeway makes it feel unsafe.

Access

- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Limited parking

Old SRI ID:
Old Central City ID:



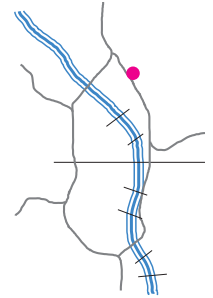
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCN02: LILLIS ALBINA PARK - WESTERN EDGE BY TREES

Score: 5.2

Tier: II

Description: This is a view of the Fremont Bridge and Forest Park taken through the trees at the western edge of Lillis Albina Park. Glimpses of the Willamette River and Pearl District are also visible. There was a similar view taken from the street below. Compared to that, this viewpoint allows the viewer a superior position and minimizes the discordance of Interstate 5, though its presence in the foreground still detracts from the view. Vegetation partially blocks this view while the chain-link fence remains a discordant feature. Vegetation management could open up this view revealing a larger span of the Fremont Bridge, and more of Forest Park and the Pearl District development.



Primary Focal Feature(s): Fremont Bridge, Forest Park

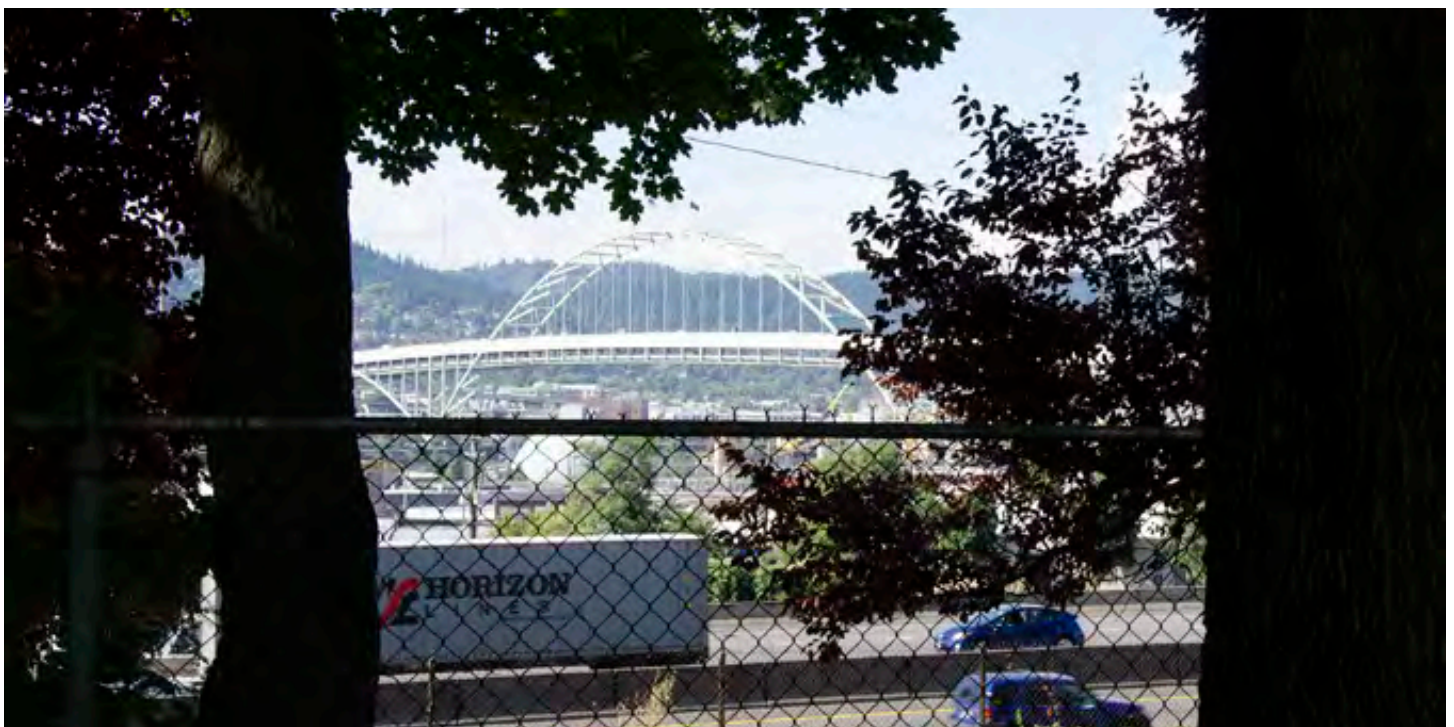
Secondary Focal Feature(s): Pearl District

RANKINGS:

Universal Scenic Quality:	4.7	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	0.43	Local Features:	6.29
Vegetation:	3.29	Iconic:	5.71
Horizon/Ridgetops:	2.86	Depth:	3.43
Water:	0.29	Scope:	1.71



View from western edge of Lillis Albina Park



Viewpoint at western edge of Lillis Albina Park



Gap in the vegetation revealing view from western edge of Lillis Albina Park

Viewpoint Amenities

- Picnic table nearby

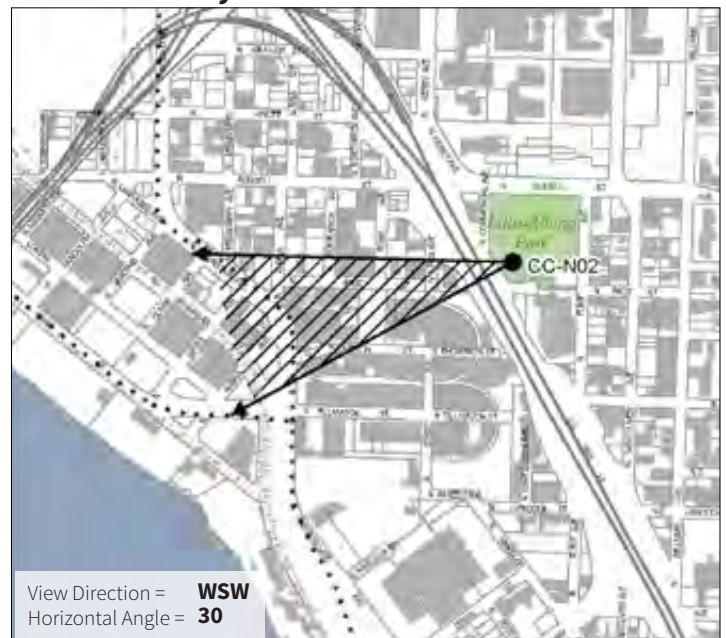
Management Considerations

- Vegetation encroaches on the view from both sides; vegetation management could open up the view.
- Additional amenities, such as benches or better aligning the existing picnic table with the viewpoint, could enhance the viewer's experience.

Access

- Informal trail
- No transit stop
- Limited parking

Old SRI ID:
Old Central City ID:



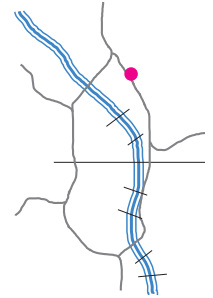
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCN03: N COMMERCIAL AVENUE AT LILLIS ALBINA PARK

Score: 4.2

Tier: III

Description: While, from this viewpoint, the West Hills, Pearl District, and Fremont Bridge can be seen, the chain link fence, utility pole, and close proximity of Interstate 5 are highly discordant and detract from the quality of this view. Vegetation also constricts this view, partially blocking views of the Fremont Bridge on the right and the Central City West skyline on the left. This view is in Tier III due to the presence of multiple dominant discordant elements in the foreground accompanied by few prominent focal features.



Primary Focal Feature(s): West Hills, Fremont Bridge

Secondary Focal Feature(s): Pearl District, grain mill, Central City West skyline

RANKINGS:

Universal Scenic Quality:	3.7	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	3.00	Local Features:	3.57
Vegetation:	3.00	Iconic:	5.14
Horizon/Ridgetops:	5.57	Depth:	3.14
Water:	0.00	Scope:	3.29



View from N Commercial Avenue at Lillis Albina Park



Viewpoint at N Commercial Avenue at Lillis Albina Park



View from N Commercial Avenue at Lillis Albina Park

Viewpoint Amenities

- None

Management Considerations

- The view from Lillis Albina park above, where the viewer is in a more superior position, could minimize impacts of the fence and I-5 but, currently, the park is lined by trees which limit the scope of the view.

Access

- Street/Auto
- Sidewalk
- No transit stop

Old SRI ID:
Old Central City ID:

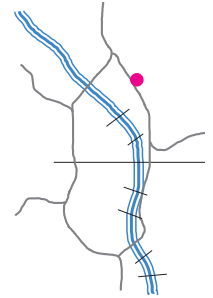


SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCN04: LILLIS ALBINA PARK - SOUTH SIDE BY PARKING

Score: 5.0

Tier: II



Description: This view from Albina Park includes a view of the Downtown skyline, the U.S. Bancorp Tower, and the West Hills. The Broadway Bridge and Union Station are also visible. There is a utility pole and a fence in the foreground that are slightly discordant but don't block any primary features of the view itself. The view is from the lawn of the park, under a tree, though there is not a developed viewpoint.

Primary Focal Feature(s): Downtown skyline, West Hills

Secondary Focal Feature(s): Broadway Bridge, Union Station

RANKINGS:

Universal Scenic Quality:	4.5	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	5.57	Local Features:	5.57
Vegetation:	3.71	Iconic:	4.86
Horizon/Ridgetops:	5.00	Depth:	4.86
Water:	0.00	Scope:	3.57



View from Lillis Albina Park south side



Viewpoint at Lillis Albina Park south side



Viewpoint at Lillis Albina Park south side

Viewpoint Amenities

- None

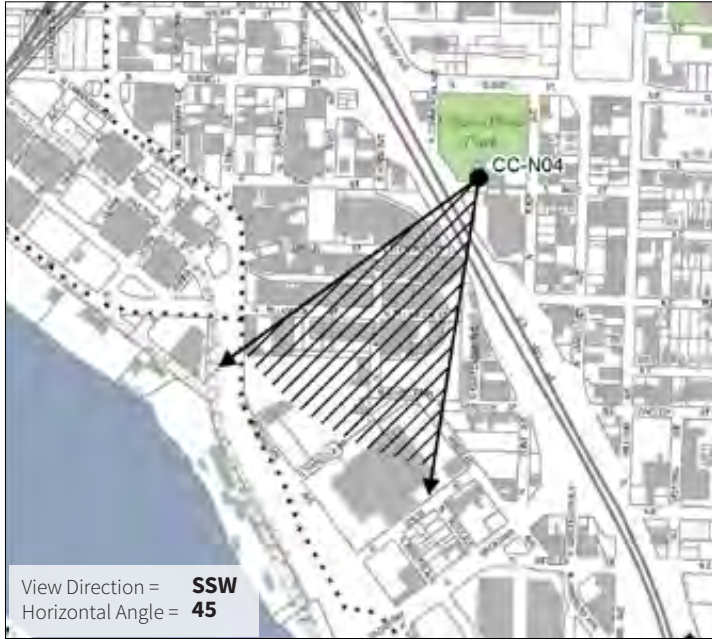
Management Considerations

- Vegetation constrains the view from opening up on both sides; vegetation management could enhance the view.
- Additional amenities, such as benches, could enhance the viewer’s experience.

Access

- Street/Auto
- Sidewalk
- Adjacent parking
- No transit stop

Old SRI ID: VC17-04
Old Central City ID:



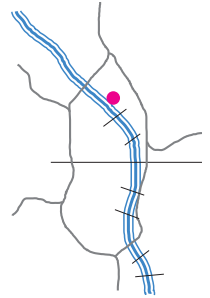
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCN05: N TILLAMOOK STREET AND N LEWIS AVENUE

Score: 4.0

Tier: III

Description: This is a view of the Fremont Bridge from Lower Albina. Forest Park can be seen in the background while industrial structures occupy the foreground. This view is in Tier III because there are many discordant elements in the foreground, few prominent focal features, and the viewpoint is at a low elevation. N Tillamook Street is the only way to access this part of Lower Albina, making it somewhat difficult to access.



Primary Focal Feature(s): Fremont Bridge

Secondary Focal Feature(s): Forest Park

RANKINGS:

Universal Scenic Quality:	3.5	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	0.57	Local Features:	5.14
Vegetation:	0.71	Iconic:	4.71
Horizon/Ridgetops:	1.14	Depth:	2.00
Water:	0.00	Scope:	2.00



View from N Tillamook Street and N Lewis Avenue



Viewpoint at N Tillamook Street and N Lewis Avenue



View from N Tillamook Street and N Lewis Avenue

Viewpoint Amenities

- None

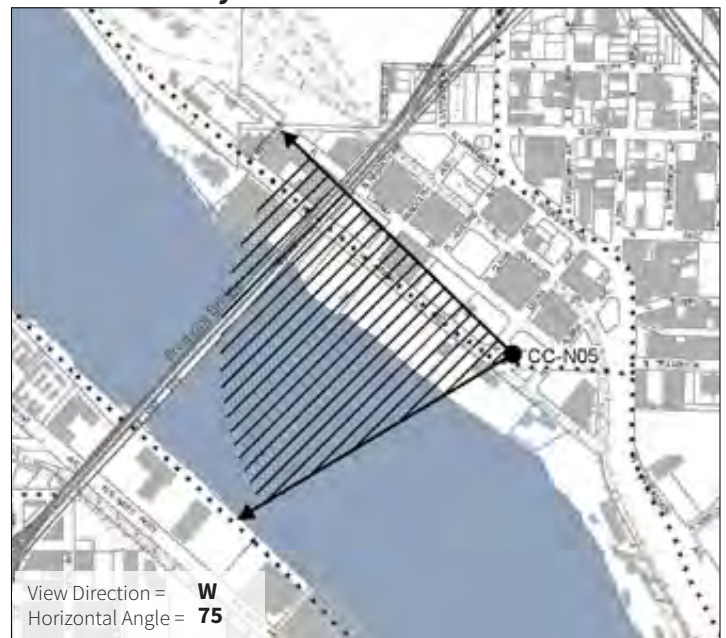
Management Considerations

- This viewpoint is in a very industrial location.
- N Tillamook Street does not cross over I-5 to the east.

Access

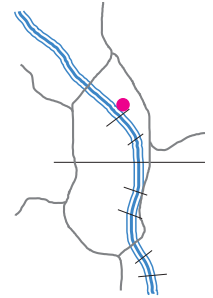
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

CCN07: N LARRABEE AVENUE BETWEEN N DIXON STREET AND N HANCOCK STREET



Group: B

Description: The Willamette River, Broadway Bridge, Pearl District waterfront, West Hills, and grain mill are the primary focal elements of this view. The U.S. Bancorp Tower, Forest Park, and a section of the Fremont Bridge are also visible. This viewpoint is located in its historic location on the west side of N Larrabee Avenue; however, there is not a sidewalk on the west side of N Larrabee Avenue and the closest crosswalk is one block south, at N Larrabee Avenue and N Broadway Street. Vegetation encroaches on the view from the bottom and a cluster of trees on the left hand side partially blocks the view of the Broadway Bridge. Vegetation management could slightly open up the view from the bottom and the left.

Primary Focal Feature(s): Willamette River, Broadway Bridge, grain mill, West Hills, Pearl District

Secondary Focal Feature(s): Downtown skyline, Forest Park, Fremont Bridge

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares some characteristics with high rated river views: focal bridge, high viewer position, natural vegetation.



View from N Larrabee Avenue between N Dixon Street and N Hancock Street



Viewpoint at N Larrabee Avenue between N Dixon and N Hancock Streets



Historic view from the west side of N Larrabee Avenue

Viewpoint Amenities

- None

Access

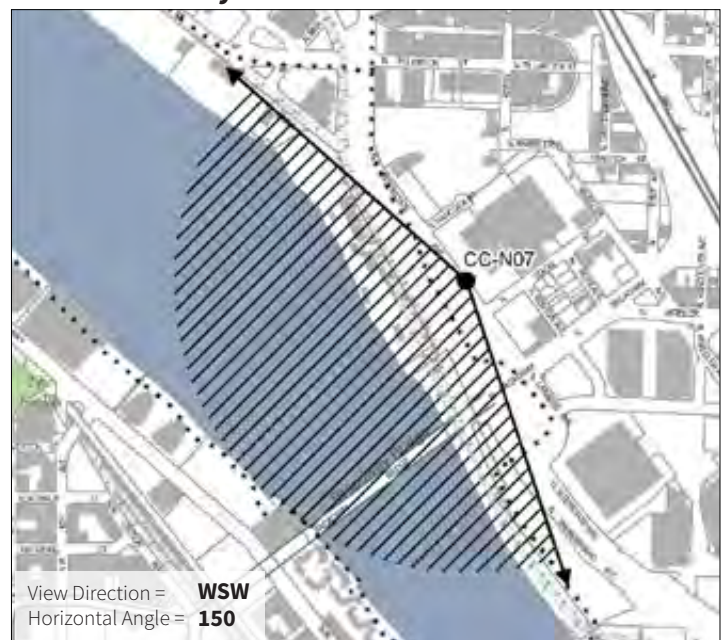
- Street/Auto
- Bike lane
- No transit stop
- Parking across the street

Management Considerations

- There's no sidewalk on the west side of N Larrabee Avenue.
- Vegetation encroaches on the view from the bottom and left; vegetation management could open up the view.
- There's a similar view from the publicly-owned Blanchard site parking lot above.

Old SRI ID: VB17-06

Old Central City ID:



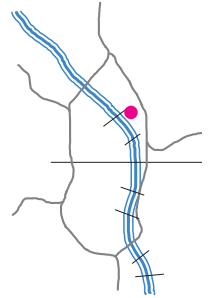
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCN09: N WINNING WAY AND N FLINT AVENUE

Score: 5.8

Tier: II

Description: This is a view of the Broadway Bridge with the West Hills in the background. The view from the corner of N Winning Way and N Flint Avenue looks down N Winning Way such that the foreground is dominated by the road. Vegetation encroaches on the view from the left and right and also partially blocks the Broadway Bridge. Vegetation management could enhance the view of the bridge.



Primary Focal Feature(s): Broadway Bridge, West Hills

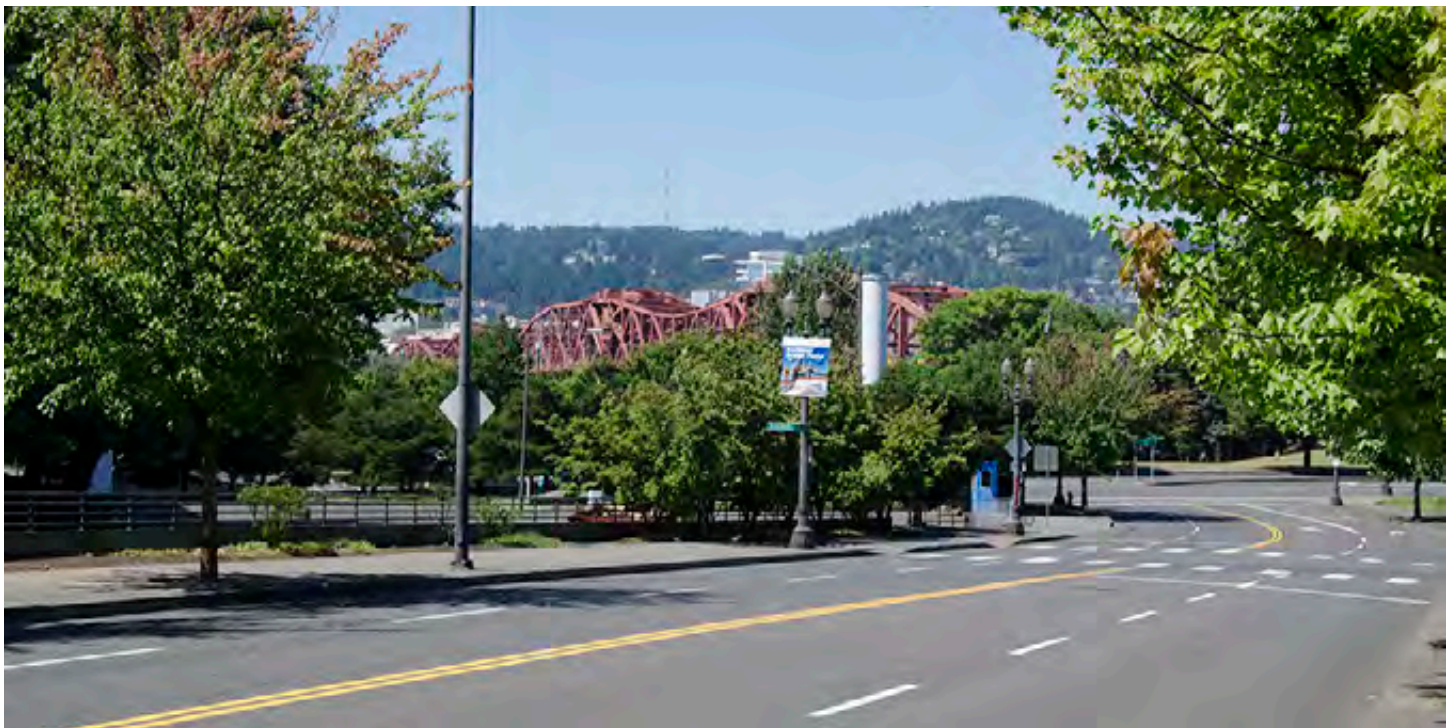
Secondary Focal Feature(s): Insert text here

RANKINGS:

Universal Scenic Quality:	5.3	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	1.57	Local Features:	5.29
Vegetation:	4.14	Iconic:	5.29
Horizon/Ridgetops:	4.14	Depth:	3.29
Water:	0.00	Scope:	2.71



View from N Winning Way and N Flint Avenue



Viewpoint at N Winning Way and N Flint Avenue



View from N Winning Way and N Flint Avenue

Viewpoint Amenities

- None

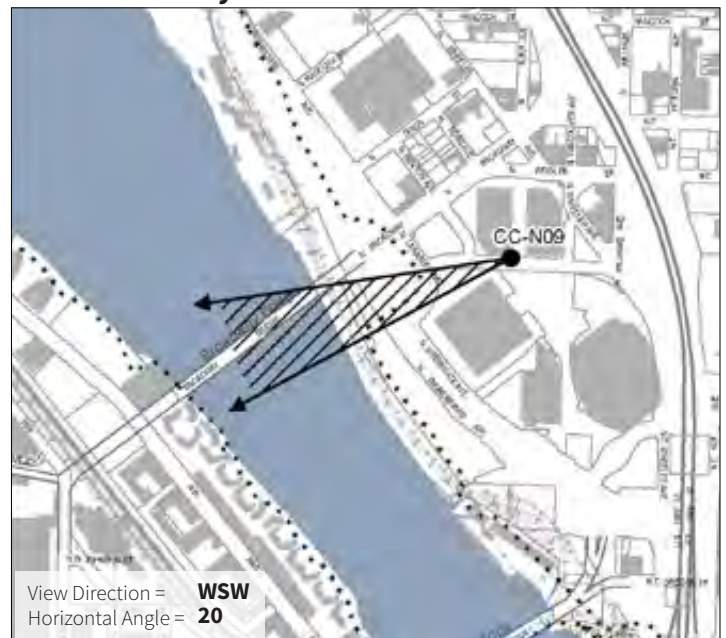
Management Considerations

- Vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view and reveal more of the Broadway Bridge, West Hills, and potentially even the downtown skyline.

Access

- Street/Auto
- Sidewalk
- Transit stop
- Limited parking

Old SRI ID:
Old Central City ID:



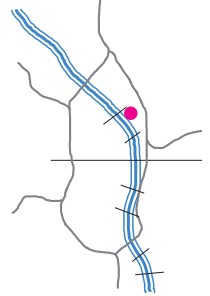
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCN10: N LARRABEE AVENUE AND N WINNING WAY

Score: 5.8

Tier: II

Description: In this view, the West Hills, Old Town/Chinatown waterfront, and Downtown skyline, dominated by the U.S. Bancorp Tower, are framed by vegetation on either side of the street. The vegetation both narrows and frames the view; vegetation management could open up the view on both edges. There are multiple discordant elements, including streetlights, MAX wires, and utilities, that interfere with a clear view of the Old Town/Chinatown waterfront and Downtown skyline.



Primary Focal Feature(s): Downtown skyline

Secondary Focal Feature(s): West Hills

RANKINGS:

Universal Scenic Quality:	4.8	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	5.86	Local Features:	5.43
Vegetation:	2.43	Iconic:	5.43
Horizon/Ridgetops:	3.57	Depth:	4.00
Water:	0.00	Scope:	2.43



View from N Larrabee Avenue and N Winning Way



Viewpoint at N Larrabee Avenue and N Winning Way



View from N Larrabee Avenue and N Winning Way

Viewpoint Amenities

- None

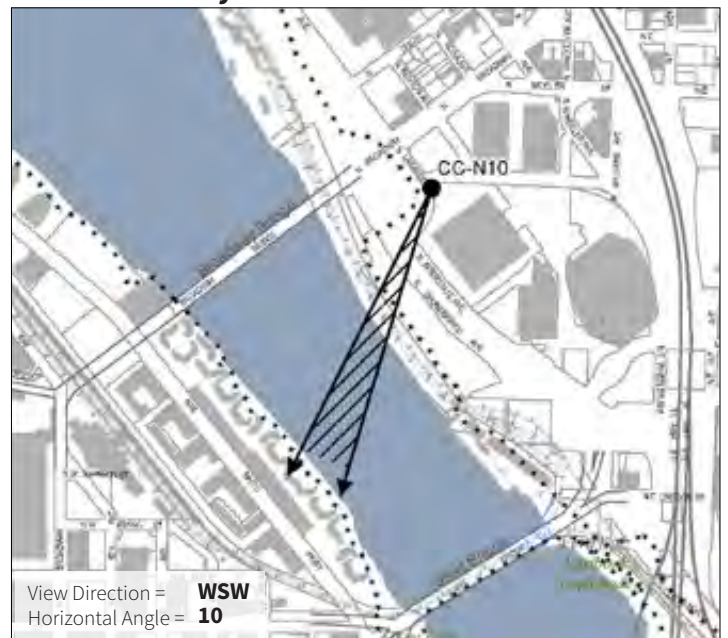
Management Considerations

- Vegetation encroaches on this view from the sides; vegetation management could open up the view.

Access

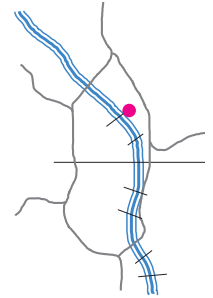
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- Limited parking

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCN11: BROADWAY BRIDGE - NORTH SIDE, EAST



Group: A

Description: The Fremont Bridge and Willamette River are the primary focal features of this view. To the right of the view is the Lower Albina waterfront and train yard and to the left is the Pearl District waterfront, Centennial Mills, and West Hills/Forest Park. Currently, the Broadway Bridge does not have any pedestrian refuges from which to enjoy the view. It also lacks a separated bike lane so the sidewalk gets used by both pedestrians and bicyclists making it more difficult to stop and enjoy the view without disrupting the flow of bicycle and pedestrian traffic.

Primary Focal Feature(s): Fremont Bridge, Willamette River

Secondary Focal Feature(s): Forest Park, grain mill, Pearl District, Centennial Mills, riverbank

RANKINGS:

Universal Scenic Quality:	7.3	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	5.33	Water:	6.33
Vegetation:	3.83	Local Features:	7.67
Horizon/Ridgetops:	3.17	Iconic:	7.83



View from Broadway Bridge north side east of center



Viewpoint on Broadway Bridge north side east of center



View from Broadway Bridge north side east of center

Viewpoint Amenities

- Guardrails
- Lighting
- Physical separation of auto/non-auto

Access

- Street/Auto
- Sidewalk
- No pedestrian refuges or separated bike/ped lanes
- No transit stop
- No parking

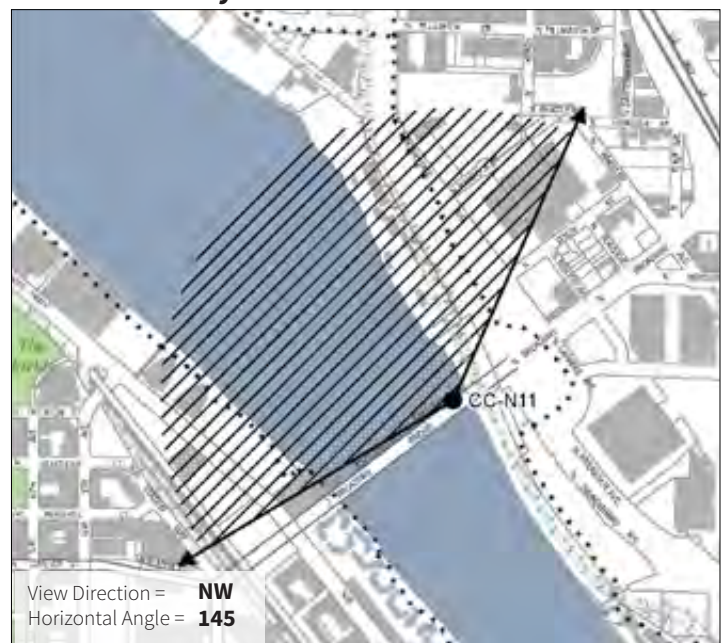
Management Considerations

- Striping or signs to separate bike and ped traffic could be added to enhance the viewer's experience.
- The sidewalk is narrow and there are no pedestrian refuges; without a full redevelopment of the bridge, it would be difficult to add major viewpoint amenities such as pedestrian refuges.



Old SRI ID: VB24-32

Old Central City ID:

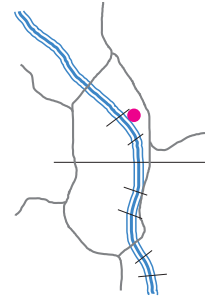


SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCN12: N LARRABEE AVENUE AND N INTERSTATE AVENUE

Score: 5.2

Tier: II



Description: This view looks across the Willamette River toward the Downtown skyline, West Hills, Old Town/Chinatown, Union Station, and Broadway Bridge. Multiple discordant features, including aboveground utility lines, fencing, and street signs, detract from the scenic quality of the view. Vegetation partially blocks the view of the Broadway Bridge. This view is taken from the west side of N Interstate Avenue where it intersects with N Larrabee Avenue and N Thunderbird Way.

Primary Focal Feature(s): Broadway Bridge, West Hills

Secondary Focal Feature(s): Willamette River, Downtown skyline, Union Station, Steel Bridge, grain mill

RANKINGS:

Universal Scenic Quality:	4.2	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	5.00	Local Features:	5.29
Vegetation:	0.86	Iconic:	6.14
Horizon/Ridgetops:	3.14	Depth:	4.14
Water:	0.00	Scope:	4.43



View from N Larrabee Avenue and N Interstate Avenue



Viewpoint at N Larrabee and N Interstate Avenues



View of Union Station from N Larrabee and N Interstate Avenues

Viewpoint Amenities

- None

Management Considerations

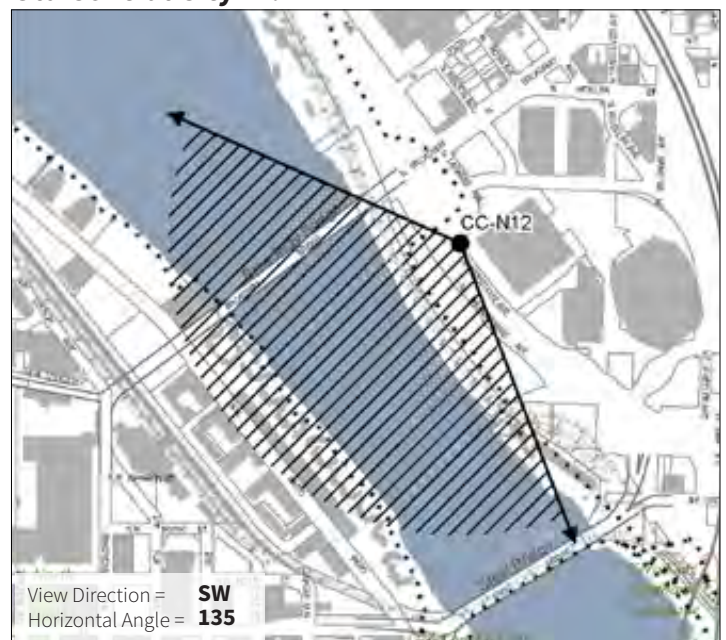
- There's no sidewalk on the west side of N Interstate Avenue between N Larrabee Avenue and N Drexler Drive.
- Vegetation partially blocks the view of the Broadway Bridge; vegetation management could open up the view.

Access

- Street/Auto
- Bike lane
- Partial sidewalk
- Transit stop
- Limited parking

Old SRI ID:

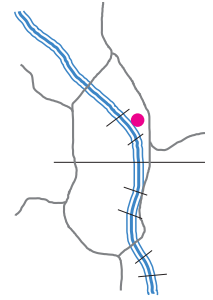
Old Central City ID:



CCN13: N DREXLER DRIVE AND N INTERSTATE AVENUE

Score: N/A

Tier: III



Description: This view looks across the Willamette River toward the Downtown skyline, West Hills, Old Town/Chinatown, Union Station, and the Broadway Bridge. The U.S. Bancorp Tower and part of the Fremont Bridge are also visible. Multiple discordant features, including utility poles and fencing, detract from the scenic quality of the view. A large tree to the right partially blocks the view of the Broadway Bridge, especially during leaf-on. This view is in Tier III because there are many dominant discordant elements in the foreground, few prominent focal features, and the viewpoint is at a low elevation.

Primary Focal Feature(s): Broadway Bridge, Downtown skyline, West Hills

Secondary Focal Feature(s): Willamette River, Union Station, grain mill, Fremont Bridge

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares many characteristics of low ranked views: viewpoint at a low elevation, multiple discordant elements in the foreground, and few prominent focal features.



View from N Drexler Drive and N Interstate Avenue



Viewpoint at N Drexler Drive and N Interstate Avenue



View from N Drexler Drive and N Interstate Avenue

Viewpoint Amenities

- None

Access

- Street/Auto
- Bike lane
- Partial sidewalk
- Transit stop
- Limited parking

Management Considerations

- There's no sidewalk on the west side of N Interstate Avenue between N Larrabee Avenue and N Drexler Drive.
- Vegetation on the right and utility poles on both sides disrupt the continuity of the view; vegetation management and underground utility placement could restore the continuity of the view.

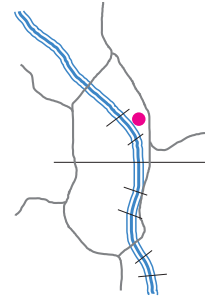


Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCN14: N THUNDERBIRD WAY SITE



Group: B

Description: The viewpoint is not accessible because it is located on private property where the Willamette Greenway Trail has not yet been developed. A representative photo was taken immediately south of the viewpoint. The view includes the Willamette River, Downtown skyline, Old Town/Chinatown, Union Station, West Hills, and Broadway and Steel Bridges. Blackberries located on the riverbank are starting to obscure the view.

Primary Focal Feature(s): Willamette River, Downtown skyline, Broadway Bridge, grain mill

Secondary Focal Feature(s): Union Station, West Hills, Old Town/Chinatown, Steel Bridge, riverbank

RANKINGS:

Universal Scenic Quality:	6.0	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	6.14	Water:	5.00
Vegetation:	2.14	Local Features:	5.29
Horizon/Ridgetops:	3.14	Iconic:	6.14



Photo Caption Representative view from N Thunderbird Way site (taken slightly south of original viewpoint)



Viewpoint at N Thunderbird Way site



Historic view from N Thunderbird Way site

Viewpoint Amenities

- None

Management Considerations

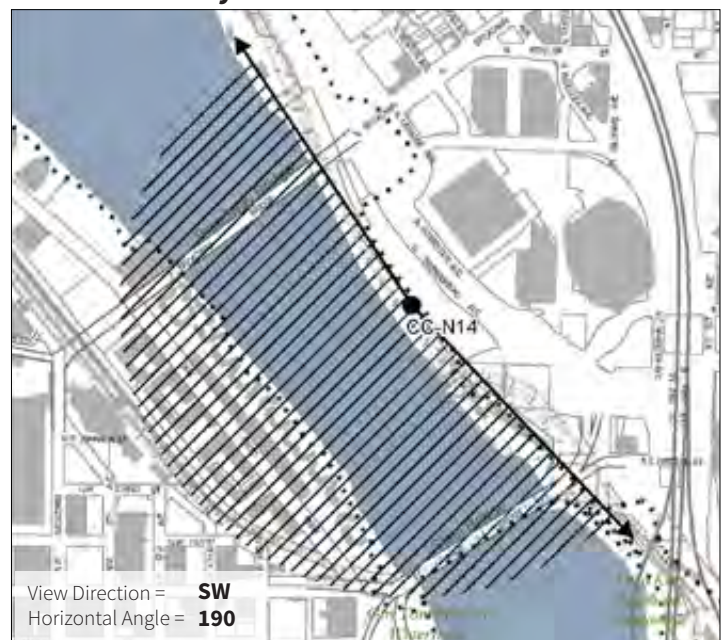
- The historic viewpoint is inaccessible due to fencing and overgrown vegetation; a representative photo was taken slightly south of the original viewpoint.
- The N Thunderbird Way site is slated for future development.

Access

- Informal trail
- Potential transit stop (transit stop close-by but currently no connection as site is fenced off)
- Limited parking

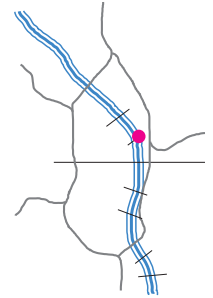
Old SRI ID: VC24-47

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCN15: STEEL BRIDGE - NORTH SIDE, EAST



Group: B

Description: This view from the northeast side of the Steel Bridge is taken such that the Fremont Bridge is centered behind the Broadway Bridge. The Willamette River, West Hills, and Forest Park contribute a natural scenic quality to the scene. On the right, the prominent grain mill adds an element of the industrial while, on the left, the Old Town/Chinatown waterfront and Union Station lend an urban feel to the view. The upper deck, from which this view was taken, does not have a separated bike lane, the sidewalk is narrow and there are no pedestrian refuges from which to enjoy the view. Though there is a guardrail between the sidewalk and traffic lanes, it is low and the viewpoint does not feel like a safe place to stop and enjoy a view.

Primary Focal Feature(s): Willamette River, West Hills, Broadway Bridge, Fremont Bridge, grain mill

Secondary Focal Feature(s): Pearl District, Old Town/Chinatown waterfront, Union Station, Forest Park, riverbank

RANKINGS:

Universal Scenic Quality:	5.0	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	3.14	Water:	4.86
Vegetation:	3.57	Local Features:	5.29
Horizon/Ridgetops:	3.86	Iconic:	5.00



View from Steel Bridge north side east of center



Viewpoint on Steel Bridge north side east of center



View from Steel Bridge north side east of center

Viewpoint Amenities

- Guardrails
- Physical separation of auto/non-auto

Access

- Street/Auto
- Sidewalk
- No pedestrian refuges or separated bike/ped lanes
- No transit stop
- No parking

Management Considerations

- This viewpoint feels unsafe due to a narrow sidewalk, no separated bike/ped lanes, a low guardrail between the sidewalk and automobile/bus traffic, and no pedestrian refuges.
- The sidewalk is very narrow and there are no pedestrian refuges; without a full redevelopment of the bridge, it would be difficult to add major viewpoint amenities, such as pedestrian refuges, or to widen the path.

Old SRI ID:
Old Central City ID:



5. RESULTS FOR NORTHEAST

There are 12 viewpoints in the northeast quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from NE Broadway Street south to E Burnside Street.

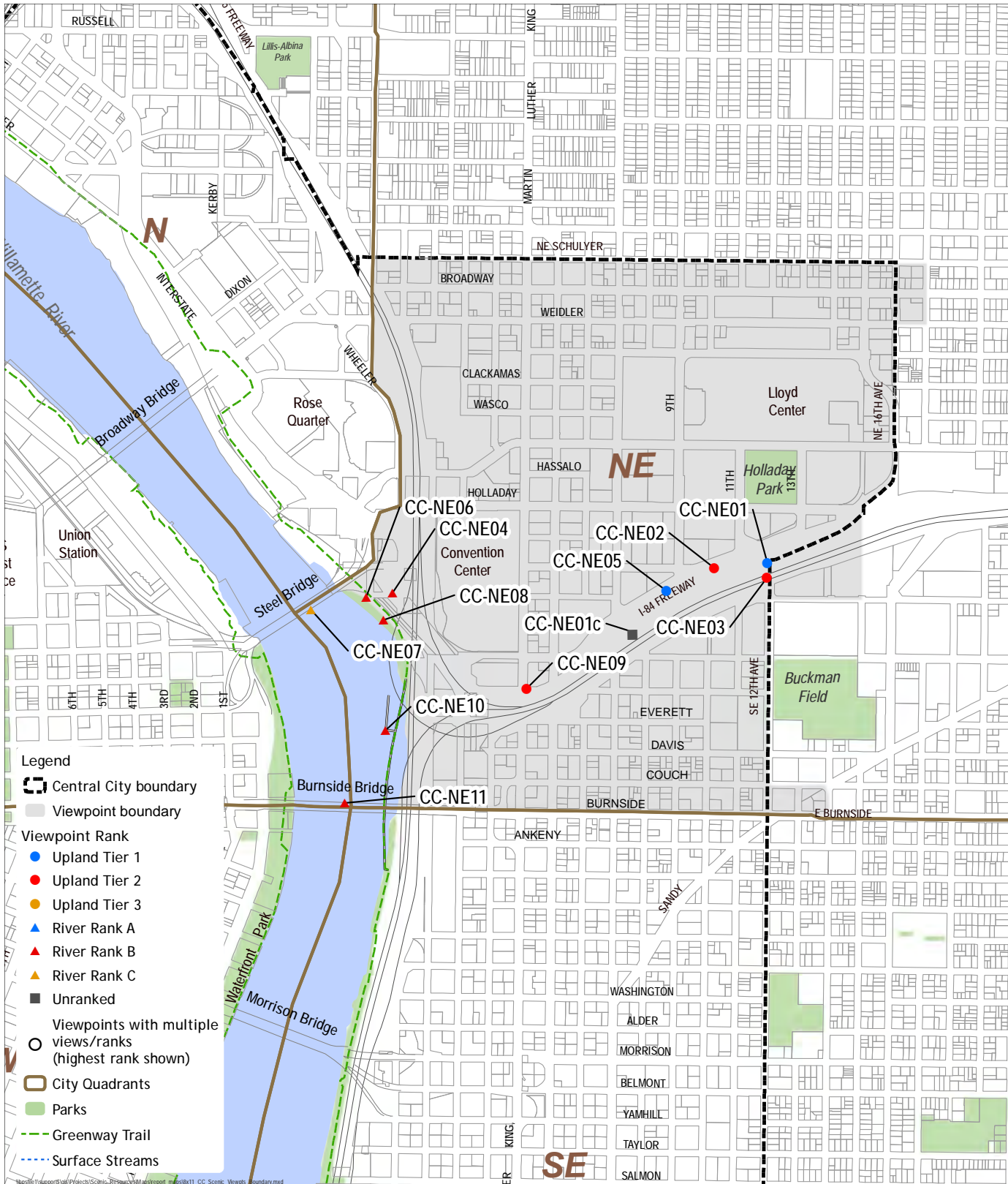
Note: Viewpoint CCNE01c is not included in the inventory. This alternate location for viewpoint CCNE01 was added in the Economic, Social, Environmental and Energy Analysis.

Following Map 7 are two-page spreads that present the information for each viewpoint in the northeast quadrant. The views are ranked based on the methodology described in 3.a.5 and 3.a.6. The views are ranked in the following ways:

- RIVER VIEWS
 - **Group A:** high scores
 - **Group B:** medium scores
 - **Group C:** low scores

- UPLAND VIEWS
 - **Tier I:** high scores
 - **Tier II:** medium scores
 - **Tier III:** high scores

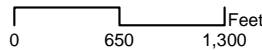
MAP 7: SCENIC VIEWS AND VIEWPOINTS - NORTHEAST QUADRANT



Central City Scenic Resources - Northeast Quadrant

February 10, 2017

City of Portland, Oregon
 Bureau of Planning & Sustainability
 Geographic Information System

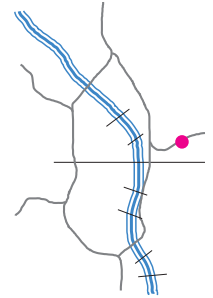


SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCNE01: NE 12TH AVENUE INTERSTATE 84 OVERPASS - WEST SIDE, NORTH VIEWPOINT

Score: 7.8

Tier: I



Description: Train tracks along Sullivan’s Gulch draw the eye in to a view of the Downtown skyline and West Hills. The U.S. Bancorp Tower is currently the most dominant focal feature within the Downtown skyline, though the Park Avenue West Tower will also be a strong focal point once constructed. The domed Portland State Office Building sits off to the right. While some of the vegetation along the tracks partially blocks the view of Downtown, it also screens Interstate 84. Vegetation management along the slopes could maintain and enhance the natural scenic qualities of this view. There are two viewpoints on this overpass; this is the northern point and provides a wider view of the Downtown skyline while being less dominated by I-84 (the other is NE03, to the south). Neither viewpoint is developed.

Primary Focal Feature(s): Portland State Office Building dome, West Hills

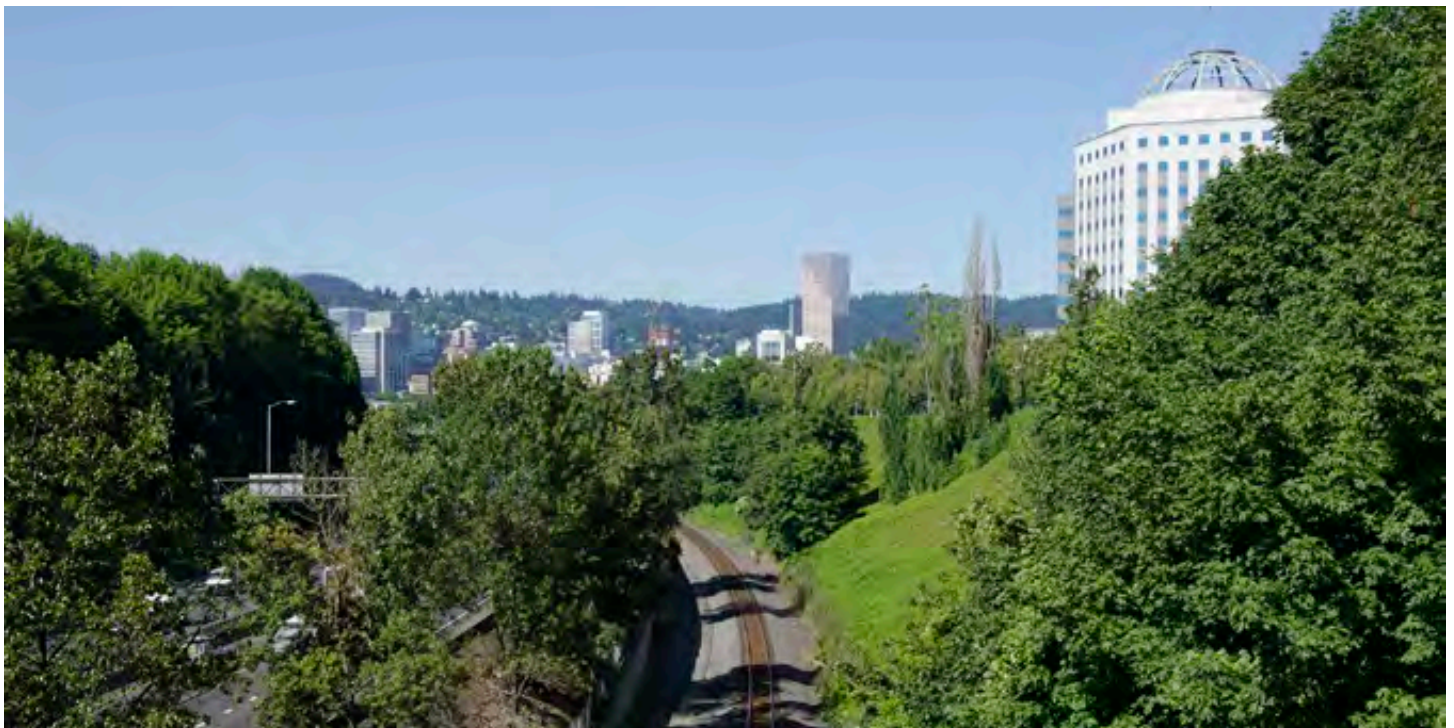
Secondary Focal Feature(s): Downtown skyline, natural vegetation

RANKINGS:

Universal Scenic Quality:	6.8	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	6.43	Local Features:	6.14
Vegetation:	6.43	Iconic:	6.43
Horizon/Ridgetops:	6.86	Depth:	6.14
Water:	0.00	Scope:	4.57



View from NE 12th Avenue Interstate 84 overpass



Viewpoint at NE 12th Avenue I-84 overpass



Historic view from NE 12th Avenue I-84 overpass

Viewpoint Amenities

- Guardrail

Access

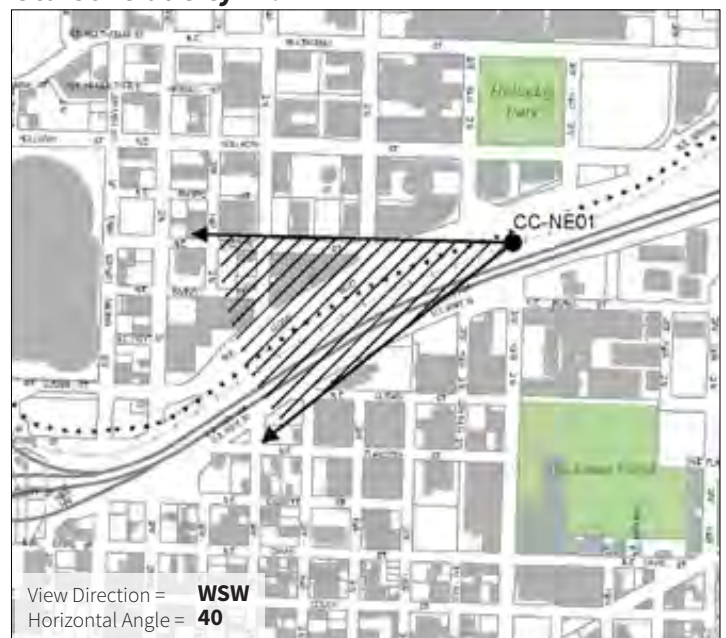
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- Limited parking

Management Considerations

- Vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Central vegetation helps screen I-84 traffic.
- Lower growing vegetation along the north side of I-84 could help maintain screening while opening up the view of the Downtown skyline.

Old SRI ID: VC24-16

Old Central City ID:

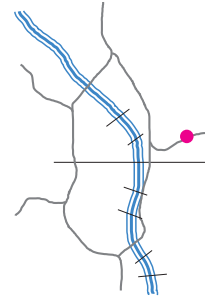


SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCNE02: NE LLOYD BOULEVARD WEST OF NE 11TH AVENUE

Score: 7.3

Tier: II



Description: This view looks out over Sullivan’s Gulch toward the West Hills and Downtown skyline. While the foreground vegetation in the gulch has the potential to add to the scenic quality of the view and screen Interstate 84, it is beginning to encroach on the view from the bottom and right hand side, blocking portions of the Downtown skyline. There are two viewpoints along this section of NE Lloyd Boulevard that parallels Sullivan’s Gulch; this is the more eastern of the two and shows more of the Downtown skyline (the other view is NE05). Neither is a developed viewpoint at this time.

Primary Focal Feature(s): West Hills, Downtown skyline

Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	5.8	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	6.29	Local Features:	5.71
Vegetation:	3.29	Iconic:	5.71
Horizon/Ridgetops:	3.57	Depth:	5.43
Water:	0.00	Scope:	4.57



View from NE Lloyd Boulevard west of NE 11th Avenue



Viewpoint at NE Lloyd Boulevard west of NE 11th Avenue



View from NE Lloyd Boulevard west of NE 11th Avenue

Viewpoint Amenities

- None

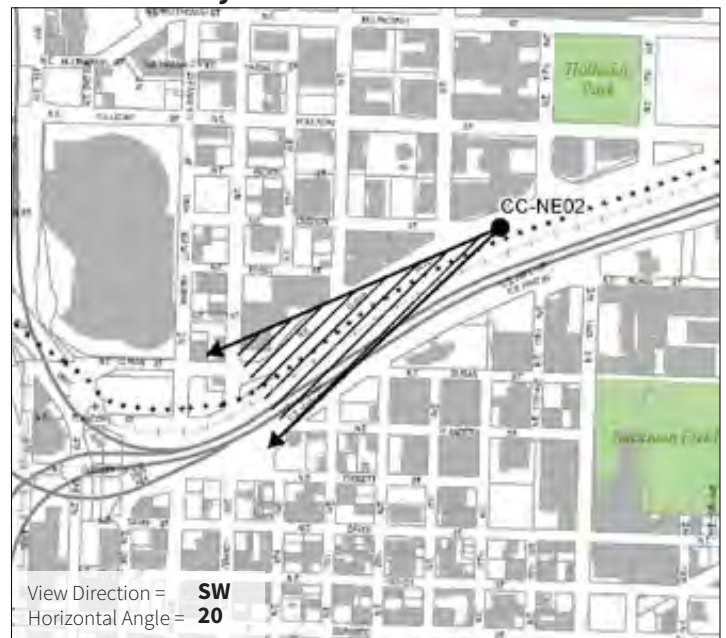
Management Considerations

- Vegetation encroaches on the view; vegetation management could open up the view.
- A similar view to the west (NE05) has a narrower view of the Downtown skyline but more of the West Hills are visible and I-84 is less visible from that viewpoint.

Access

- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Old SRI ID:
Old Central City ID:



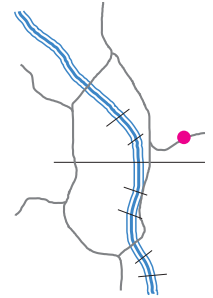
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCNE03: NE 12TH AVENUE INTERSTATE 84 OVERPASS - WEST SIDE, SOUTH VIEWPOINT

Score: 5.8

Tier: II

Description: This view from the NE 12th Avenue overpass over Interstate 84 looks down Sullivan’s Gulch and I-84 toward the Downtown skyline and West Hills. The U.S. Bancorp Tower is currently the most dominant focal feature within the Downtown skyline, though the Park Avenue West Tower will also be a strong focal point once constructed. The domed Portland State Office Building occupies the right side of the view. While vegetation in Sullivan’s Gulch contributes positively to the scenic quality of the view, vegetation on the south side of the highway encroaches on the view from the left, blocking the southern portion of the Downtown skyline. There are two viewpoints on this overpass; this is the southern point and provides a wider view to the right (the other is NE01, to the north). Neither viewpoint is developed.



Primary Focal Feature(s): Portland State Office Building dome, West Hills

Secondary Focal Feature(s): Downtown skyline

RANKINGS:

Universal Scenic Quality:	4.8	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	3.86	Local Features:	5.14
Vegetation:	4.43	Iconic:	5.00
Horizon/Ridgetops:	2.71	Depth:	4.57
Water:	0.00	Scope:	3.43



View from NE 12th Avenue and Interstate 84 overpass



Viewpoint at NE 12th Avenue and I-84 overpass



View from NE 12th Avenue and I-84 overpass

Viewpoint Amenities

- Guardrail

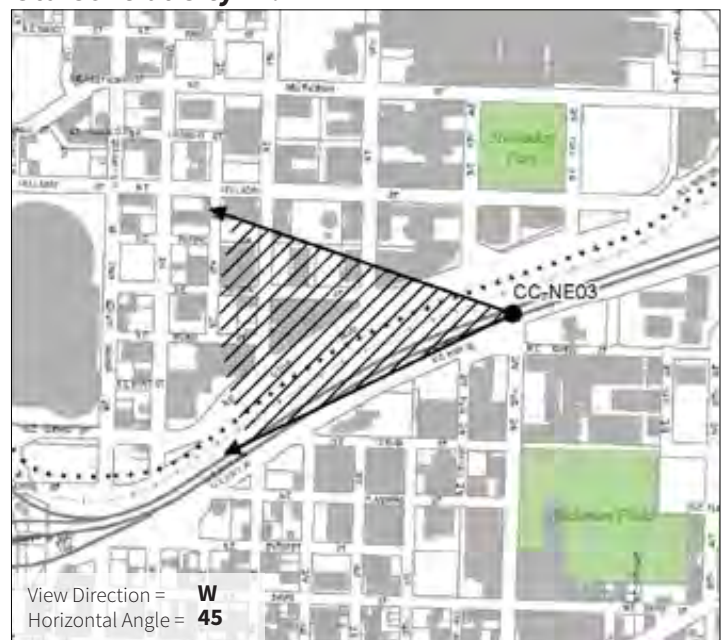
Management Considerations

- Vegetation encroaches on the view from the bottom and left; vegetation management could open up the view.
- A similar view just north of this point (NE01) minimizes the discordance of I-84.

Access

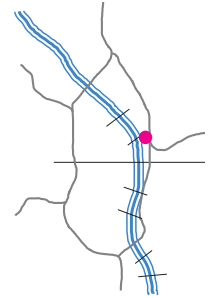
- Street/Auto
- Sidewalk
- Bike lane
- Transit stop
- Limited parking

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNE04: GREENWAY VIEWPOINT AT PEACE PARK



Group: B

Description: This is a developed viewpoint at Peace Park near the intersection of NE Oregon Street and NE Lloyd Boulevard. It has a seating wall and viewing platform and offers relatively easy access for pedestrians and cyclists, though there is no easily accessible public parking or a pull-out for automobiles. This is one main entrance point to the Eastbank Esplanade and is on a major bike route so it receives heavy bicycle traffic. However, the view is almost entirely obscured by vegetation during leaf-on; most notably, a large Big Leaf Maple is blocking the view of the Steel Bridge. Clearer views of the Downtown skyline and the Steel Bridge can be seen during leaf-off. The Willamette River and Burnside Bridge are also visible to the south.

Primary Focal Feature(s): Willamette River, Steel Bridge, Downtown skyline

Secondary Focal Feature(s): Burnside Bridge, West Hills

RANKINGS:

Universal Scenic Quality:	5.6	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	5.43	Water:	4.14
Vegetation:	3.14	Local Features:	5.00
Horizon/Ridgetops:	1.71	Iconic:	5.57



View from Peace Park



Viewpoint at Peace Park



View of downtown and White Stag sign from Peace Park

Viewpoint Amenities

- Seating wall
- Platform
- Guardrail
- Lighting

Access

- Street/Auto
- Bike lane
- Sidewalk
- Formal trail
- Transit stop
- No parking

Management Considerations

- Vegetation significantly encroaches on this view during leaf-on; vegetation management could open up the view.
- This viewpoint is along a highly-used bike corridor connecting to the lower deck of the Steel Bridge.
- Additional amenities, such as benches on the platform itself, could enhance the viewer’s experience.

Old SRI ID: VC24-06

Old Central City ID:

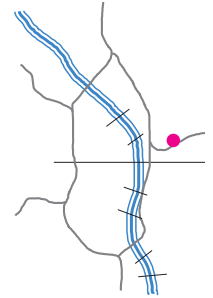


SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCNE05: NE LLOYD BOULEVARD WEST OF NE 9TH AVENUE

Score: 7.8

Tier: I



Description: This view looks out over Sullivan’s Gulch toward the West Hills and Downtown skyline. While the foreground vegetation in the gulch has the potential to add to the scenic quality of the view and screen Interstate 84, it is beginning to encroach on the view from the bottom, blocking portions of the Downtown skyline. There are two viewpoints along this section of NE Lloyd Boulevard that parallels Sullivan’s Gulch; this is the more western of the two and includes more of the West Hills, including Council Crest, while minimizing the discordance of I-84 (the other view is NE02). Neither is a developed viewpoint at this time.

Primary Focal Feature(s): West Hills, Downtown skyline

Secondary Focal Feature(s): Natural vegetation

RANKINGS:

Universal Scenic Quality:	6.3	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	5.29	Local Features:	5.86
Vegetation:	4.00	Iconic:	6.00
Horizon/Ridgetops:	3.71	Depth:	6.14
Water:	0.86	Scope:	4.57



View from NE Lloyd Boulevard west of NE 9th Avenue



Viewpoint at NE Lloyd Boulevard west of NE 9th Avenue



Overgrown vegetation at NE Lloyd Boulevard west of NE 9th Avenue

Viewpoint Amenities

- None

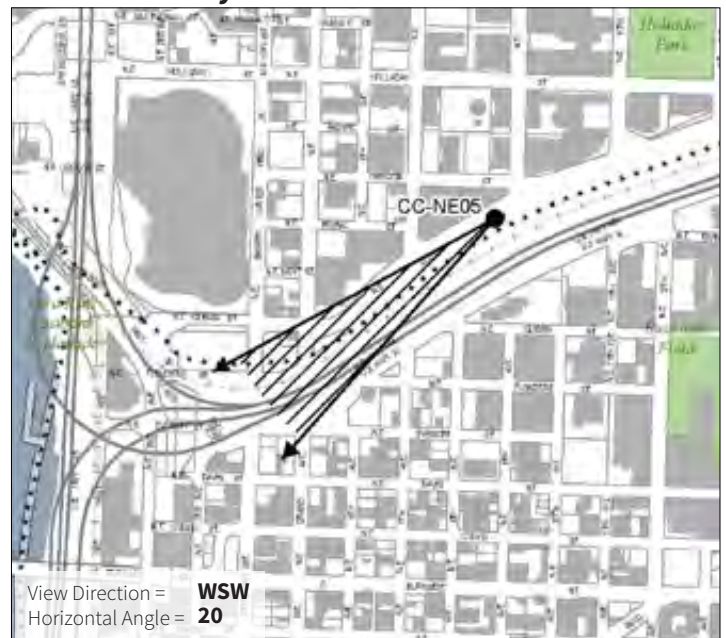
Management Considerations

- Overgrown vegetation encroaches on the view; vegetation management could open up the view.
- A similar view to the east (NE02) shows more of the Downtown skyline, but I-84 is more discordant to that view.

Access

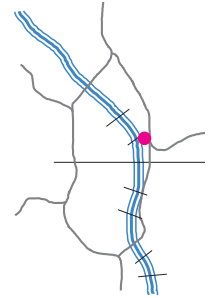
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- No parking

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNE06: MID-RAMP ON BIKE/PEDESTRIAN PATH TO STEEL BRIDGE



Group: B

Description: This is a developed viewpoint on the ramp between the Eastbank Esplanade by the Steel Bridge and the Convention Center Plaza near the corner of NE Lloyd Boulevard and NE Oregon Street. This view looks out over the Willamette River at Waterfront Park and the Downtown skyline, with the West Hills in the background. Though not fully visible in the panoramic photo due to camera lens constraints, the Steel Bridge occupies the right hand side of the view. To the left, the Burnside Bridge and Hawthorne Bridge towers are visible. The White Stag sign is also visible across the river. This viewpoint is on a major bike route so it receives heavy bicycle traffic.

Primary Focal Feature(s): Willamette River, Steel Bridge, Downtown skyline

Secondary Focal Feature(s): Burnside Bridge, West Hills, Waterfront Park

RANKINGS:

Universal Scenic Quality:	7.0	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	7.00	Water:	4.29
Vegetation:	5.29	Local Features:	6.00
Horizon/Ridgetops:	3.14	Iconic:	7.00



View from mid-ramp on the bike/ped path south of Steel Bridge



Viewpoint mid-ramp on the bike/ped path south of Steel Bridge



View from mid-ramp on the bike/ped path south of Steel Bridge

Viewpoint Amenities

- Platform
- Guardrail

Management Considerations

- Vegetation encroaches on the view; vegetation management could open up the view.
- Additional viewpoint amenities, such as benches, could enhance the viewer’s experience.

Access

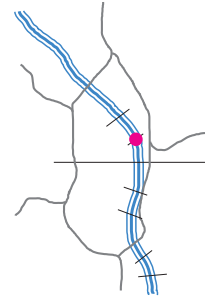
- Formal trail
- No transit stop
- No parking

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNE07: STEEL BRIDGE - LOWER DECK, CENTER



Group: C

Description: This view is taken from the lower deck of the Steel Bridge so the vantage point is just above the water. The view looks up the Willamette River (south) to the Burnside Bridge. The Convention Center spires can be seen to the left, and Waterfront Park and the Old Town/Chinatown and Downtown skylines are to the right. The White Stag sign is also visible. The Interstate 5/Interstate 84 exchange on the east bank detracts from the view. This view is in Group C due to the presence of dominant discordant features accompanied by a lack of strong focal features and a lower vantage point. The lower deck of the Steel Bridge is dedicated to pedestrian and bicycle traffic but there are no separated lanes and no pedestrian refuges from which to enjoy the view.

Primary Focal Feature(s): Willamette River, Downtown skyline, Old Town/Chinatown skyline

Secondary Focal Feature(s): Convention Center spires, Burnside Bridge, Waterfront Park, White Stag sign, riverbank

RANKINGS:

Universal Scenic Quality:	3.3	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	1.29	Water:	2.43
Vegetation:	1.43	Local Features:	2.29
Horizon/Ridgetops:	0.00	Iconic:	3.14



View from Steel Bridge lower deck bike/pedestrian path



Viewpoint along Steel Bridge lower deck bike/pedestrian path



View from Steel Bridge lower deck bike/pedestrian path

Viewpoint Amenities

- Guardrails

Access

- Formal trail
- No pedestrian refuges or separated bike/ped lanes
- No transit stop
- No parking

Management Considerations

- A narrow walkway and lack of pedestrian refuges or separated bike/ped lanes makes stopping to take in the view difficult.
- Striping or signs to separate bike and ped traffic could be added to enhance the viewer’s experience.
- Without a complete redevelopment of the bridge, it would be difficult to add major viewpoint amenities, such as pedestrian refuges, or to widen the path.
- This is a highly used Willamette River bike/ped crossing.

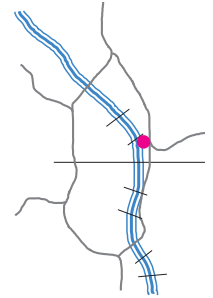
Old SRI ID:

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNE08: EASTBANK ESPLANADE - SOUTH OF STEEL BRIDGE EASTBANK ESPLANADE - SOUTH OF STEEL BRIDGE



Group: B

Description: This view looks out across the Willamette River to Waterfront Park and the Old Town/Chinatown and Downtown skylines with the West Hills as a backdrop. Though not fully visible in the panoramic photo due to lens constraints, the Steel Bridge fills the right hand side of the view. The Burnside Bridge can be seen on the left and the White Stag sign is visible across the water. Though not developed, this viewpoint is located along the Eastbank Esplanade, just south of the Steel Bridge, and is highly used by bicyclists and pedestrians.

Primary Focal Feature(s): Steel Bridge, Willamette River

Secondary Focal Feature(s): Downtown skyline, Old Town/Chinatown skyline, Burnside Bridge, West Hills, Waterfront Park

RANKINGS:

Universal Scenic Quality:	6.0	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	6.43	Water:	5.14
Vegetation:	3.71	Local Features:	5.71
Horizon/Ridgetops:	2.71	Iconic:	6.43



View from Eastbank Esplanade south of Steel Bridge



Viewpoint along Eastbank Esplanade south of Steel Bridge



View of Steel Bridge from Eastbank Esplanade south of Steel Bridge

Viewpoint Amenities

- Guardrail

Management Considerations

- Vegetation encroaches on the view from the right; vegetation management could open up the view.

Access

- Formal trail
- No transit stop
- No parking

Old SRI ID:
Old Central City ID: CCPV26



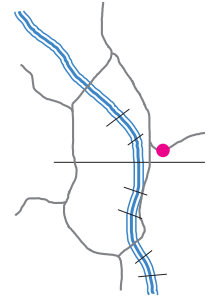
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCNE09: NE MARTIN LUTHER KING JR BOULEVARD AND INTERSTATE 84 OVERPASS

Score: 5.7

Tier: II

Description: This view from the Martin Luther King Jr Boulevard overpass over Interstate 84 looks toward the Downtown skyline and West Hills. The KOIN Center, Wells Fargo Center and U.S. Bancorp Tower are all visible, though vegetation is encroaching on the view of the KOIN. The west side of Martin Luther King Jr Boulevard has a tall fence that is discordant to the view. This view was taken from the east side of the street to enable a panoramic shot with minimal interference from the fence; however, because it was shot from across the street, multiple traffic lanes are visible in the foreground. Light rail wires as well as I-84 associated highway signage are discordant elements of the view.



Primary Focal Feature(s): Insert text here West Hills, Downtown skyline

Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	4.7	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	5.71	Local Features:	4.14
Vegetation:	1.86	Iconic:	5.43
Horizon/Ridgetops:	2.86	Depth:	3.71
Water:	0.00	Scope:	4.29



View from NE MLK Jr Boulevard and Interstate 84 overpass



Viewpoint at NE MLK Jr Boulevard and I-84 overpass



View from NE MLK Jr Boulevard and I-84 overpass

Viewpoint Amenities

- Guardrail

Management Considerations

- The photo was taken from the east side of the street to allow for a panorama shot and to minimize the impact of the fence on the view, though a view from the west side would reduce the discordance of the street.

Access

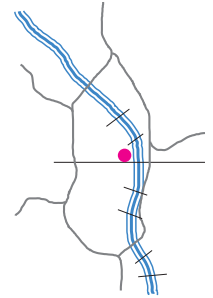
- Street/Auto
- Sidewalk
- No bike lane
- Transit stop
- Limited parking

Old SRI ID:
Old Central City ID:



CCNE10: DUCKWORTH DOCK - SOUTH END

Group: B



Description: This view from the southern end of Duckworth Dock looks out across the Willamette River to Waterfront Park. The view is framed by the Steel Bridge on the right and the Burnside Bridge on the left. The White Stag sign, U.S. Bancorp Tower, and Park Avenue West Tower are visible directly across the river while the top of the Downtown skyline is visible over the Burnside Bridge. Though not a developed viewpoint, the Duckworth Dock is located along the floating portion of the Eastbank Esplanade, between the Steel and Burnside Bridges, and is highly used by bicyclists and pedestrians. The dock is also a popular area to fish.

Primary Focal Feature(s): Willamette River, Steel Bridge, Burnside Bridge

Secondary Focal Feature(s): Downtown skyline, Old Town/Chinatown skyline, Waterfront Park, White Stag sign

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Shares some characteristics with high rated river views (focal bridge, skyline view) but lacks higher viewing position and natural vegetation.



View from Duckworth Dock south end



Viewpoint at Duckworth Dock south end



View from Duckworth Dock south end

Viewpoint Amenities

- Lighting

Access

- Formal trail
- Dock (boat)
- No direct access from east side

Management Considerations

- Duckworth Dock recently reopened (March 2015); it had been closed due to a high degree of transient boat mooring.
- Additional amenities, such as a bench, could enhance the viewer’s experience.
- This section of the Eastbank Esplanade is difficult to access from the east due to the presence of I-5.

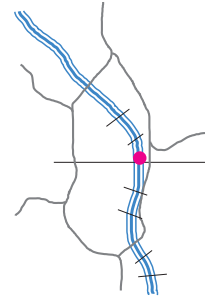


Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCNE11: BURNSIDE BRIDGE - NORTH SIDE, CENTER



Group: B

Description: This is one of the few places where the viewer can see both the Central City West skyline and the Lloyd District. This view looks down the Willamette River to the Steel Bridge; the Broadway and Fremont Bridges are visible beyond. On the left is Old Town/Chinatown with the West Hills in the background. Union Station, the White Stag sign, and the U.S. Bancorp Tower are all visible focal features. On the right is the Moda Center and the Convention Center spires. The I-84/I-5 interchange occupies much of the right side and detracts from the scenic quality of the view. The Burnside Bridge, from which this view was taken, has a separated bike lane, making this a comfortable place to stop and take in the view. Though this photo was taken from the center of the bridge where there is no developed viewpoint, there are two developed pedestrian refuges on each side of the bridge.

Primary Focal Feature(s): Willamette River, Steel Bridge, Convention Center spires

Secondary Focal Feature(s): Old Town/Chinatown skyline, Union Station, Fremont Bridge, White Stag sign

RANKINGS:

Universal Scenic Quality:	5.6	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	5.43	Water:	5.29
Vegetation:	3.43	Local Features:	6.71
Horizon/Ridgetops:	2.57	Iconic:	6.14



View from Burnside Bridge north side center



Viewpoint on Burnside Bridge north side center



White Stag sign from Burnside Bridge north side center

Viewpoint Amenities

- Guardrail (between sidewalk and river)
- Two bump-outs on north side east and west of center (but none in center)
- Physical separation of bikes and pedestrians

Access

- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- No parking

Management Considerations

- There are two pedestrian bump-outs along the north side of the bridge to the east and west; this view is taken from the center of the bridge and not from one of the two bump-outs.
- This is one of two bridges with physically separated bike/ped lanes which makes stopping to take in a view easier and safer to do.



Old SRI ID: VB 24-28
Old Central City ID: CCPV24



6. RESULTS FOR SOUTHWEST

There are 70 viewpoints in the southwest quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from W Burnside Street south to SW Hamilton Court (the boundary of the Central City 2035 Plan area).

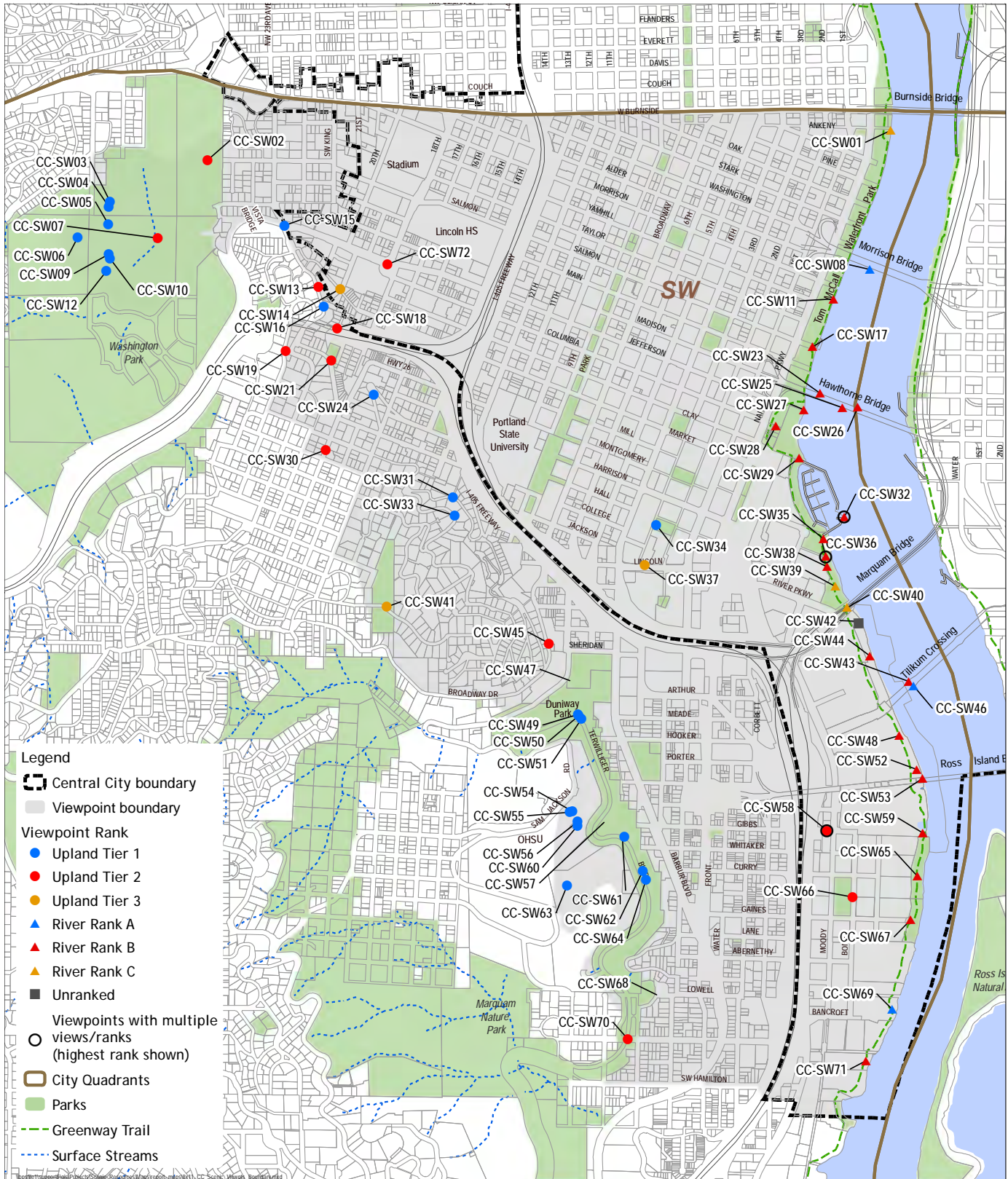
Notes:

1. Viewpoints CCSW20 and CCSW22 are intentionally missing. Photos and data were collected at these locations; however, after the preliminary analysis, it was determined that the views did not meet the criterion for inclusion.
2. Viewpoints CCSW32, CCSW36, and CCSW68 have two views.
3. CCSW58 has four views.
4. CCSW72, located at SW Jefferson St and SW 18th Ave, was added after the initial numbering of the viewpoints and is therefore out of order with regards to the geography of the southwest quadrant.

Following Map 8 are two-page spreads that present the information for each viewpoint in the southwest quadrant. The views are ranked based on the methodology described in 3.a.5 and 3.a.6. The views are ranked in the following ways:

- RIVER VIEWS
 - **Group A:** high scores
 - **Group B:** medium scores
 - **Group C:** low scores
- UPLAND VIEWS
 - **Tier I:** high scores
 - **Tier II:** medium scores
 - **Tier III:** high scores

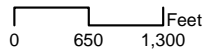
MAP 8: SCENIC VIEWS AND VIEWPOINTS - SOUTHWEST QUADRANT



Central City Scenic Resources - Southwest Quadrant

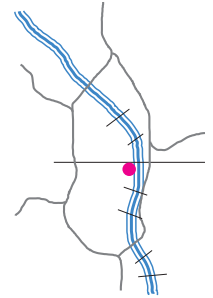
February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW01: GREENWAY TRAIL WEST - AT SW ANKENY STREET



Group: C

Description: This developed viewpoint along the Willamette River in Waterfront Park is just south of the Municipal Sewage Pumping Plant. Its proximity to the Saturday Market and Ankeny Plaza make it a highly trafficked section of the Greenway Trail and Tom McCall Waterfront Park. The Willamette River dominates the view with views of the Burnside Bridge to the left and Morrison Bridge to the right. The top of Mt Hood can be seen in the distance. There is not much scenic interest along the eastern edge of the river. This view is in Group C because it lacks the presence of multiple strong focal features such as urban skyline or diverse riverbank landscape. Ankeny dock (also known as the Francis J. Murnane memorial wharf), below, is in disrepair and there is a chain link fence at the northern end of the viewing platform, between the platform and the sewage plant.

Primary Focal Feature(s): Willamette River, Burnside Bridge

Secondary Focal Feature(s): Morrison Bridge, Mt Hood, riverbank

RANKINGS:

Universal Scenic Quality:	3.7	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	1.29	Water:	3.00
Vegetation:	2.00	Local Features:	4.29
Horizon/Ridgetops:	0.86	Iconic:	3.71



View from Greenway Trail at SW Ankeny Street



Viewpoint along Greenway Trail at SW Ankeny Street



Historic view from Greenway Trail at SW Ankeny Street

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

Access

- Formal trail
- Dock (currently closed)
- No transit stop
- No parking

Management Considerations

- The Ankeny dock/Francis J. Murnane memorial wharf is in disrepair and closed to the public.



Old SRI ID: VB24-26
Old Central City ID: CCPV21



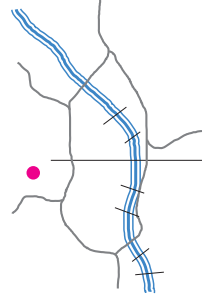
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW02: LEWIS AND CLARK MONUMENT AT SW PARK PLACE

Score: 7.5

Tier: II

Description: Located at the entrance to Washington Park from SW Park Place, this view acts much like a corridor with the path and landscaping in the foreground. Mt Hood is visible in the background but is partially obscured by a large building. Large trees are encroaching on the view from both sides, although the side vegetation also frames the view. Vegetation management will be needed to maintain the view of Mt Hood.



Primary Focal Feature(s): Landscaping, Mt Hood

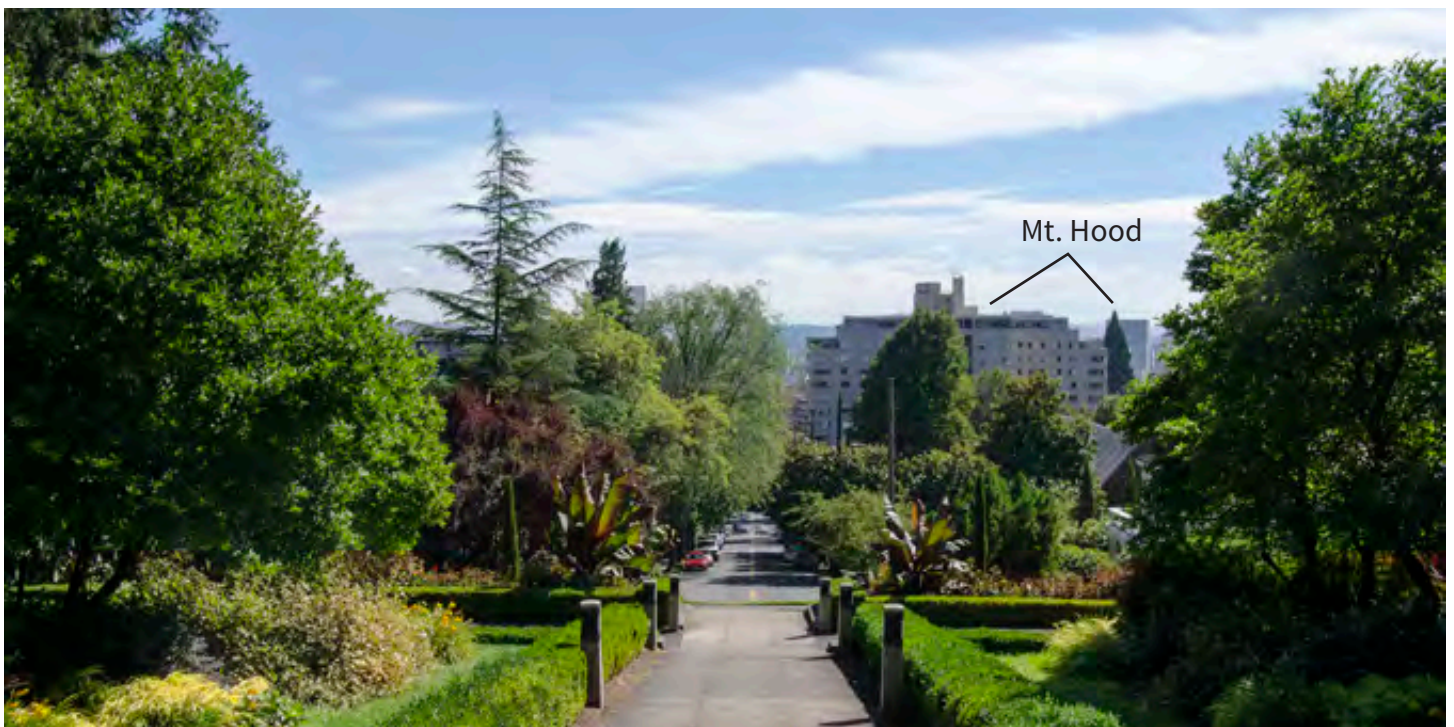
Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	7.0	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	2.86	Local Features:	7.14
Vegetation:	1.14	Iconic:	6.86
Horizon/Ridgetops:	3.14	Depth:	4.14
Water:	0.00	Scope:	2.57



View from Lewis and Clark Monument at SW Park Place



Viewpoint at Lewis and Clark Monument at SW Park Place



Lewis and Clark Monument

Viewpoint Amenities

- Bench wall

Management Considerations

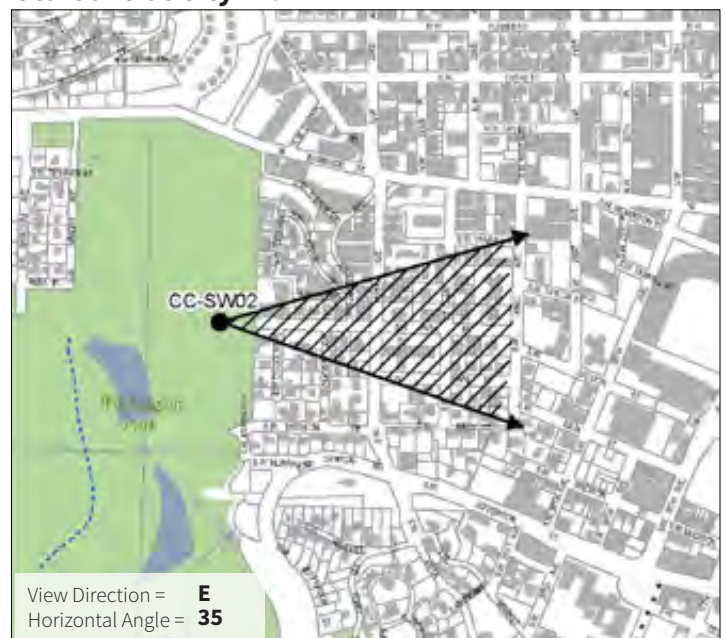
- Development obscures the view of Mt Hood.
- Landscaped vegetation or street trees could grow and obscure the view of Mt Hood; vegetation management is needed to preserve the view.

Access

- Street/Auto
- Sidewalk
- Transit stop
- No parking

Old SRI ID: VC23-04

Old Central City ID:



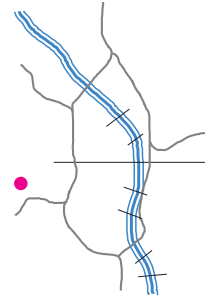
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW03: INTERNATIONAL ROSE TEST GARDEN - NORTH SIDE, PICNIC TABLES

Score: 10.8

Tier: I

Description: Although located north of the main entrance and stairways into the garden, this viewpoint currently offers the least obstructed view of Mt Hood from the Rose Garden. There is also a view of the rose gardens in the foreground. Mid-ground vegetation is beginning to encroach on the view of Mt Hood from below. If these trees grow much taller, they will completely obscure Mt Hood. Vegetation management could prevent this and may also restore views of the Downtown skyline and Mt Adams, which is partially visible from this viewpoint. This viewpoint is not a developed viewpoint like others in the Rose Garden that have telescopes, benches, or other viewing amenities, although there are picnic tables.



Primary Focal Feature(s): Mt. Hood

Secondary Focal Feature(s): Landscaping, eastern foothills, Downtown skyline, Mt Adams

RANKINGS:

Universal Scenic Quality:	9.8	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	2.71	Local Features:	9.57
Vegetation:	4.71	Iconic:	8.29
Horizon/Ridgetops:	8.29	Depth:	9.43
Water:	0.00	Scope:	6.00



View from Rose Garden near picnic tables



Viewpoint at Rose Garden picnic tables



View of Mt Hood from Rose Garden near picnic tables

Viewpoint Amenities

- Picnic tables
- Bike racks
- Guardrail

Access

- Street/Auto
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

- Vegetation is beginning to encroach on this view, particularly from the bottom; vegetation management could open up the view.
- This is one of the least obstructed current views of Mt Hood from the Rose Garden, but it's less developed as a viewpoint compared to others.
- Additional amenities, such as benches or telescopes, could enhance the viewer's experience.
- Mt Adams is also visible, though mostly obscured by vegetation; vegetation management could improve view of Mt Adams.

Old SRI ID:

Old Central City ID:



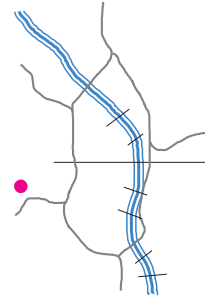
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW04: INTERNATIONAL ROSE TEST GARDEN - TOP OF STAIRS NEAR TELESCOPE

Score: 11.2

Tier: I

Description: Located at the top of the stairs above the amphitheater stage at the Rose Garden, this view looks out over the Downtown skyline to the foothills beyond. Mt Hood is visible on the right, though is mostly obscured by vegetation. Vegetation in the mid-ground is encroaching on the view from below. Vegetation management could restore this historically significant view. The foreground vegetation, including the roses, contributes positively to the scenic quality of this view. This is one of two developed viewpoints at the rose garden and has a viewing telescope (the other developed viewpoint is CCSW10).



Primary Focal Feature(s): Mt Hood, eastern foothills

Secondary Focal Feature(s): Downtown skyline, landscaping

RANKINGS:

Universal Scenic Quality:	8.7	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	1.57	Local Features:	6.57
Vegetation:	4.29	Iconic:	7.29
Horizon/Ridgetops:	5.86	Depth:	7.86
Water:	0.00	Scope:	5.14



View from Rose Garden top of stairs above amphitheater near telescope



Viewpoint at Rose Garden top of stairs



Historic view from Rose Garden top of stairs above amphitheater stage

Viewpoint Amenities

- Telescope
- Bike racks

Access

- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

Management Considerations

- Vegetation is encroaching on the view from the bottom and sides; vegetation management could open up the view to reveal more of the city skyline and Mt Hood.
- Mt Hood is partially obscured by a Douglas fir.
- The rose garden in the foreground positively contributes to the scenic quality of this view.
- Additional amenities, such as a bench, could enhance the viewer’s experience.

Old SRI ID: VC23-24

Old Central City ID:

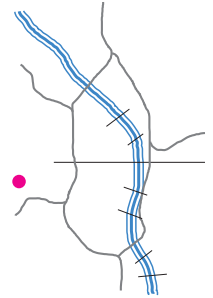


SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW05: NAME

Score: 9.5

Tier: I



Description: This viewpoint is just left (north) of the top of the stairs above the gazebo. The view looks out over the rose garden to Mt Hood. A small portion of the Downtown skyline and eastern foothills are also visible. The rose garden in the foreground contributes positively to the scenic quality of this view, though a row of Douglas firs in the mid-ground encroaches on the view from both sides. Vegetation management could open up this view. As one moves closer to the middle of the top of the stairs above the gazebo, glimpses of Mt Adams and different sections of the Downtown skyline, including the Park Avenue West Tower and the U.S. Bancorp Tower, open up, though Mt Hood is not visible from that vantage point. This viewpoint is not a developed viewpoint like others in the Rose Garden that have telescopes, benches, or other viewing amenities.

Primary Focal Feature(s): Mt Hood, Downtown skyline, eastern foothills

Secondary Focal Feature(s): Mt Adams, landscaping

RANKINGS:

Universal Scenic Quality:	7.5	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	1.00	Local Features:	5.00
Vegetation:	1.43	Iconic:	6.57
Horizon/Ridgetops:	0.14	Depth:	4.14
Water:	0.00	Scope:	2.14



View from Rose Garden just north of stairs above gazebo



Viewpoint at Rose Garden above gazebo



Additional view of downtown from Rose Garden above gazebo

Viewpoint Amenities

- Seating wall

Management Considerations

- Vegetation encroaches on the view; vegetation management could open up the view.
- Mt Adams is visible from a slightly different vantage point, though the view is mostly obscured by vegetation.

Access

- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

Old SRI ID: VM23-08

Old Central City ID:



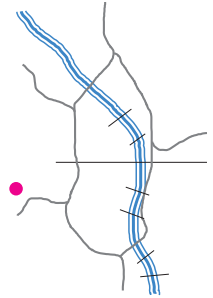
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW06: PORTLAND JAPANESE GARDEN

Score: 8.7

Tier: I

Description: This view, taken from the Portland Japanese Garden, looks out over the Downtown skyline to Mt Hood and the eastern foothills. Kelly Butte and Mt Tabor are also visible in the mid-ground. The view of the Downtown skyline is being impacted by vegetation growing up from below, particularly a row of Douglas firs in the foreground. Vegetation also constrains the view to the left and right. Vegetation management could open up this view to include more of the Downtown skyline and potentially Mt St Helens to the left. Though the Japanese Garden is open to the public, there is a required admission fee to enter the garden, which restricts who is able to access the viewpoint.



Primary Focal Feature(s): Mt Hood, eastern foothills

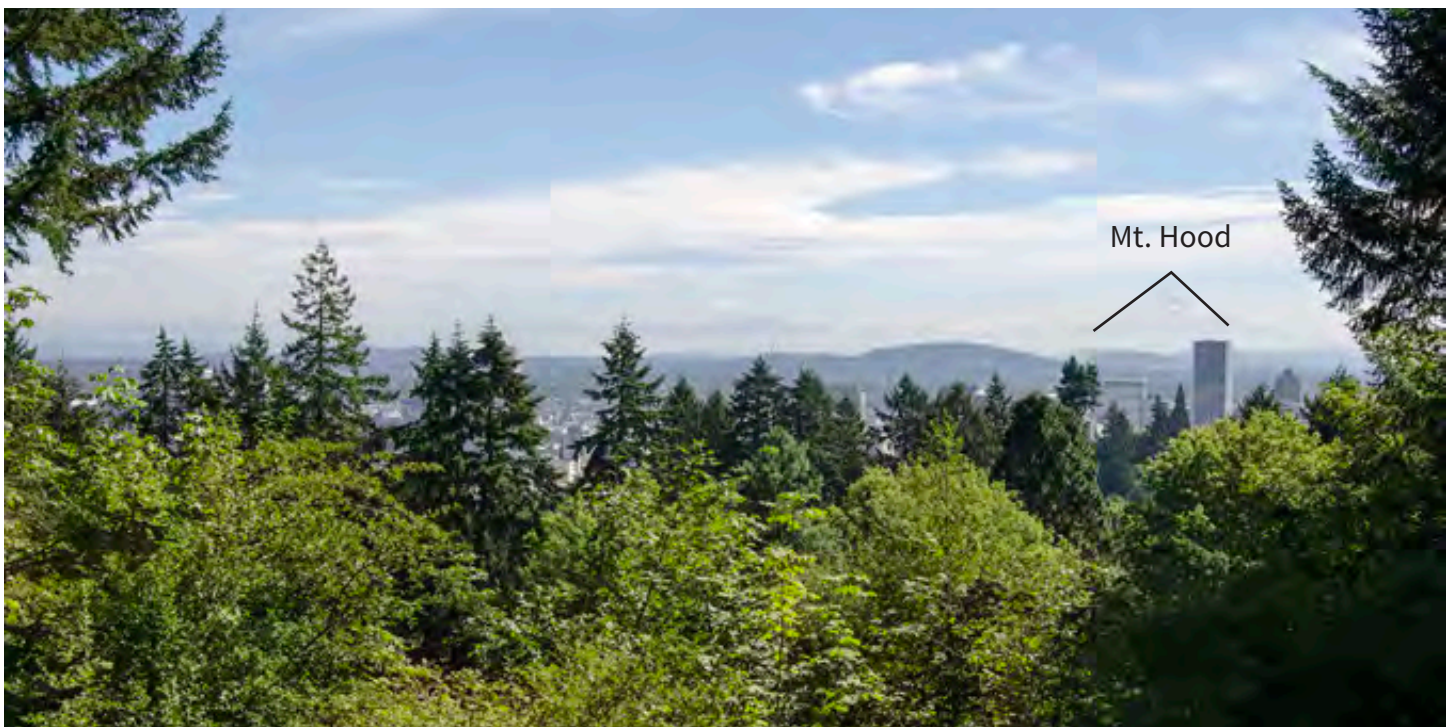
Secondary Focal Feature(s): Downtown skyline, Mt Tabor

RANKINGS:

Universal Scenic Quality:	7.2	Access to Viewpoint:	0
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	3.57	Local Features:	7.43
Vegetation:	5.71	Iconic:	7.57
Horizon/Ridgetops:	5.71	Depth:	6.71
Water:	1.00	Scope:	4.86



View from Portland Japanese Garden



Viewpoint at Portland Japanese Garden



Historic view from Portland Japanese Garden (March 1971)

Viewpoint Amenities

- Platform

Access

- Informal trail
- No transit stop at top but shuttle from SW Kingston Ave up to garden
- No parking

Management Considerations

- Vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Mt St Helens could be visible if the view were to be significantly opened up to the left.
- This is the only viewpoint that requires an entrance fee, which limits accessibility.

Old SRI ID:

Old Central City ID:



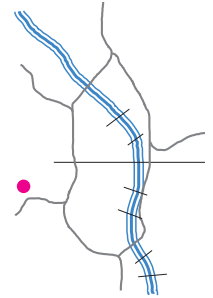
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW07: SW SHERWOOD BOULEVARD ABOVE RESERVOIR 4

Score: 6.5

Tier: II

Description: Looking down from this viewpoint along SW Sherwood Boulevard in Washington Park, one can see the Vista Bridge and Downtown skyline against a backdrop of vegetated foothills toward the east. There is currently a chain-link fence around the adjacent property which detracts greatly from the view. Removal of the fence along with vegetation management near reservoir four could increase the visibility of the elements of this view. Tall Douglas firs both frame and constrain the view on both sides. Though there is parking adjacent to this viewpoint, there is no sidewalk, the street is one-way, and, overall, it is not easily accessible.



Primary Focal Feature(s): Vista Bridge

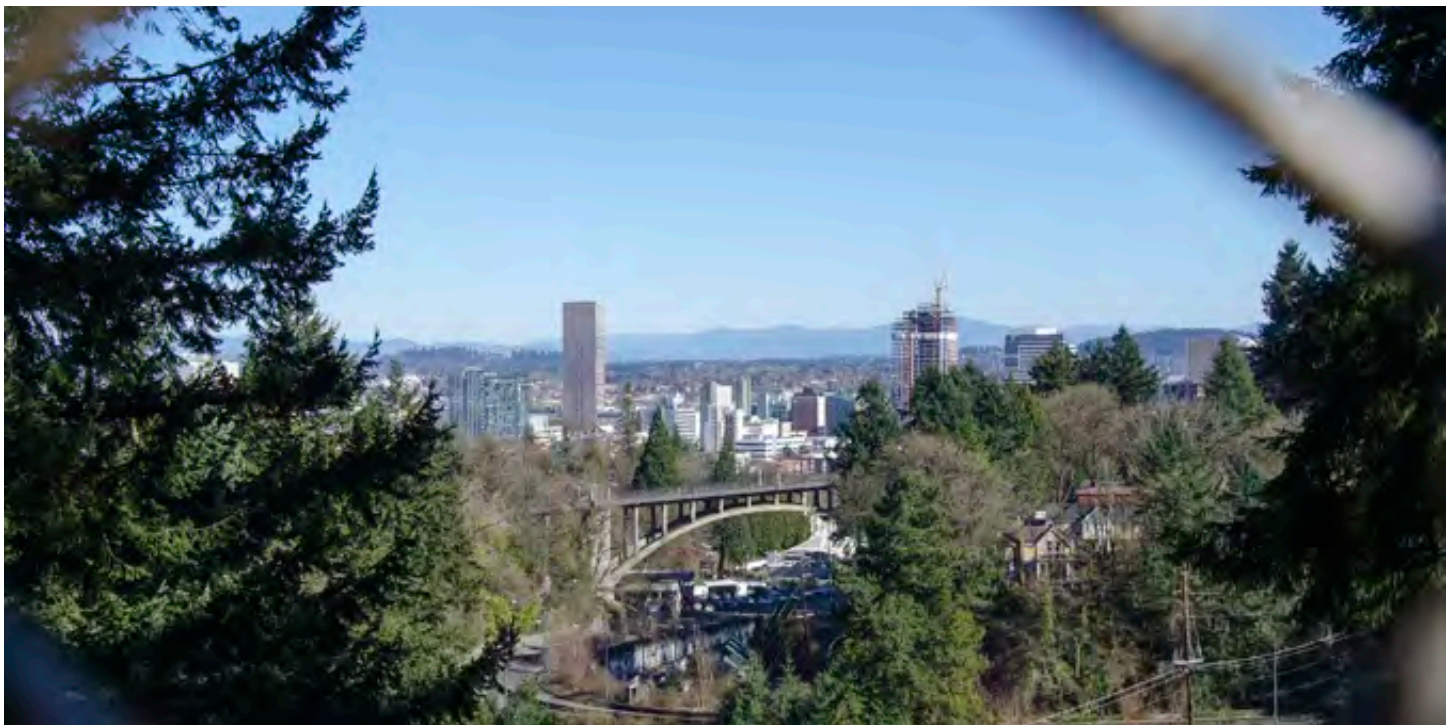
Secondary Focal Feature(s): Downtown skyline, eastern foothills, Mt Tabor, Rocky Butte

RANKINGS:

Universal Scenic Quality:	6.5	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	5.71	Local Features:	5.29
Vegetation:	4.71	Iconic:	6.00
Horizon/Ridgetops:	3.14	Depth:	5.71
Water:	0.00	Scope:	4.29



View from SW Sherwood Boulevard above Reservoir 4



Viewpoint at SW Sherwood Boulevard above Reservoir 4



Historic view from SW Sherwood (c. 1960s). Courtesy: Prince, Tracy

Viewpoint Amenities

- None

Access

- Street/Auto
- Informal trail
- No sidewalk
- No bike lane
- No transit stop
- Adjacent parking

Management Considerations

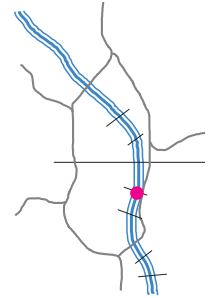
- The chain-link fence is highly discordant to this view; removal of the fence could enhance the view.
- Vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Development around Reservoir 4 will affect this view.

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW08: MORRISON BRIDGE - SOUTH SIDE, WEST



Group: A

Description: This view looks up (south) the Willamette River toward the Hawthorne Bridge with the Marquam Bridge and West Hills visible in the background. The left side shows the inner southeast with foothills in the distance. The right side includes views of Waterfront Park and the Downtown skyline. The south side of the Morrison Bridge, from which this view was taken, has a separated bike lane and there are two pedestrian refuges from which one can stop and take in the view; this was taken from the western refuge. The south side of the Morrison Bridge is easier to access than the north side and is safer due to the separation of transportation modes and a guardrail separating the bike lane from automobile traffic. Though not shown in the panoramic photo, Mt Hood is visible on the other side of the bridge tower on a clear day.

Primary Focal Feature(s): Willamette River, Downtown skyline, Hawthorne Bridge

Secondary Focal Feature(s): Waterfront Park, West Hills, riverbank, Marquam Bridge

RANKINGS:

Universal Scenic Quality:	7.0	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	7.57	Water:	5.14
Vegetation:	5.71	Local Features:	6.29
Horizon/Ridgetops:	3.29	Iconic:	7.57



View from Morrison Bridge south side, west bump-out



Viewpoint on Morrison Bridge south side, west bump-out



View from Morrison Bridge south side, west bump-out

Viewpoint Amenities

- Platform
- Guardrails
- Physical separation of auto/non-auto

Access

- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- No parking

Management Considerations

- The bridge tower blocks the view to the left.
- On a clear day, Mt Hood is visible on the other side of the bridge tower, though it's mostly obscured by overhead signage for I-5/I-84.
- There are two pedestrian refuges on the south side of the bridge.
- The south side of the Morrison Bridge is one of two bridges with physically separated bike/ped lanes which makes stopping to take in a view easier and safer to do.
- Additional amenities, such as benches, could enhance the viewer's experience.

Old SRI ID:

Old Central City ID: CCPV19



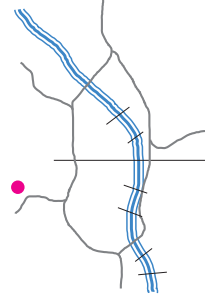
SCENIC RESOURCES INVENTORY | EXTRAPOLATED UPLAND VIEW

CCSW09: INTERNATIONAL ROSE TEST GARDEN - NEAR GARDEN STORE, NORTH POINT

Score: N/A

Tier: I

Description: This view from in front of the garden store at the Rose Garden looks out to the eastern foothills and Mt Adams. Vegetation is encroaching on the view from the bottom and sides and is beginning to obscure a clear view of Mt Adams. The Rose Garden is a major tourist attraction and draws many visitors throughout the year. This is the most highly developed viewpoint in the Rose Garden and consists of a viewing platform area with tables and chairs, benches, two telescopes, restrooms, a water fountain, bike racks, and lighting. There are multiple vantage points from this large viewing platform. This viewpoint is in front of the garden store and is a view of Mt Adams; the other is just to the south (CCSW10).



Primary Focal Feature(s): Mt Adams, eastern foothills

Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Shares characteristics of high rated upland views: natural vegetation, view of mountain, 3 distance zones, high viewing elevation, foreground free of discordance.



View from Rose Garden near Garden Shop, north point



Viewpoint at Rose Garden near Garden Shop



View of Mt Adams from a second vantage point at Rose Garden near Garden Shop

Viewpoint Amenities

- Platform
- Tables and chairs
- Benches
- Telescopes
- Restrooms
- Water fountain
- Bike racks
- Guardrail

Access

- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

Management Considerations

- Vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- This is a highly developed viewpoint with many amenities.

Old SRI ID:
Old Central City ID:



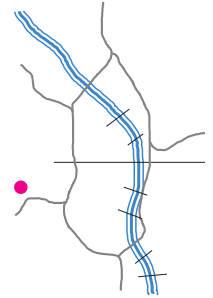
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW10: INTERNATIONAL ROSE TEST GARDEN - NEAR GARDEN STORE, SOUTH POINT

Score: 9.8

Tier: I

Description: This view looks out to the Downtown skyline, eastern foothills, and Mt Hood. The Wells Fargo Center partially blocks a full view of Mt Hood. Though the presence of vegetation contributes positively to the scenic quality of this view, particularly the large weeping willow on the left, a row of Douglas firs is encroaching on the view from below, almost entirely blocking the skyline and part of Mt Hood. The Rose Garden is a major tourist attraction and draws many visitors throughout the year. This is the most highly developed viewpoint in the Rose Garden and consists of a viewing platform area with tables and chairs, benches, two telescopes, restrooms, a water fountain, bike racks, and lighting. There are multiple vantage points from this large viewing platform. This viewpoint is between the restrooms and garden store; the other is just to the north (CCSW09).



Primary Focal Feature(s): Mt Hood, natural vegetation

Secondary Focal Feature(s): Eastern foothills, Downtown skyline

RANKINGS:

Universal Scenic Quality:	7.3	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	0.71	Local Features:	6.29
Vegetation:	2.43	Iconic:	5.71
Horizon/Ridgetops:	2.71	Depth:	5.43
Water:	0.00	Scope:	3.14



View from Rose Garden near the Rose Garden Store, south point



Viewpoint at Rose Garden near Garden Store Photo Caption

View of Mt Hood from Rose Garden near Garden Store

Viewpoint Amenities

- Platform
- Tables and chairs
- Benches
- Telescopes
- Restrooms
- Water fountain
- Bike racks
- Guardrail

Management Considerations

- Vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Mt Hood is partially blocked by development.
- This is a highly developed viewpoint with many amenities.

Access

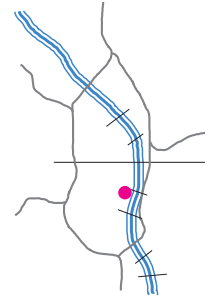
- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW11: GREENWAY TRAIL WEST - BETWEEN SW MORRISON STREET AND SW YAMHILL STREET



Group: B

Description: This panoramic view across the Willamette River includes a view of the Morrison and Hawthorne Bridges as well as Mt Hood in the far background. There are no dominant architectural features along the eastern riverbank to create diversity in the view. This viewpoint is along a highly trafficked section of the Greenway Trail in Tom McCall Waterfront Park; though there are benches, it is not specifically developed as a viewpoint. This viewpoint was originally located at the point where SW Morrison Street would intersect with the Greenway Trail; it was moved slightly south, between SW Morrison and SW Yamhill Streets, to a location with benches and a slightly less-obstructed view of Mt Hood.

Primary Focal Feature(s): Willamette River, Morrison Bridge, Hawthorne Bridge

Secondary Focal Feature(s): Mt Hood, riverbank, Marquam Bridge

RANKINGS:

Universal Scenic Quality:	5.0	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	1.00	Water:	4.43
Vegetation:	2.14	Local Features:	5.86
Horizon/Ridgetops:	1.71	Iconic:	5.29



View from Greenway Trail between SW Morrison Street and SW Yamhill Street



Viewpoint at Greenway Trail between SW Morrison and SW Yamhill Streets



Historic view from nearby point along Greenway Trail at SW Morrison Street

Viewpoint Amenities

- Benches
- Lighting
- Guardrail

Management Considerations

- One can catch a glimpse of Mt Hood on a clear day, though, during leaf-on, it's partially obscured by vegetation planted along the Eastbank Esplanade.

Access

- Formal trail
- No transit stop
- Limited parking nearby

Old SRI ID: VM24-46 (Relocated)

Old Central City ID:



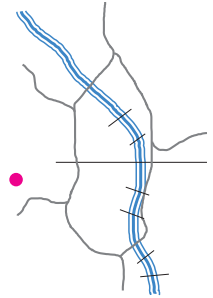
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW12: WASHINGTON PARK - ZOO TRAIN STATION BY ROSE GARDEN

Score: 8.2

Tier: I

Description: The viewpoint at the Washington Park zoo train platform by the Rose Garden offers a rare view of Mt St Helens with Mt Rainier peeking out from behind. Historically, this view provided a panoramic overlook that also included views of the Downtown skyline and Mt Hood, in addition to Mt St Helens. Today, the view is almost entirely blocked by vegetation and Mt Hood and the skyline are no longer visible. Glimpses of the rose garden can be seen in the foreground along with glimpses of the eastern foothills in the distances. The historic view could be restored through vegetation management.



Primary Focal Feature(s): Mt St Helens, Mt Rainier

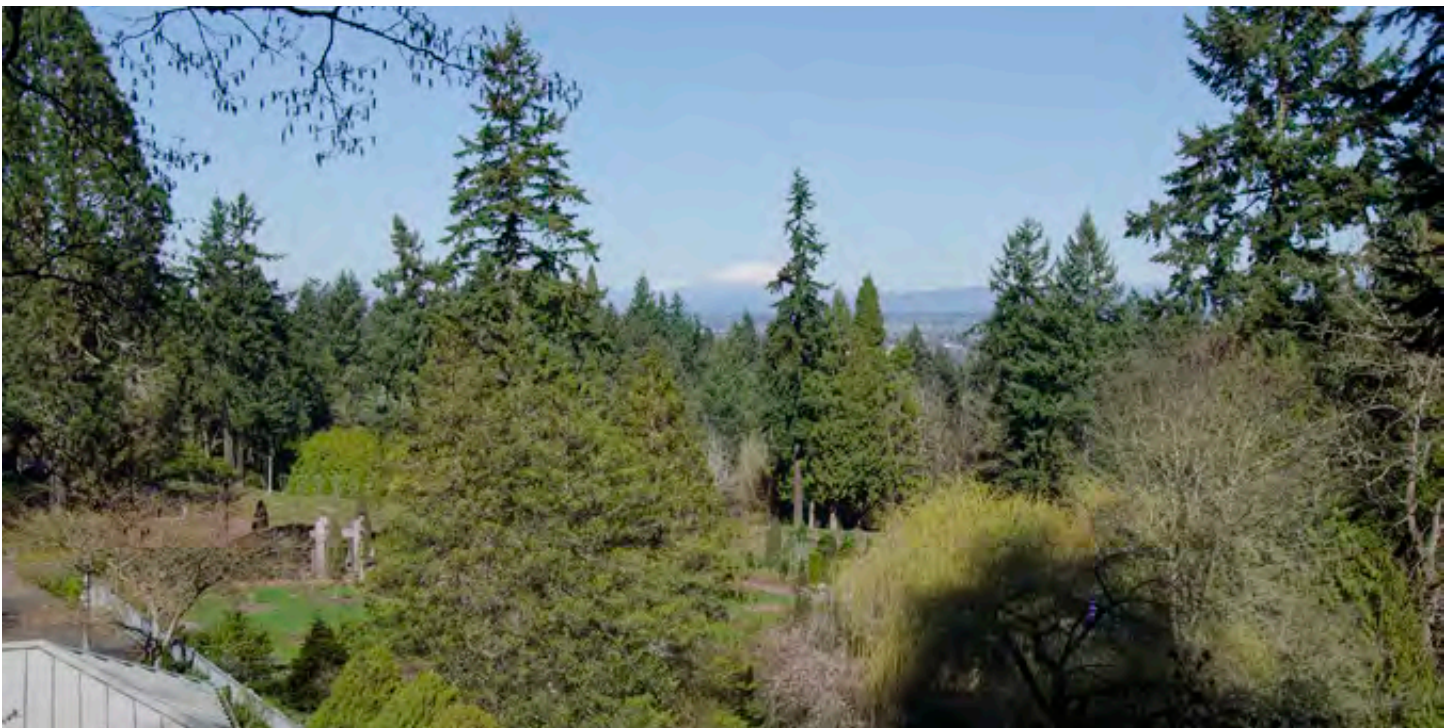
Secondary Focal Feature(s): Eastern foothills, landscaping

RANKINGS:

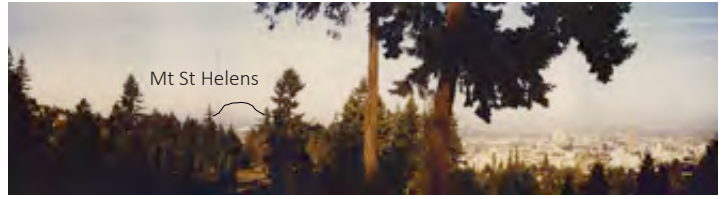
Universal Scenic Quality:	7.2	Access to Viewpoint:	0
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	0.29	Local Features:	3.29
Vegetation:	4.43	Iconic:	6.00
Horizon/Ridgetops:	2.57	Depth:	4.71
Water:	0.00	Scope:	3.29



View from Washington Park zoo train station platform



Viewpoint at Washington Park zoo train station

Historic view from the Washington Park zoo train station

Viewpoint Amenities

- Platform
- Guardrail

Access

- Zoo Train
- Informal trail
- No sidewalk
- No bike lane
- No parking

Management Considerations

- Historically, this was a panoramic view with views of the Downtown skyline, Mt St Helens, and Mt Hood.
- Today, vegetation completely blocks Mt Hood and the Downtown skyline, even during leaf-off, and encroaches on the view from the bottom and sides; vegetation management could open up this view.
- This is one of very few places in Portland where one can see Mt Rainier.
- This viewpoint is at the zoo train stop by the Rose Garden and would likely only be accessed by train ticket holders.

Old SRI ID: VP23-22

Old Central City ID:



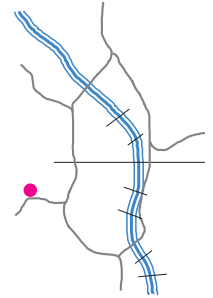
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW13: SW VISTA AVENUE NORTH OF SW MONTGOMERY DRIVE - NORTH POINT

Score: 7.5

Tier: II

Description: The 1990 Scenic Resources ESEE placed a viewpoint along the northern edge of this property, acknowledging that the property would develop but that a view of Mt St Helens should be retained. Today, overgrown vegetation on the northern portion of the property significantly interferes with the view; however, glimpses of all three mountains (St Helens, Adams and Hood) are visible from this location and, were the vegetation to be managed, there could be a clear view of all three mountains. As it is, there's a much clearer view of Mt St Helens and Mt Adams just south of this property (see CCSW16), though Mt Hood is not visible from that location and the view looks across a different property. This original viewpoint is on SW Vista Avenue north of SW Montgomery Drive and north of the development on the property; it is not a highly trafficked or accessible part of Portland.



Primary Focal Feature(s): Mt St Helens, Mt Hood

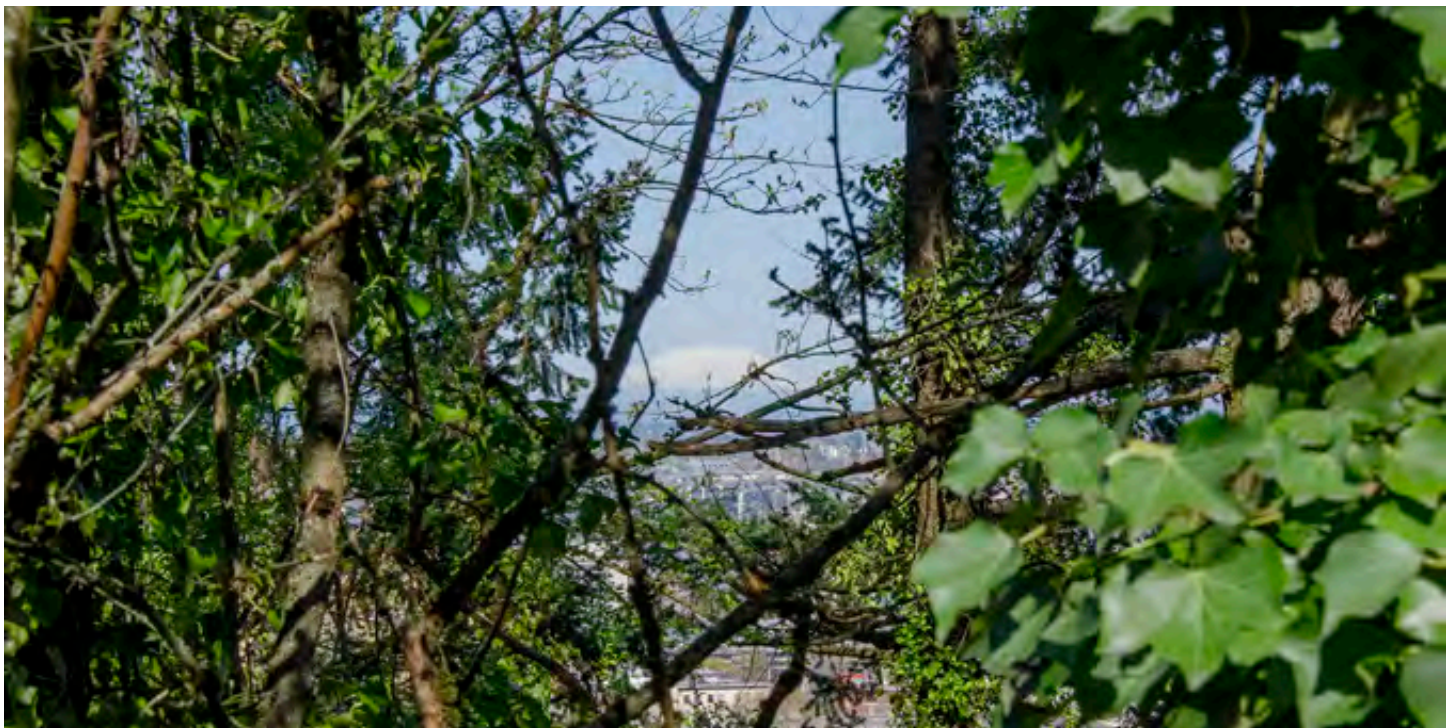
Secondary Focal Feature(s): Mt Adams

RANKINGS:

Universal Scenic Quality:	7.5	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	5.86	Local Features:	5.86
Vegetation:	3.71	Iconic:	6.43
Horizon/Ridgetops:	4.71	Depth:	6.43
Water:	0.86	Scope:	4.29



View of Mt St Helens from SW Vista Avenue north of SW Montgomery Drive



Viewpoint at SW Vista Avenue north of SW Montgomery Drive



View of Mt Hood from SW Vista Avenue north of SW Montgomery Drive

Viewpoint Amenities

- Guardrail

Access

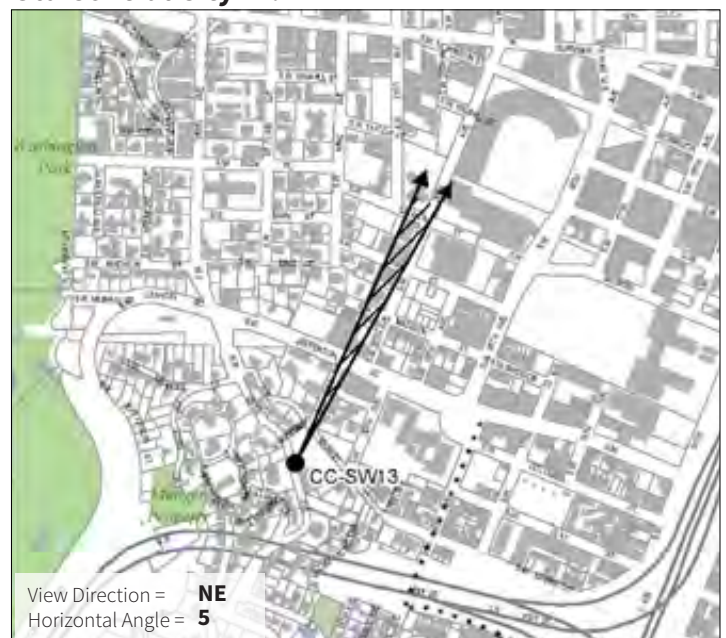
- Street/Auto
- Sidewalk
- No bike lane
- Transit stop
- Limited parking

Management Considerations

- Overgrown vegetation is encroaching on the view from all sides; vegetation management could open up the view significantly.
- Development constrains the view on the right.
- This is the original viewpoint from the northern part of the property; there's a similar view from just south of this property that offers a clearer view with less discordant vegetation (see CCSW16).

Old SRI ID: VP23-27

Old Central City ID:



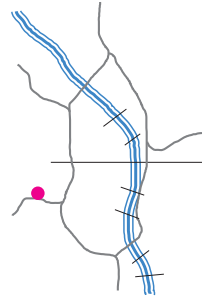
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW14: SW MARKET STREET DRIVE ABOVE SW 20TH AVENUE

Score: 3.8

Tier: III

Description: This view, taken from the top of the stairs connecting SW Market Street Drive to SW 20th Avenue, includes views of Mt St Helens, the Downtown skyline, and the eastern foothills. The view also has many discordant elements, particularly the aboveground utilities and vegetation. A building on the right and vegetation on both sides further constrain the view. This view is in Tier III because there are many discordant elements in the foreground and few prominent focal features. This viewpoint is not located in a highly trafficked or accessible part of Portland.



Primary Focal Feature(s): Mt St Helens

Secondary Focal Feature(s): Downtown skyline, eastern foothills, Mt Adams

RANKINGS:

Universal Scenic Quality:	3.3	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	2.14	Local Features:	2.00
Vegetation:	0.71	Iconic:	2.43
Horizon/Ridgetops:	0.57	Depth:	1.71
Water:	0.00	Scope:	1.14



View from SW Market Street Drive above SW 20th Avenue



Viewpoint at SW Market Street Drive above SW 20th Avenue



View from SW Market Street Drive above SW 20th Avenue

Viewpoint Amenities

- Guardrail

Access

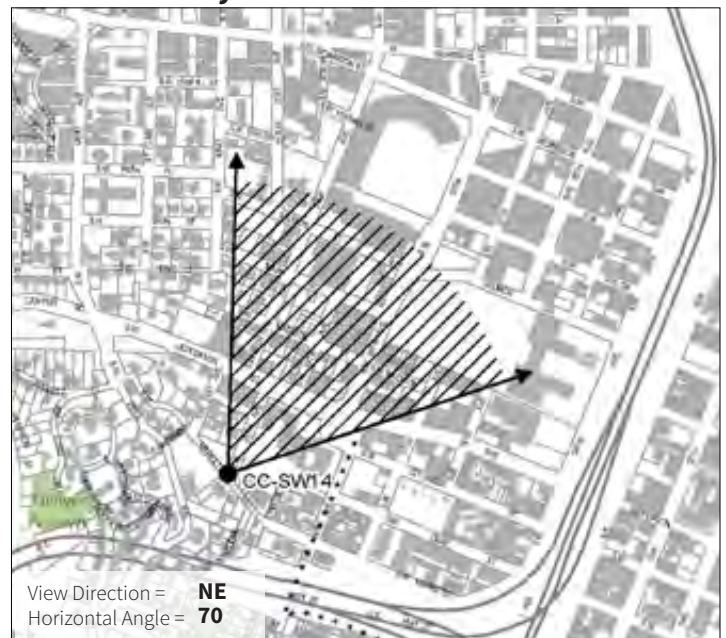
- Street/Auto
- Sidewalk
- Stairs connect down to SW 20th Avenue
- No bike lane
- No transit
- Adjacent parking

Management Considerations

- Vegetation encroaches on the view; vegetation management could open up the view.
- Overhead utility lines are discordant to this view; underground utility placement could improve the view.
- Development constrains the view on the right.

Old SRI ID: VC23-28

Old Central City ID:



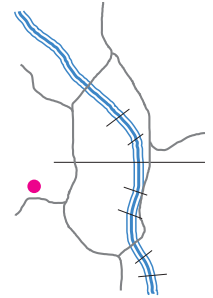
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW15: VISTA BRIDGE - EAST SIDE, CENTER

Score: 9.5

Tier: I

Description: This is a view of Mt Hood and the Downtown skyline from Vista Bridge. Development partially blocks Mt Hood. Currently, a chain-link safety fence interferes with the scenic quality of the view and blocks access to the two pedestrian bump-outs with benches. Historically, the bridge had a lower, concrete guardrail with two bench bump-outs built into each side of the bridge.



Primary Focal Feature(s): Mt Hood, Downtown skyline

Secondary Focal Feature(s): Eastern foothills

RANKINGS:

Universal Scenic Quality:	8.0	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	8.14	Local Features:	8.00
Vegetation:	4.86	Iconic:	8.43
Horizon/Ridgetops:	6.57	Depth:	8.00
Water:	0.00	Scope:	4.71



Eastern foothills



Viewpoint on Vista Bridge east side



View from Vista Bridge east side

Viewpoint Amenities

- Bench bump-outs (currently blocked by chain-link fence)
- Safety fence

Access

- Street/Auto
- Sidewalk
- No bike lane
- Transit stop
- No parking

Management Considerations

- The chain-link fence is highly discordant and blocks access to the bridge’s viewing benches; removal of the chain-link fence would restore access to the viewing benches and improve the view.
- Staff were unable to take a panoramic photo due to the interfering fence.
- Vegetation is encroaching on the view from the right; vegetation management could open up the view.
- Development partially obscures Mt Hood.

Old SRI ID: VM23-18

Old Central City ID:



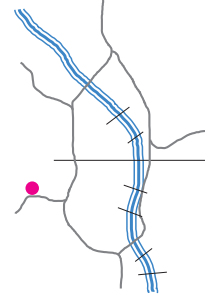
SCENIC RESOURCES INVENTORY | EXTRAPOLATED UPLAND VIEW

CCSW16: SW VISTA AVENUE NORTH OF SW MONTGOMERY DRIVE - ABOVE STAIRS

Score: N/A

Tier: I

Description: This view is of Mt St Helens, Mt Adams and the Central City West skyline, with the U.S. Bancorp Tower particularly prominent, though partially obscured by vegetation, even during leaf-off. Nearby buttes and the eastern foothills are also visible in the background. Vegetation prevents the view from opening up to the right; vegetation management could enhance the view. This viewpoint is on SW Vista Avenue at the top of the public staircase just north of SW Montgomery Drive; it is not a highly trafficked or accessible part of Portland. This view has less discordant vegetation than the view from the nearby historically designated viewpoint just north of here (see CCSW13).



Primary Focal Feature(s): Mt St Helens, Central City West skyline

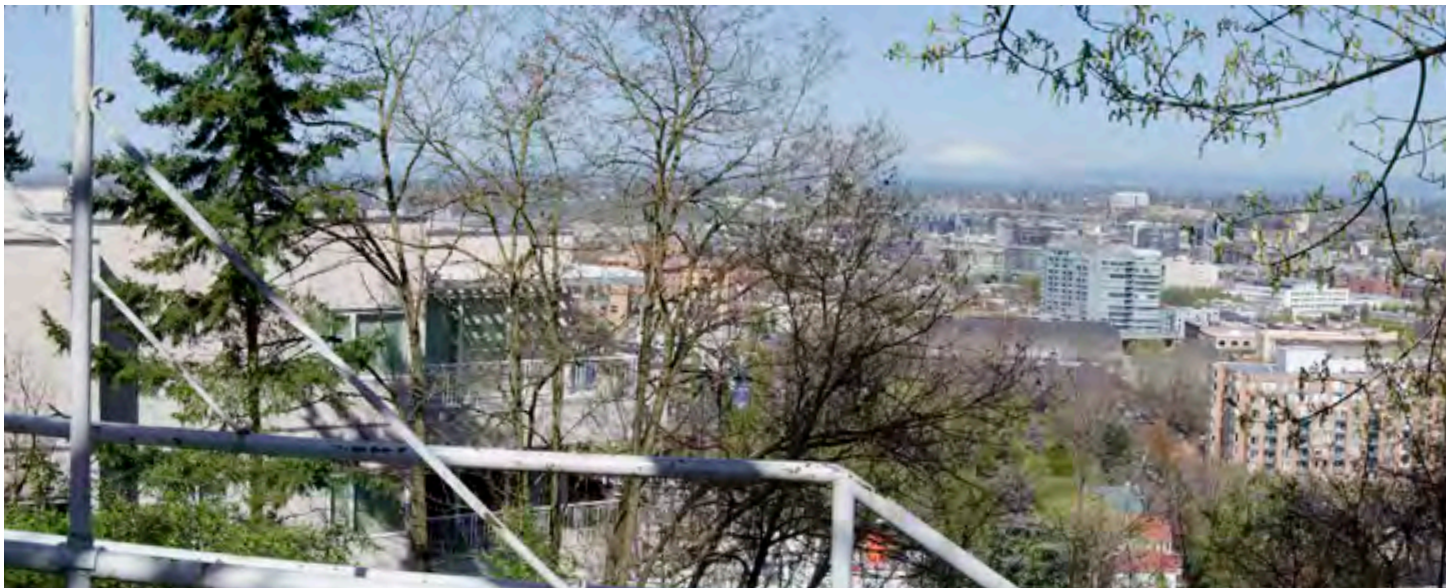
Secondary Focal Feature(s): Mt Adams, eastern foothills

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares characteristics of high rated upland views: view of mountains, 3 distance zones, superior viewer position, panorama.



View from SW Vista Avenue north of SW Montgomery Drive at the top of the public staircase



Viewpoint at SW Vista Avenue north of SW Montgomery Drive



Mt Adams from SW Vista Avenue north of SW Montgomery Drive

Viewpoint Amenities

- Guardrail

Management Considerations

- Vegetation is encroaching on the view; vegetation management could open up the view.

Access

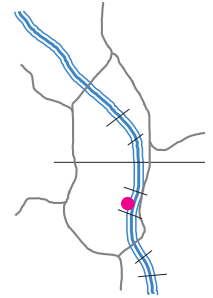
- Street/Auto
- Sidewalk
- Stairs
- No bike lane
- Transit stop
- Limited parking

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW17: GREENWAY TRAIL WEST - AT SALMON STREET SPRINGS



Group: B

Description: Located at the Salmon Street Springs fountain, this view looks out across the Willamette River to Mt Hood. The Hawthorne Bridge is visible to the right and the Morrison Bridge to the left. The vegetation on the east side, including the conical conifers and Mt Tabor, also contributes to the scenic quality of this view. Tall light fixtures along Interstate 5 partially obstruct the view of Mt Hood and the Interstate 5/Interstate 84 interchange also detracts from the scene. This developed viewpoint is quite large and includes upper and lower paths separated by a railing, a curved staircase, and the approach from Salmon Springs. It has two telescopes, educational signs, and a wide, amphitheater staircase where a viewer can sit and take in the view. The viewpoint is on a highly trafficked and accessible section of the Greenway Trail in Tom McCall Waterfront Park.

Primary Focal Feature(s): Willamette River, Mt Hood, Hawthorne Bridge

Secondary Focal Feature(s): Morrison Bridge, riverbank, Mt Tabor

RANKINGS:

Universal Scenic Quality:	5.4	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	1

CONTRIBUTING FACTORS:

Skyline:	1.86	Water:	4.43
Vegetation:	2.57	Local Features:	5.43
Horizon/Ridgetops:	2.57	Iconic:	6.00



View from Greenway Trail at Salmon Street Springs



Viewpoint along Greenway Trail at Salmon Street Springs



Salmon Street Springs

Viewpoint Amenities

- Platform
- Amphitheater-style staircase
- Telescopes
- Lighting
- Educational signs
- Guardrail

Access

- Formal trail
- Dock (Portland Spirit)
- No transit stop
- Limited parking

Management Considerations

- Adjacency of this viewpoint to Salmon Street Springs and the Portland Spirit loading dock results in a very high amount of traffic.
- This viewpoint has multiple vantage points from which to enjoy the view.
- Additional amenities, such as benches closer to the water, could enhance the viewer’s experience.

Old SRI ID: VM24-45, VB24-31

Old Central City ID: CCPV18



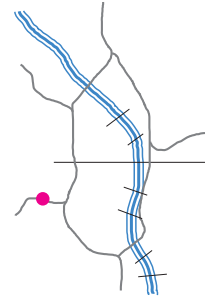
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW18: SW MILL STREET TERRACE

Score: 6.0

Tier: II

Description: This view looks out over the Downtown skyline from SW Mill Street Terrace. The eastern foothills create a scenic backdrop and Mt Hood is visible behind the skyline, though almost entirely blocked by development and, therefore, not a major contributing factor to the quality of this view. A large bigleaf maple blocks the northern part of the skyline on the left, though the view may open up during leaf-off. The chain-link fence in the foreground is discordant. This viewpoint is not easily accessible; it's difficult to find and located on a dead-end street with no sidewalk and only one parking spot.



Primary Focal Feature(s): Downtown skyline

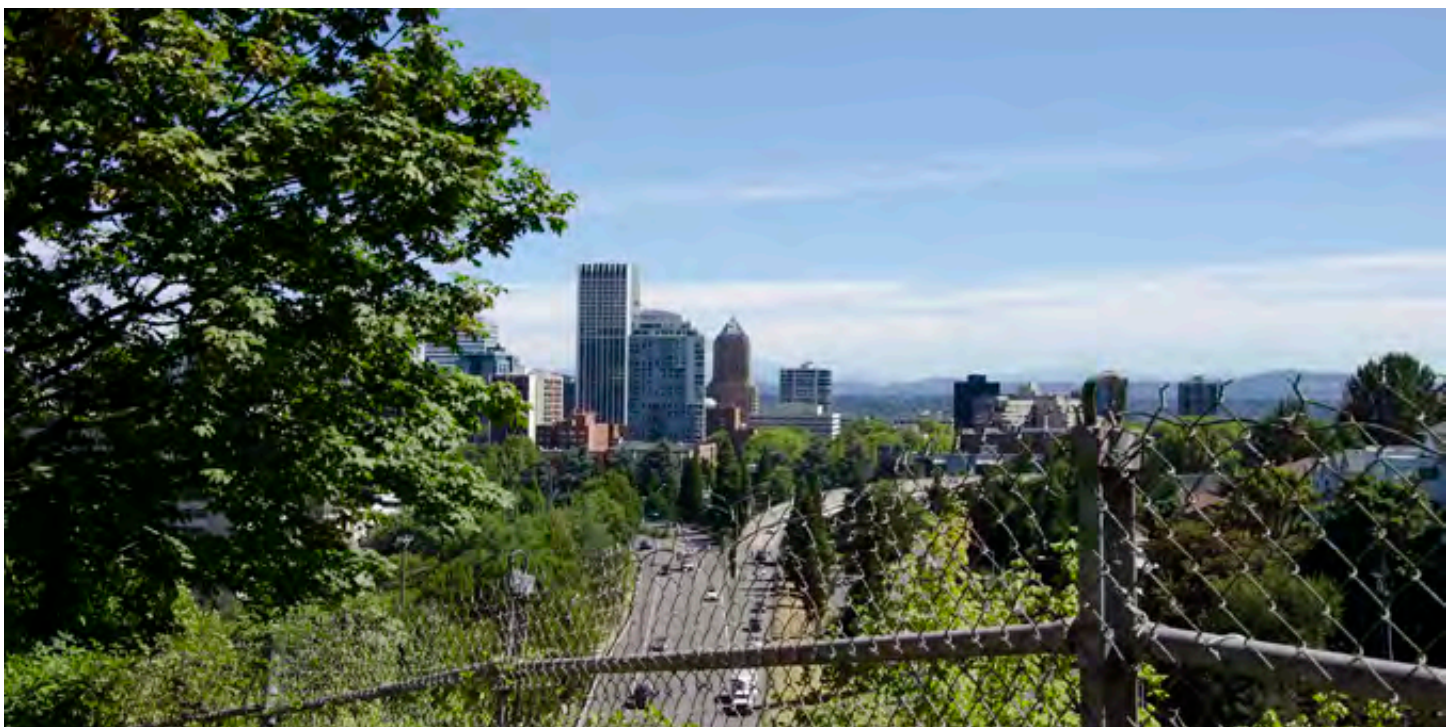
Secondary Focal Feature(s): Eastern foothills, Mt Hood, South Downtown/University District skyline

RANKINGS:

Universal Scenic Quality:	6.0	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	5.71	Local Features:	5.14
Vegetation:	2.14	Iconic:	5.86
Horizon/Ridgetops:	3.14	Depth:	4.57
Water:	0.00	Scope:	3.86



View from SW Mill Street Terrace



View from SW Mill Street Terrace



Parking spot at SW Mill Street Terrace

Viewpoint Amenities

- Guardrail

Management Considerations

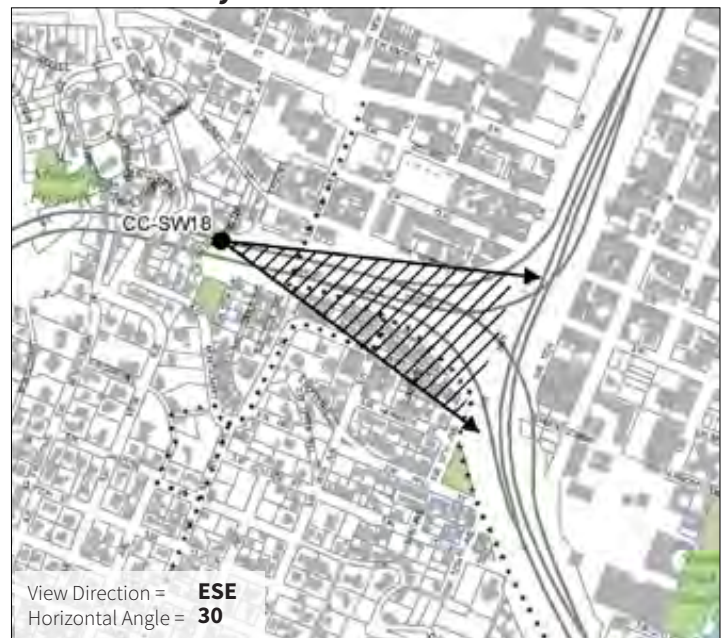
- This viewpoint is very difficult to access; there's no sidewalk or bike lane and only one parking space.

Access

- Street/Auto
- No sidewalk
- No bike lane
- No transit stop
- One adjacent parking spot

Old SRI ID: VC22-26

Old Central City ID:

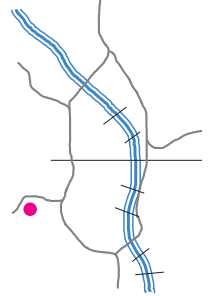


CCSW19: SW MONTGOMERY DRIVE NORTH OF SW CARTER LANE

Score: N/A

Tier: II

Description: This view from SW Montgomery Drive looks out over Downtown to Mt Hood and the eastern foothills. The Wells Fargo Center, KOIN Center, and Park Avenue West Tower are all visible. Currently, the view is mostly obscured by overgrown vegetation, even during leaf-off (during leaf-on, the view is completely obscured); however, vegetation management could restore the view. There is a similar but less obscured view just to the south of this historically designated viewpoint but it overlooks private property. The viewpoint is located in the West Hills and is not easily accessible.



Primary Focal Feature(s): Downtown skyline

Secondary Focal Feature(s): Mt Hood, eastern foothills

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares characteristics with high rated upland views (superior viewer position, multiple distance zones, focal features, skyline view) but significant overgrown vegetation obscures view.



Mostly obscured view from SW Montgomery Drive north of SW Carter Lane, taken during leaf-off



Viewpoint at SW Montgomery Drive north of SW Carter Lane



Obscured view from SW Montgomery Drive, north of SW Carter Lane (leaf-off)

Viewpoint Amenities

- Guardrail

Management Considerations

- Overgrown vegetation mostly blocks the view even during leaf-off; vegetation management could restore a view of Mt Hood and the Downtown skyline.

Access

- Street/Auto
- Sidewalk
- No bike lane
- No transit stop
- Adjacent parking

Old SRI ID: VC23-30

Old Central City ID:

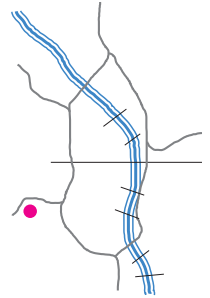


CCSW21: SW MONTGOMERY DRIVE AT FRANK L KNIGHT CITY PARK

Score: N/A

Tier: II

Description: This view from SW Montgomery Drive at Frank L Knight City Park looks out over the Central City to Mt Hood and Mt St Helens. The U.S. Bancorp Tower, Wells Fargo Center, KOIN Center, and Park Avenue West Tower (under construction) are all visible. Currently, the view is mostly obscured by overgrown vegetation, even during leaf-off (during leaf-on, the view is completely obscured); however, vegetation management could restore the view. This undeveloped viewpoint is located in the West Hills and is not easily accessible due to the lack of a sidewalk or bike lane and limited parking nearby.



Primary Focal Feature(s): Mt St Helens

Secondary Focal Feature(s): Fremont Bridge, Downtown skyline, Mt Hood

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares characteristics with high rated upland views (multiple distance zones, focal features, elevated viewpoint, view of mountain, view of skyline) but significant overgrown vegetation obscures view.



Mostly obscured view from SW Montgomery Drive north of SW Carter Lane, taken during leaf-off



Viewpoint at SW Montgomery Drive and Frank L Knight City Park



View from SW Montgomery Drive at Frank L Knight City Park (leaf-off)

Viewpoint Amenities

- Guardrail

Management Considerations

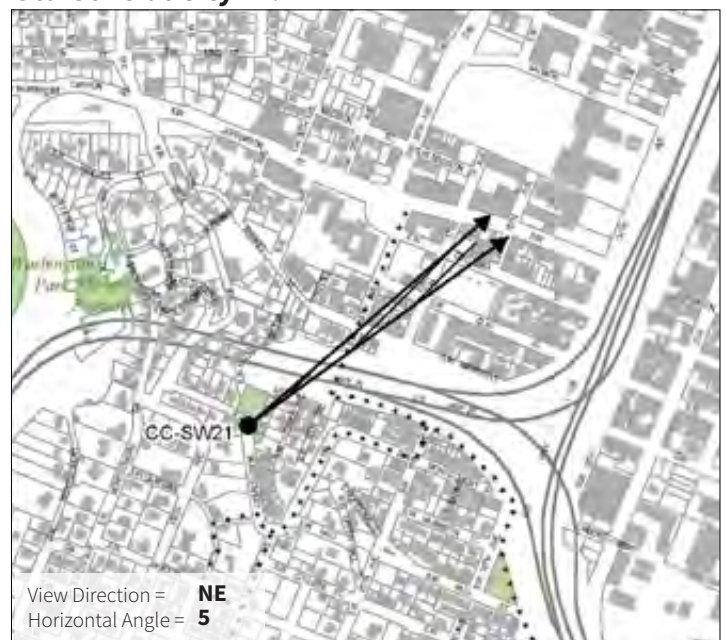
- Overgrown vegetation mostly obscures the view even during leaf-off; vegetation management could restore a view of Mt Hood, Mt St Helens, and the Downtown skyline.

Access

- Street/Auto
- No sidewalk
- No bike lane
- Transit stop
- Limited adjacent parking

Old SRI ID: VC23-29

Old Central City ID:

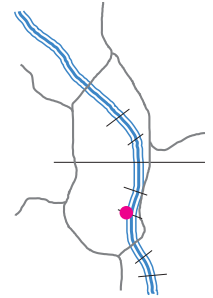


SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW23: HAWTHORNE BRIDGE - NORTH SIDE, WEST

Group: B

Description: This panoramic view from the north side of the Hawthorne Bridge includes views of the Willamette River, Waterfront Park, the Downtown skyline, the Morrison and Steel Bridges, the Convention Center spires, Lloyd District, and a glimpse of Mt Adams and Mt Hood. The Hawthorne Bridge has a relatively wide bike/ped path and there is striping to separate bikes from pedestrians on the bridge approach; however, the striping does not continue across the actual bridge. Currently, the bridge does not have any pedestrian refuges from which to enjoy a view.



Primary Focal Feature(s): Willamette River, Convention Center spires, Downtown skyline, Waterfront Park

Secondary Focal Feature(s): Morrison Bridge, Steel Bridge, Mt Hood, Mt Tabor, Lloyd District

RANKINGS:

Universal Scenic Quality:	5.9	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	4.00	Water:	4.57
Vegetation:	3.00	Local Features:	5.86
Horizon/Ridgetops:	0.00	Iconic:	6.29



View from Hawthorne Bridge north side west of center



Viewpoint on Hawthorne Bridge north side west of center



Historic view from Hawthorne Bridge north side west of center

Viewpoint Amenities

- Guardrail (between sidewalk and river)

Access

- Street/Auto
- Sidewalk
- No pedestrian refuges or separated bike/ped lanes
- No transit stop
- No parking

Management Considerations

- One can see Mt Hood and Mt Adams on a clear day.
- This viewpoint feels unsafe; there are no separated bike/ped lanes (beyond the bridge entry), no guardrail between the sidewalk and automobile/bus traffic, and no pedestrian refuges.
- Striping to separate bike and ped lanes, a guardrail between the sidewalk and auto/bus traffic, or other viewpoint amenities could be added to enhance the viewer's experience.
- Without a full redevelopment of the bridge, it would be difficult to add major viewpoint amenities such as pedestrian refuges.

Old SRI ID: VB24-37

Old Central City ID:



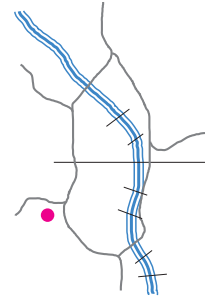
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW24: SW UPPER HALL STREET HAIRPIN TURN

Score: 9.0

Tier: I

Description: This viewpoint offers one of the most expansive views of the Central City skyline from within the Central City. It provides a wide panorama with views of Northwest Portland, the Downtown skyline, Mt Hood, Mt St Helens, Mt Adams, the Fremont Bridge, and the eastern foothills. The U.S. Bancorp Tower, Wells Fargo Center, Park Avenue West Tower (under construction), and KOIN Center are all visible. Vegetation is beginning to encroach from the bottom of the view and, without proper maintenance, may continue to impact this view further. Viewpoint access is limited due to its remote location, lack of parking, bike lanes, or transit access, and incomplete sidewalk.



Primary Focal Feature(s): Mt St Helens, Mt Hood, Downtown skyline

Secondary Focal Feature(s): Eastern foothills, Fremont Bridge, Mt Adams, Mt Tabor

RANKINGS:

Universal Scenic Quality:	9.0	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	8.29	Local Features:	8.14
Vegetation:	3.14	Iconic:	9.00
Horizon/Ridgetops:	6.86	Depth:	9.29
Water:	0.00	Scope:	9.57



View from SW Upper Hall Street



Viewpoint at SW Upper Hall Street



View from SW Upper Hall Street

Viewpoint Amenities

- Guardrail

Access

- Street/Auto
- Partial sidewalk
- No bike lane
- No transit stop
- Limited adjacent parking

Management Considerations

- Vegetation is beginning to encroach on this view, particularly from the bottom; vegetation management could open up this view.
- Development constrains the view on the right.
- The sidewalk ends just north of this viewpoint.
- Additional amenities, such as a bench, could enhance the viewer's experience.

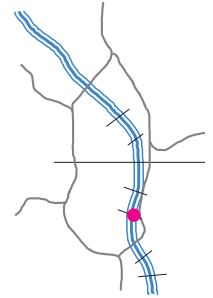
Old SRI ID: VP24-01

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW25: HAWTHORNE BRIDGE - SOUTH SIDE, CENTER



Group: B

Description: This view from the south side of the Hawthorne Bridge looks up (south) the Willamette River to the Marquam Bridge. Tilikum Crossing is also visible further upriver. Interstate 5 dominates the left side and detracts from the scenic quality of the view. On the right are views of South Waterfront, Riverplace Marina, the West Hills, Hawthorne Bowl, and the Downtown skyline. The Hawthorne Bridge is highly trafficked but lacks a guardrail between the bike/ped path and automobile traffic lanes. There's a relatively wide bike/ped path with striping to separate bikes from pedestrians on the bridge approach; however, the striping does not continue across the actual bridge. There are no pedestrian refuges from which to stop and enjoy the view.

Primary Focal Feature(s): Willamette River, Downtown skyline

Secondary Focal Feature(s): Marquam Bridge, Riverplace Marina, West Hills, Tilikum Crossing, South Downtown/University District skyline

RANKINGS:

Universal Scenic Quality:	6.4	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	5.43	Water:	6.14
Vegetation:	4.29	Local Features:	5.43
Horizon/Ridgetops:	3.86	Iconic:	6.00



View from Hawthorne Bridge south side center



Viewpoint on Hawthorne Bridge south side center



View from Hawthorne Bridge south side center

Viewpoint Amenities

- Guardrail (between sidewalk and river)

Access

- Street/Auto
- Sidewalk
- No pedestrian refuges or separated bike/ped lanes (at center of bridge)
- No transit stop
- No parking

Management Considerations

- This viewpoint feels unsafe; there are no separated bike/ped lanes (beyond the bridge entry), no guardrail between the sidewalk and automobile/bus traffic, and no pedestrian refuges.
- Striping to separate bike and ped lanes, a guardrail between the sidewalk and auto/bus traffic, or other viewpoint amenities could be added to enhance the viewer's experience.
- Without a full redevelopment of the bridge, it would be difficult to add major viewpoint amenities such as pedestrian refuges.

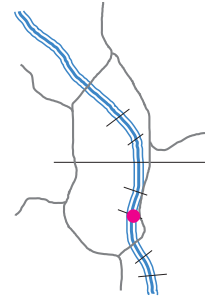
Old SRI ID:

Old Central City ID: CCPV15



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW26: HAWTHORNE BRIDGE - NORTH SIDE, CENTER



Group: B

Description: This view, taken from the center of the north side of the Hawthorne Bridge, looks down (north) the Willamette River toward the Morrison Bridge, which is flanked on either side by the Steel Bridge towers and Convention Center spires. The inner southeast is on the right but does not contribute significantly to the scenic quality of the view. On the left is Waterfront Park and the Downtown skyline. On a clear day, Mt Hood is visible, as well as glimpses of Mt St Helens and Mt Adams. The Hawthorne Bridge is highly trafficked but lacks a guardrail between the bike/ped path and automobile traffic lanes. There's a relatively wide bike/ped path with striping to separate bikes from pedestrians on the bridge approach; however, the striping does not continue across the actual bridge. There are no pedestrian refuges from which to stop and enjoy the view.

Primary Focal Feature(s): Willamette River, Downtown skyline

Secondary Focal Feature(s): Morrison Bridge, Convention Center spires, Waterfront Park, Mt Hood, Mt Tabor, Lloyd District, Steel Bridge

RANKINGS:

Universal Scenic Quality:	5.9	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	5.43	Water:	4.57
Vegetation:	3.29	Local Features:	4.43
Horizon/Ridgetops:	0.14	Iconic:	6.00



View from Hawthorne Bridge north side center



Viewpoint on Hawthorne Bridge north side center



View from Hawthorne Bridge north side center

Viewpoint Amenities

- Guardrail (between sidewalk and river)

Access

- Street/Auto
- Sidewalk
- No pedestrian refuges or separated bike/ped lanes (at center of bridge)
- No transit stop
- No parking

Management Considerations

- Mt Hood, Mt Adams, and Mt St Helens are visible on a clear day.
- This viewpoint feels unsafe; there are no separated bike/ped lanes, no guardrail between the sidewalk and automobile/bus traffic, and no pedestrian refuges.
- Striping to separate bike and ped lanes, a guardrail between the sidewalk and auto/bus traffic, or other viewpoint amenities could be added to enhance the viewer's experience.
- Without a full redevelopment of the bridge, it would be difficult to add major viewpoint amenities such as pedestrian refuges.

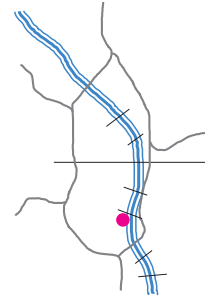
Old SRI ID:

Old Central City ID: CCPV16



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW27: GREENWAY TRAIL WEST - NORTH OF THE HAWTHORNE BOWL



Group: B

Description: The Hawthorne Bridge and Willamette River are the primary elements in this view. While not shown in the panoramic photo due to lens constraints, the full extent of the Hawthorne Bridge can be seen from this viewpoint. The Marquam Bridge, Ross Island Bridge, Tilikum Crossing, Riverplace Marina, and South Waterfront are visible in the distance. This is a developed viewpoint in a highly trafficked area between the Hawthorne Bridge and Hawthorne Bowl. It includes educational signage and a telescope as well as a large platform from which to take in the view. There is also a large planter seating wall, though it is set back from the river's edge. The original viewpoint was located toward the north end of the grassy area of the Bowl; this viewpoint was relocated to the developed viewpoint just north of the Bowl.

Primary Focal Feature(s): Willamette River, Hawthorne Bridge

Secondary Focal Feature(s): Marquam Bridge, Riverplace Marina, Tilikum Crossing, Ross Island Bridge, South Waterfront, Hawthorne Bowl

RANKINGS:

Universal Scenic Quality:	4.7	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	1

CONTRIBUTING FACTORS:

Skyline:	0.43	Water:	4.00
Vegetation:	1.29	Local Features:	4.71
Horizon/Ridgetops:	0.29	Iconic:	4.86



View from Greenway Trail north of Hawthorne Bowl



Viewpoint along Greenway Trail north of Hawthorne Bowl



View from Greenway Trail north of Hawthorne Bowl

Viewpoint Amenities

- latriform
- Telescope
- Educational sign
- Seating wall
- Guardrail
- Lighting

Access

- Formal trail
- Transit stop
- No parking

Management Considerations

- This is a developed viewpoint but the seating wall is removed from the river’s edge; benches nearer to the water could enhance the viewer’s experience.

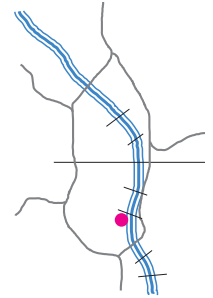
Old SRI ID: VB24-24 (Relocated)

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW28: HAWTHORNE BOWL - PALM TREE PLANTER



Group: B

Description: Located at the planter at the top of the Hawthorne Bowl, this developed viewpoint includes views of the grassy area of the Bowl, Willamette River, and Hawthorne and Marquam Bridges. Ross Island Bridge and Tilikum Crossing are visible in the distance. Mt Hood is also visible, though almost entirely blocked by Interstate 5. However, due to the relatively raised elevation of this viewpoint as one of the highest along the Greenway Trail, it has the potential to offer a great view of Mt Hood should I-5 ever be relocated or sunk below grade. The Hawthorne Bowl is the site of many large public events, drawing local and regional users as well as tourists from afar. The original viewpoint was located in the center of the grassy area of the Bowl near the water; the viewpoint was relocated to the developed viewpoint by the planter at the top of the Bowl.

Primary Focal Feature(s): Willamette River, Hawthorne Bridge, Hawthorne Bowl

Secondary Focal Feature(s): Marquam Bridge, riverbank, Tilikum Crossing, Ross Island Bridge, Riverplace Marina, Mt Hood

RANKINGS:

Universal Scenic Quality:	4.7	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	0.00	Water:	3.14
Vegetation:	3.14	Local Features:	4.43
Horizon/Ridgetops:	0.14	Iconic:	4.86



View from Hawthorne Bowl



Viewpoint at Hawthorne Bowl



Historic view from Hawthorne Bowl

Viewpoint Amenities

- Seating wall
- Lighting
- Amphitheater-style staircase

Access

- Auto/Street
- Formal trail
- Transit stop
- No parking

Management Considerations

- The Hawthorne Bowl draws large crowds during events.
- Vegetation partially blocks views of the Hawthorne and Marquam Bridges as well as Riverplace Marina; vegetation management could open up the view.
- This superior (elevated) viewing location could offer one of the best views of Mt Hood from the Greenway Trail if I-5 is ever relocated/sunken.

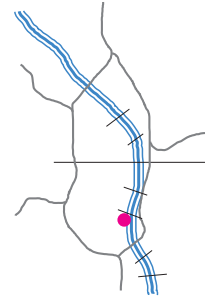
Old SRI ID: VB24-35 (Relocated)

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW29: GREENWAY TRAIL WEST - AT SW CLAY STREET



Group: B

Description: This viewpoint is located off the Greenway Trail at SW Clay Street. The Willamette River, Hawthorne Bridge, and Riverplace Marina are the primary features of the view. The Marquam Bridge and Tilikum Crossing are also visible. Though the viewpoint is just south of Tom McCall Waterfront Park, its proximity to the Hawthorne Bowl and Riverplace development make it a highly trafficked area. The viewing platform has benches and a telescope. On a clear day, Mt Hood is visible, though mostly blocked by the Marquam Bridge/Interstate 5 and, therefore, not currently a major contributing factor to the quality of this view.

Primary Focal Feature(s): Willamette River, Hawthorne Bridge, Riverplace Marina

Secondary Focal Feature(s): Marquam Bridge, Tilikum Crossing

RANKINGS:

Universal Scenic Quality:	4.6	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	1

CONTRIBUTING FACTORS:

Skyline:	0.71	Water:	4.00
Vegetation:	1.14	Local Features:	4.57
Horizon/Ridgetops:	0.14	Iconic:	4.71



View from Greenway Trail at SW Clay Street



Viewpoint along Greenway Trail at SW Clay Street



Historic view from Greenway Trail at SW Clay Street

Viewpoint Amenities

- Platform
- Benches
- Telescope
- Lighting
- Guardrail

Access

- Formal trail
- Dock
- No transit stop
- No parking

Management Considerations

- The Marquam Bridge/I-5 blocks a potential view of Mt Hood.

Old SRI ID: VB24-34
Old Central City ID: CCPV14



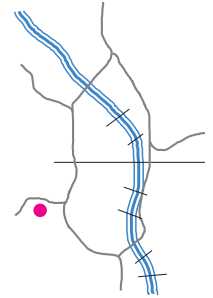
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW30: SW 18TH AVENUE AT SW CLIFTON STREET

Score: 2.8

Tier: III

Description: This is a view of Mt St Helens and the foothills over a small stretch of Central City skyline. Discordant elements dominate this view, particularly the mass of overhead utility lines in the center of the view and encroaching vegetation on the left and right. Vegetation management and underground utility placement could significantly open up this view. This view is in Tier III because there are many discordant elements in the foreground and few visible prominent focal features. This viewpoint is not located in a highly trafficked or accessible part of Portland.



Primary Focal Feature(s): Mt St Helens

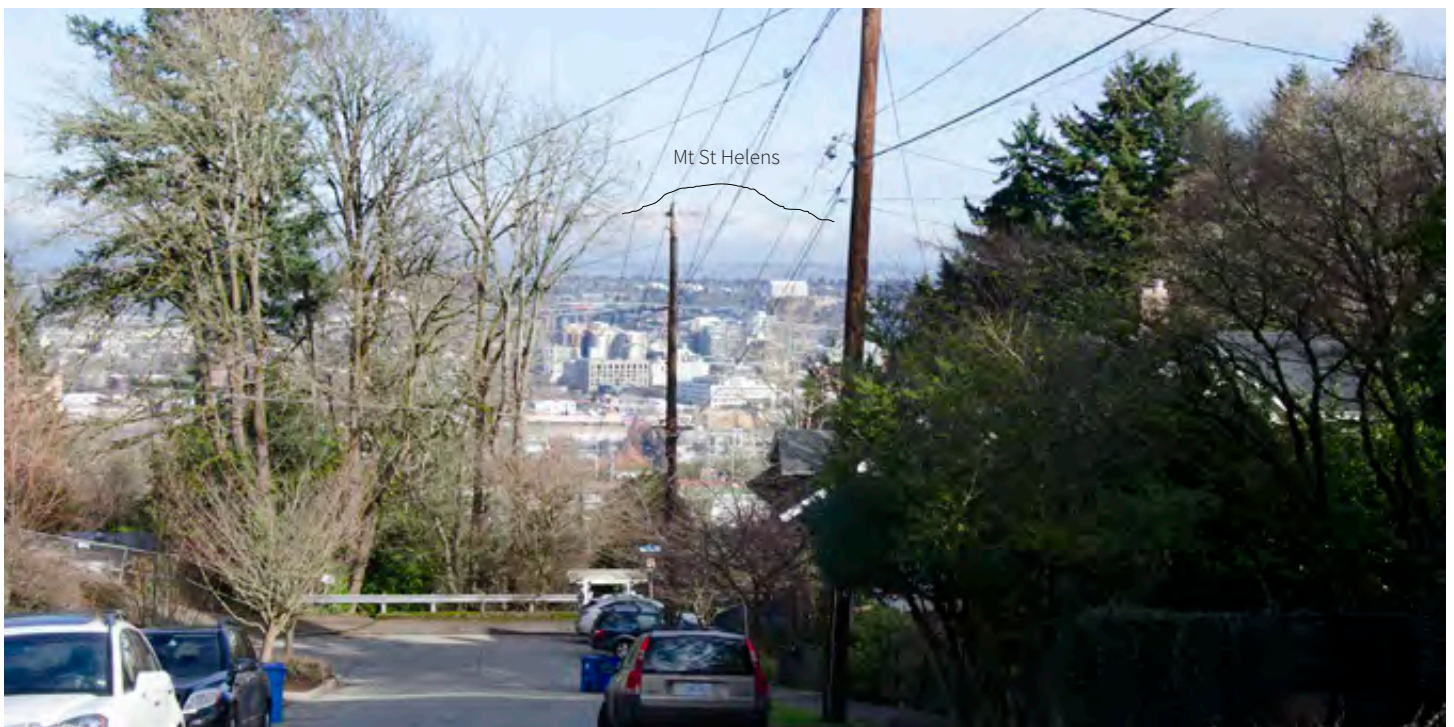
Secondary Focal Feature(s): Eastern foothills

RANKINGS:

Universal Scenic Quality:	2.8	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	0.14	Local Features:	2.57
Vegetation:	2.29	Iconic:	3.14
Horizon/Ridgetops:	2.43	Depth:	1.86
Water:	0.00	Scope:	1.86



View from SW 18th Avenue at SW Clifton Street, taken during leaf-off



Viewpoint at SW 18th Avenue and SW Clifton Street



View from SW 18th Avenue at SW Clifton Street, taken during leaf-on

Viewpoint Amenities

- None

Access

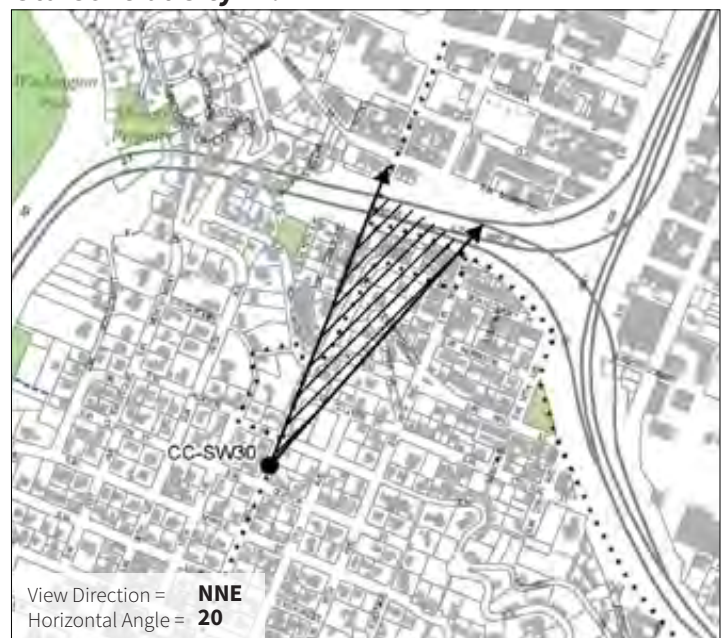
- Street/Auto
- Sidewalk
- No bike lane
- No transit stop
- Adjacent parking

Management Considerations

- Vegetation almost entirely blocks the view, particularly during leaf-on; vegetation management could open up the view.
- The powerlines are highly discordant; underground utility placement could enhance the view.
- The best vantage point is from the middle of the intersection which is not a safe place from which to take in a view; vegetation management of street trees and trees at the bottom of SW 18th Avenue could open up a clearer view from the NW corner.

Old SRI ID: VC23-31

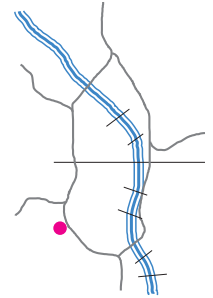
Old Central City ID:



CCSW31: SW CARDINELL DRIVE AT TOP OF STAIRS

Score: N/A

Tier: I



Description: This view from SW Cardinell Drive at the top of the staircase down to lower SW Cardinell Drive offers a panoramic view of the Central City skyline, including views of the Fremont Bridge, Park Avenue West Tower (under construction), U.S. Bancorp Tower, and Mt St Helens, on a clear day. The view is almost completely blocked by vegetation during leaf-on, though vegetation management could restore the view. There are also discordant utility lines cutting through the view. The viewpoint is adjacent to an undeveloped private property which offers a similar but less obstructed view. This viewpoint is not in a highly trafficked area of Portland and is difficult to access.

Primary Focal Feature(s): Mt St Helens

Secondary Focal Feature(s): Eastern foothills, Downtown skyline, Fremont Bridge

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares characteristics with high rated upland views: multiple distance zones, focal features, elevated viewpoint, view of mountain, natural vegetation.



View from SW Cardinell Drive, top of stairs, taken during leaf-off



Viewpoint at SW Cardinell Drive, top of stairs



Obscured view from SW Cardinell Drive, top of stairs, taken during leaf-on

Viewpoint Amenities

- None

Access

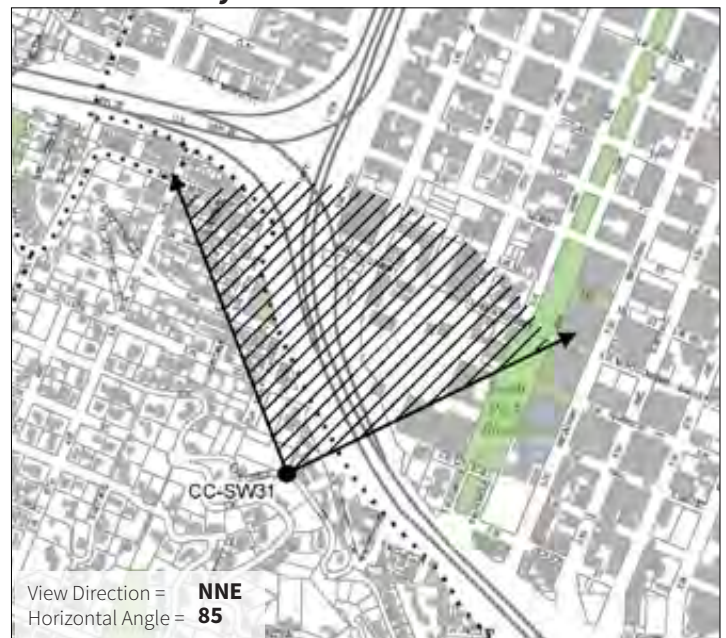
- Street/Auto
- Stairs
- No sidewalk
- No bike lane
- No transit stop
- Limited adjacent parking

Management Considerations

- The current view is obscured by vegetation, almost completely so during leaf-on; vegetation management could restore the view.
- A bench located by the top of the stairs could enhance the viewer's experience.
- Development of the adjacent undeveloped private property just west of this viewpoint will affect the view.

Old SRI ID: VC24-53

Old Central City ID:

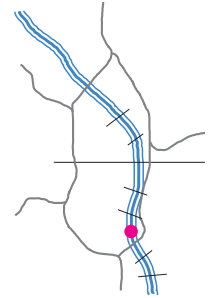


SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW32: RIVERPLACE SOUTH PUBLIC DOCK AT END OF DOCK, LOOKING NORTH

Group: B

Description: This viewpoint at the end of the public dock by the Newport Seafood Grill, places the viewer just above the water level, contributing to an intimate relationship between the viewer and the Willamette River. There are two views from this location – looking north and looking south (see next page). The Hawthorne Bridge, Riverplace Marina, and Downtown skyline constitute the main focal features of this northerly view. The end of the dock has been developed as a viewpoint and has a bench where one can sit and enjoy the view. The dock is only accessible by foot and the ramp down is likely not ADA compliant.



Primary Focal Feature(s): Willamette River, Hawthorne Bridge, Downtown skyline, Riverplace Marina

Secondary Focal Feature(s): Morrison Bridge, riverbank

RANKINGS:

Universal Scenic Quality:	6.6	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	5.57	Water:	5.43
Vegetation:	1.86	Local Features:	5.29
Horizon/Ridgetops:	0.00	Iconic:	6.86



View from end of Riverplace south public dock, looking north



Viewpoint at end of Riverplace south public dock



Historic view from end of Riverplace south public dock, looking NNW

Viewpoint Amenities

- Platform
- Bench
- Guardrail

Management Considerations

- This viewpoint is only accessible by foot; the steep ramp down is not ADA compliant
- This is one of the only inventoried viewpoints where the viewer is right on the water.

Access

- Sidewalk
- Dock
- No transit stop
- No parking

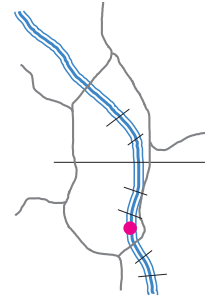
Old SRI ID: VB24-33, VC24-43

Old Central City ID: CCPV29



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW32: RIVERPLACE SOUTH PUBLIC DOCK AT END OF DOCK, LOOKING SOUTH



Group: B

Description: This viewpoint at the end of the public dock by the Newport Seafood Grill, places the viewer just above the water level, contributing to an intimate relationship between the viewer and the Willamette River. There are two views from this location – looking north (see previous page) and looking south. This southerly view includes the Marquam Bridge and Tilikum Crossing, with Ross Island Bridge in the distance. South Waterfront development, OMSI, and the Opera House are also visible. The end of the dock has been developed as a viewpoint and has a bench where one can sit and enjoy the view. The dock is only accessible by foot and the ramp down is likely not ADA compliant.

Primary Focal Feature(s): Willamette River, Marquam Bridge

Secondary Focal Feature(s): Tilikum Crossing, Ross Island Bridge, riverbank

RANKINGS:

Universal Scenic Quality:	4.6	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	1.29	Water:	4.00
Vegetation:	1.71	Local Features:	3.86
Horizon/Ridgetops:	0.29	Iconic:	4.43



View from end of Riverplace south public dock, looking south



Viewpoint at end of Riverplace south public dock



View from end of Riverplace south public dock

Viewpoint Amenities

- Platform
- Bench
- Guardrail

Management Considerations

- This viewpoint is only accessible by foot; the steep ramp down is not ADA compliant.
- This is one of the only inventoried viewpoints where the viewer is right on the water.

Access

- Sidewalk
- Dock
- No transit stop
- No parking

Old SRI ID: VB24-09
Old Central City ID: CCPV29



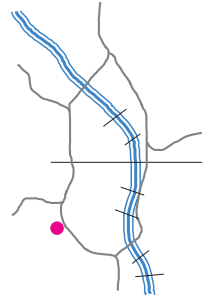
SCENIC RESOURCES INVENTORY | EXTRAPOLATED UPLAND VIEW

CCSW33: SW RIVINGTON DRIVE

Score: N/A

Tier: I

Description: Historically, the viewpoint on SW Rivington Drive offered panoramic views of Mt St Helens, Mt Hood, and the Downtown skyline. The Wells Fargo Center, U.S. Bancorp Tower, KOIN Center, and Park Avenue West Tower (under construction) are all visible. Currently, the view is completely obscured during leaf-on; during leaf-off, views of the mountains and Downtown skyline are interspersed with tree trunks and branches, though the key focal features are all still visible. This viewpoint is not located in a highly trafficked area of Portland and is difficult to access.



Primary Focal Feature(s): Mt Hood, Mt St Helens, Downtown skyline

Secondary Focal Feature(s): Eastern foothills, South Waterfront, Fremont Bridge

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares characteristics with high rated upland views: panoramic view, superior viewer position, focal features, view of mountains, skyline view, 3 distance zones.



View from SW Rivington Drive



Viewpoint at SW Rivington Drive



Google Street View from SW Rivington Drive (May 2009)

Viewpoint Amenities

- Guardrail

Access

- Street/Auto
- No sidewalk
- No bike lane
- No transit stop
- One adjacent parking spot

Management Considerations

- The current view is completely obscured by vegetation during leaf-on and partially obscured during leaf-off; vegetation management could restore a panoramic view.
- Google Street View from May 2009 reveals an expansive panoramic view with the Downtown skyline, Fremont Bridge, and eastern foothills as focal features.
- Development of the undeveloped private property below will affect this view.

Old SRI ID: VC24-54

Old Central City ID:

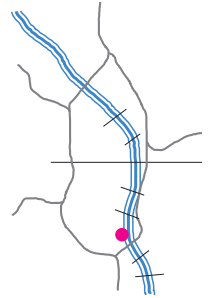


CCSW34: LOVEJOY FOUNTAIN

Score: N/A

Tier: I

Description: This view of Mt Hood is taken from the top of the Lovejoy Fountain. Mt Hood is framed by large trees on either side which could begin to encroach on the view if they continue to grow laterally. Development in the mid-ground is blocking the bottom of Mt Hood. The fountain in the foreground provides visual interest, particularly when it is on. Lovejoy Fountain is located on a pedestrian walkway and receives a fair amount of foot traffic in the summer.



Primary Focal Feature(s): Mt Hood, Lovejoy Fountain

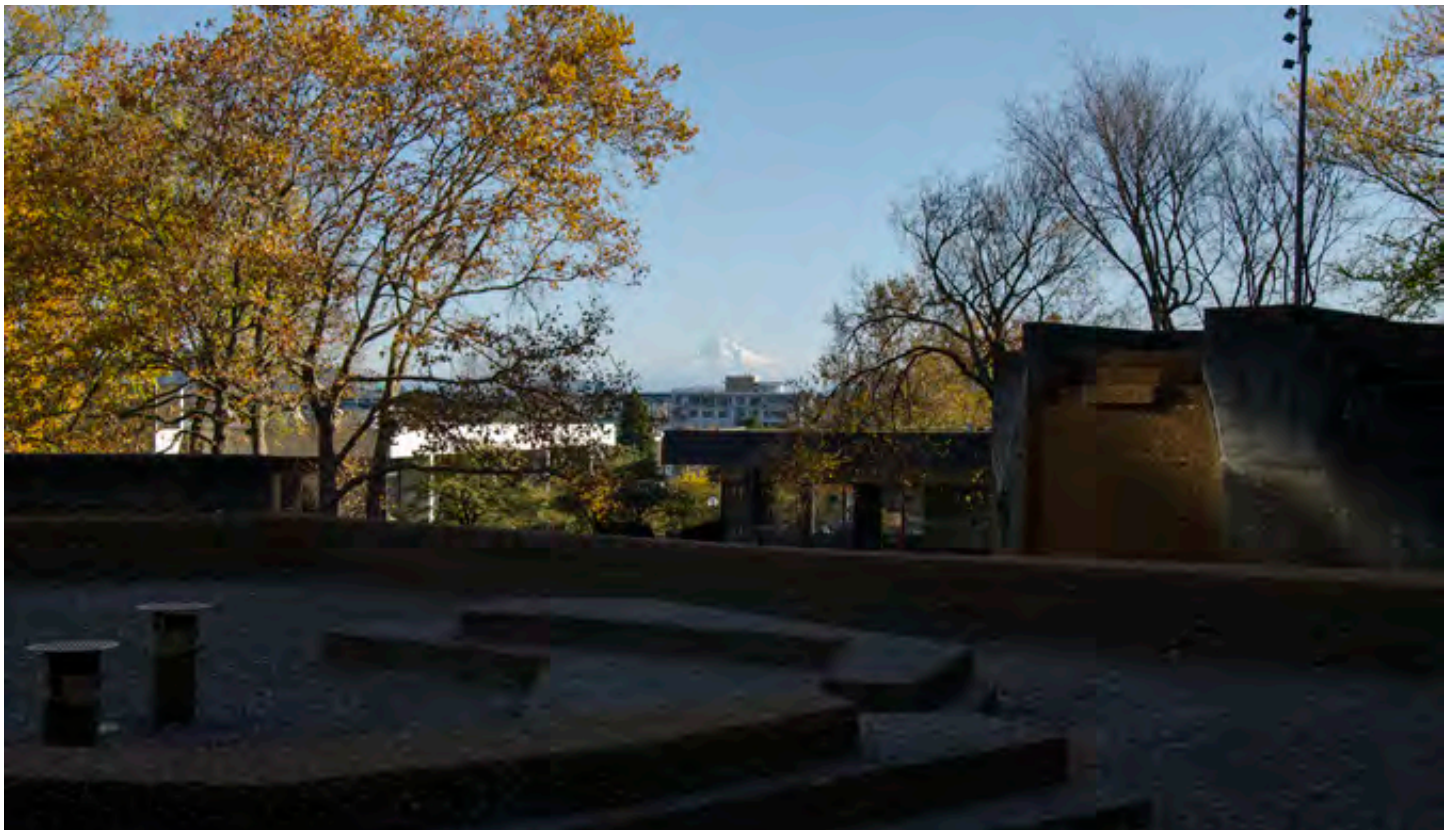
Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares characteristics of high rated upland views: 3 distance zones, focal features, view of mountain, natural vegetation, foreground free of discordance.



View from Lovejoy Fountain



Viewpoint behind Lovejoy Fountain



View of Mt Hood from Lovejoy Fountain

Viewpoint Amenities

- Benches
- Seating wall
- Shelter

Access

- Formal trail
- Transit stop
- No parking

Management Considerations

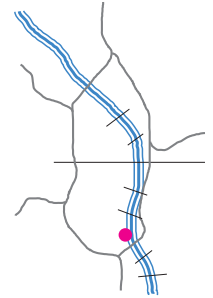
- The view of Mt Hood is currently framed by vegetation; if the vegetation expands outward, it could obscure the view.
- Development blocks the bottom of Mt Hood.

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW35: GREENWAY TRAIL WEST - SOUTH OF RIVERPLACE PUBLIC DOCK



Group: B

Description: This viewpoint is right above the ramp leading down to the Riverplace public dock by the Newport Seafood Grill and adjacent to the park at the end of SW Montgomery Street. The view includes the Willamette River, Tilikum Crossing, the Marquam and Hawthorne Bridges, Riverplace Marina, and the Downtown skyline. Though the viewpoint is developed and has benches, it is located directly above a trash can storage area which makes the viewpoint unpleasant.

Primary Focal Feature(s): Willamette River, Marquam Bridge

Secondary Focal Feature(s): Downtown skyline, Hawthorne Bridge, Riverplace Marina, Tilikum Crossing, riverbank

RANKINGS:

Universal Scenic Quality:	5.7	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	3.14	Water:	4.86
Vegetation:	2.43	Local Features:	5.43
Horizon/Ridgetops:	0.57	Iconic:	5.57



View from Greenway Trail south of Riverplace south public dock



Viewpoint at Greenway Trail south of Riverplace south public dock



Trash storage at Greenway Trail south of Riverplace south public dock

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

Access

- Formal trail
- Dock
- No transit stop
- No parking

Management Considerations

- The close proximity of the trash and recycling is discordant; consider relocating trash and recycling containers away from the designated viewpoint.

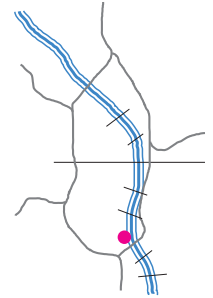


Old SRI ID:
Old Central City ID: CCPV12



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW36: GREENWAY TRAIL WEST - SW MONTGOMERY STREET GARDENS, LOOKING EAST



Group: B

Description: This developed viewpoint is located along the south Greenway Trail near the garden at SW Montgomery Street. This view looks out across the Willamette River to Mt Hood. The Marquam Bridge spans the top of the view and frames the view of Mt Hood. The dolphin wood piling in the foreground adds interest to the view. The far eastern edge of Tilikum Crossing is visible but the bridge is blocked, for the most part, by vegetation. Vegetation management could potentially enhance this view and reveal more of Tilikum Crossing. While the row of columnar trees across the river contributes positively to the scenic quality of this view, the southernmost trees block the left hand side of Mt Hood.

Primary Focal Feature(s): Willamette River, Mt Hood, Marquam Bridge

Secondary Focal Feature(s): Tilikum Crossing, riverbank

RANKINGS:

Universal Scenic Quality:	4.7	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	2.00	Water:	4.86
Vegetation:	3.29	Local Features:	6.29
Horizon/Ridgetops:	2.14	Iconic:	6.29



View from Greenway Trail at south end of gardens by SW Montgomery Street, looking east



Viewpoint at Greenway Trail at south end of gardens by SW Montgomery Street



Historic view from nearby location along Greenway Trail

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

Access

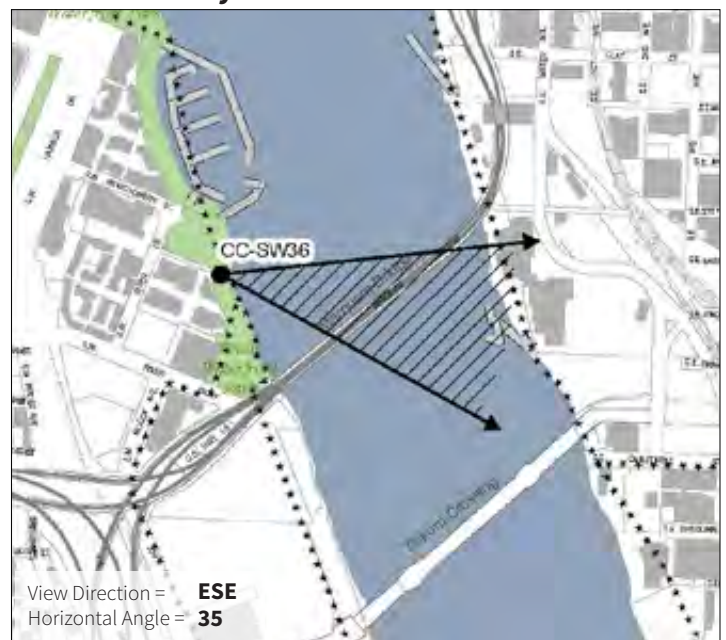
- Formal trail
- No transit stop
- No parking

Management Considerations

- Vegetation is encroaching on the view from the right; vegetation management could open up the view.
- Mt Hood is partially obscured by a row of columnar maples on the Eastbank Esplanade by OMSI; there is a similar but less obscured view of Mt Hood just south of here (see CCSW38).

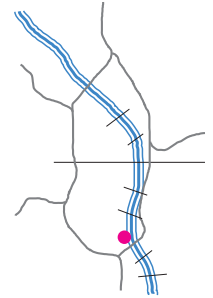
Old SRI ID: VB24-23

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW36: GREENWAY TRAIL WEST - SW MONTGOMERY STREET GARDENS, LOOKING NORTH



Group: B

Description: The view is from a developed viewpoint located along the south Greenway Trail near the garden at SW Montgomery Street. This view includes views of the Downtown skyline, Riverplace Marina, the Hawthorne Bridge, the Convention Center spires and the Willamette River. Vegetation slightly encroaches on this view from the bottom and left hand sides.

Primary Focal Feature(s): Willamette River, Hawthorne Bridge

Secondary Focal Feature(s): Downtown skyline, Convention Center spires, Lloyd District, Riverplace Marina, riverbank

RANKINGS:

Universal Scenic Quality:	5.0	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	2.00	Water:	3.00
Vegetation:	3.29	Local Features:	4.43
Horizon/Ridgetops:	0.00	Iconic:	4.86



View from Greenway Trail at south end of gardens by SW Montgomery Street, looking north



Viewpoint along Greenway Trail at south end of gardens by SW Montgomery St.



Greenway Trail at south end of gardens by SW Montgomery Street

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

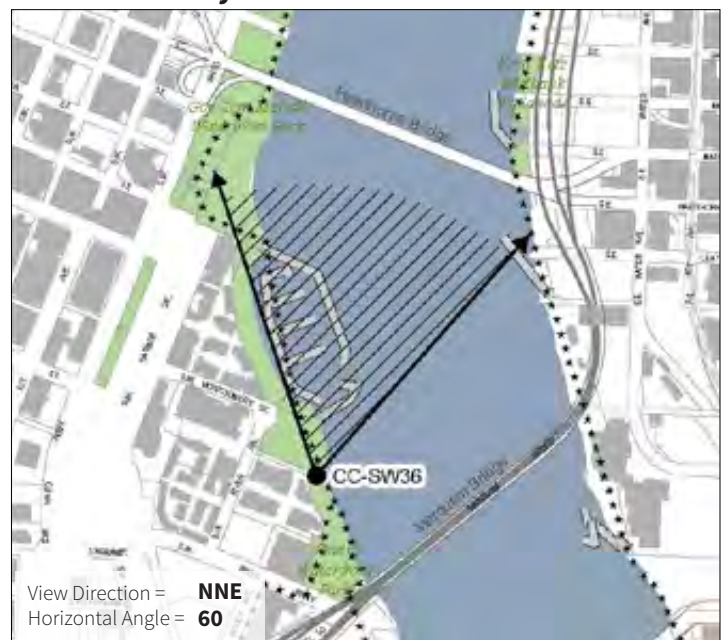
Access

- Formal trail
- No transit stop
- No parking

Management Considerations

- Vegetation is encroaching on the view; vegetation management could open up the view.

Old SRI ID:
Old Central City ID:

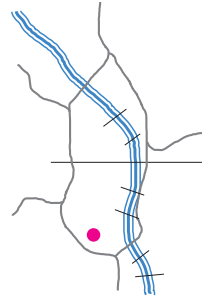


CCSW37: SW LINCOLN STREET AND PEDESTRIAN TRAIL BY SCULPTURE

Score: N/A

Tier: III

Description: This view of Mt Hood down SW Lincoln Street contains many discordant elements. Street signs, street lights, MAX wires, and a tall Douglas fir all partially block Mt Hood. The large swath of concrete and asphalt in the foreground also detracts from this view. The viewpoint is located on SW Lincoln directly across from a future light rail stop.



Primary Focal Feature(s): Mt Hood

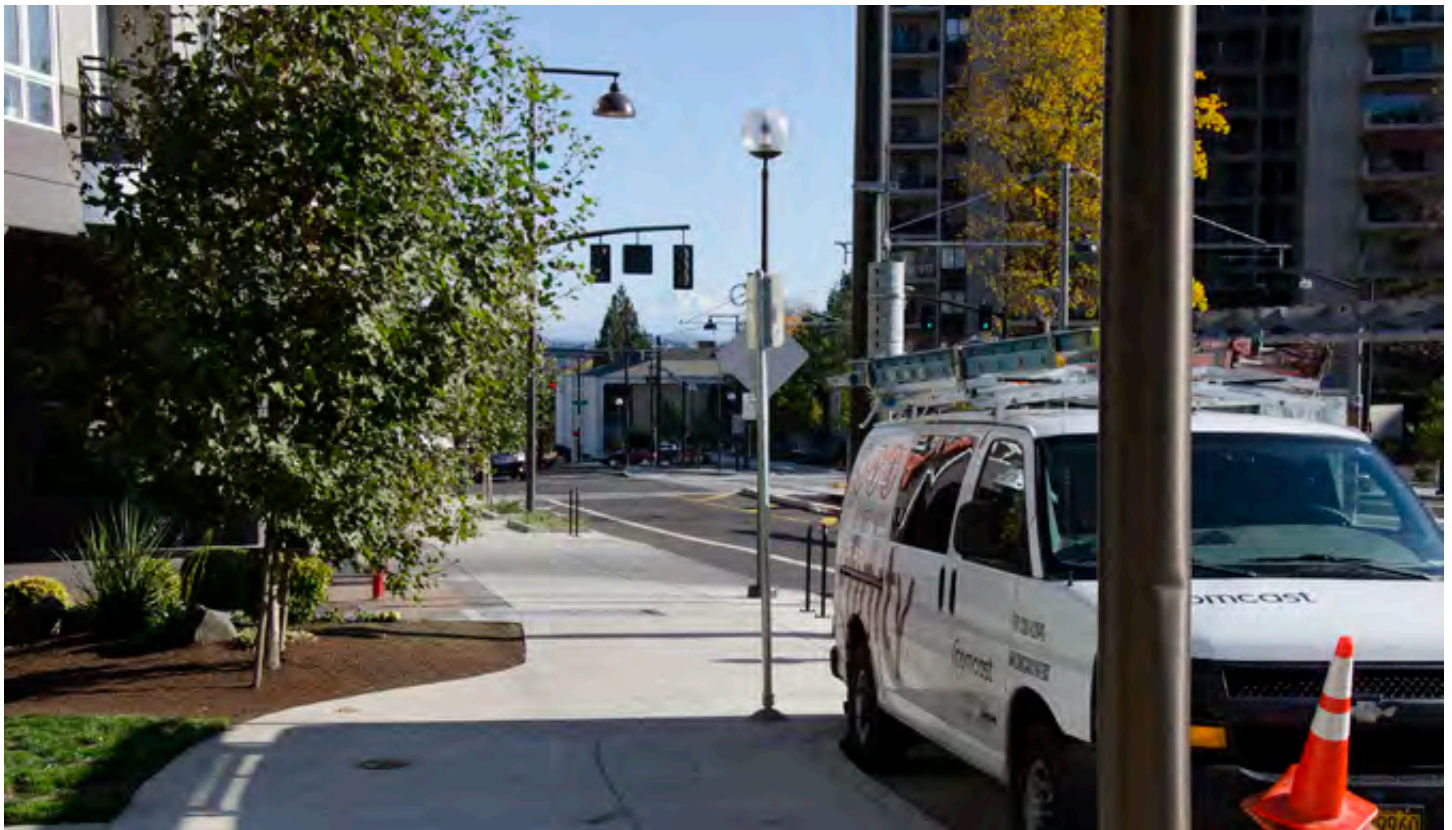
Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares some characteristics of high rated views (3 distance zones, view of mountain) but many discordant elements in foreground.



View from SW Lincoln Street and pedestrian trail



Viewpoint at SW Lincoln Street and pedestrian trail



View of Mt Hood from SW Lincoln Street and pedestrian trail

Viewpoint Amenities

- None

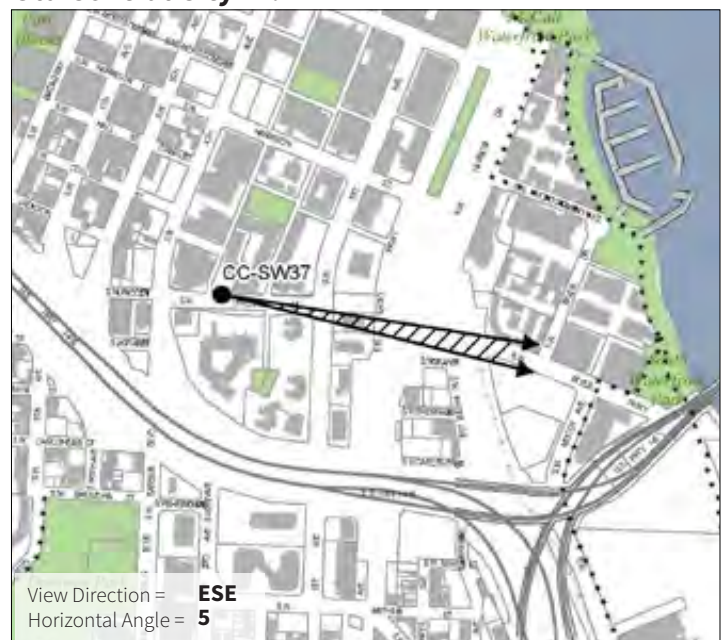
Access

- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Management Considerations

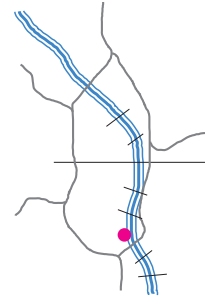
- MAX wires and vegetation partially obscure the view of Mt Hood; underground placement of MAX wires and vegetation management could open up the view, though the street lights and street signs are still discordant.

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW38: GREENWAY TRAIL WEST - BETWEEN SW MONTGOMERY STREET AND SW HALL STREET



Group: B

Description: The Marquam Bridge pilings frame this view of Mt Hood. The vegetated landscape in the foreground, the Willamette River, and the row of columnar trees across the river are all contributing natural scenic features of the view. The eastern edge of Tilikum Crossing is just visible but mostly obscured by vegetation on the west bank; vegetation management could restore a view of Tilikum Crossing. There is no developed viewpoint at this location; however, the wide Greenway Trail provides ability for the viewer to stop and take in the view.

Primary Focal Feature(s): Willamette River, Mt Hood, Marquam Bridge

Secondary Focal Feature(s): Tilikum Crossing, riverbank

RANKINGS:

Universal Scenic Quality:	6.4	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	2.14	Water:	5.43
Vegetation:	5.00	Local Features:	8.00
Horizon/Ridgetops:	3.00	Iconic:	7.43



View from Greenway Trail between SW Montgomery Street and SW Hall Street



Viewpoint along Greenway Trail between SW Montgomery and SW Hall Streets



Historic view from nearby location along Greenway Trail

Viewpoint Amenities

- Lighting

Access

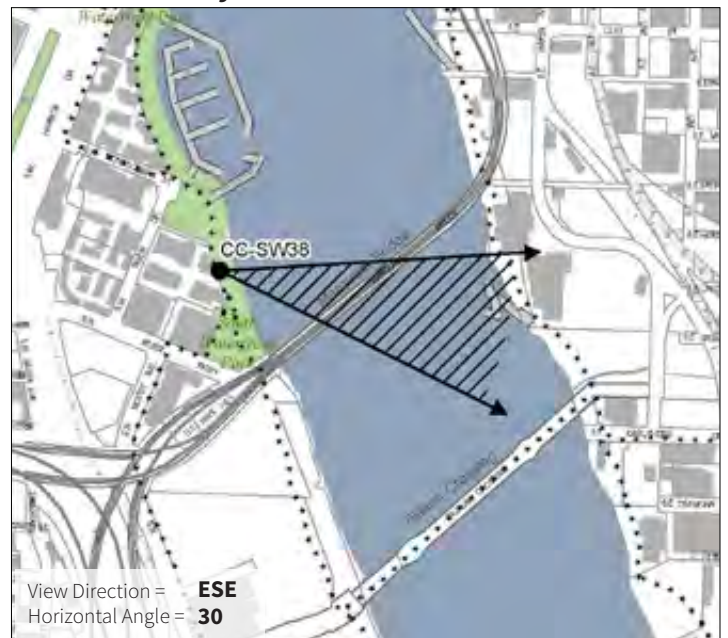
- Formal trail
- No transit stop
- No parking

Management Considerations

- Vegetation encroaches on the view from the right; vegetation management could open up the view to reveal more of Tilikum Crossing.
- The developed viewpoint just north (CCSW36) offers a similar view but this is a less obstructed view of Mt Hood.

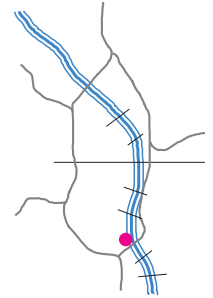
Old SRI ID: VB24-23

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW39: GREENWAY TRAIL WEST - AT SW HALL STREET



Group: B

Description: This view looks across the Willamette River to Mt Hood and Tilikum Crossing. The view is framed on the top by the Marquam Bridge and provides an interesting perspective of the underside of the Marquam, though the concrete supports on the right interfere with a clean view of Tilikum Crossing. The beach in the foreground contributes positively to the scenic quality of this view. Vegetation encroaches on the view from the left and right. Vegetation management may enhance this view on both sides. This view is in Group C due to the presence of dominant discordant features, particularly the closest Marquam Bridge supports, accompanied by a lack of strong focal features and a relatively low elevation viewpoint. The view is from a developed viewpoint located along the south Greenway Trail at the end of SW Hall Street.

Primary Focal Feature(s): Willamette River, Marquam Bridge, Tilikum Crossing

Secondary Focal Feature(s): Mt Hood, riverbank

RANKINGS:

Universal Scenic Quality:	4.0	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	0.29	Water:	3.29
Vegetation:	2.29	Local Features:	3.43
Horizon/Ridgetops:	0.43	Iconic:	4.43



View from Greenway Trail at SW Hall Street



Viewpoint at Greenway Trail at SW Hall Street



Greenway Trail at SW Hall Street

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

Access

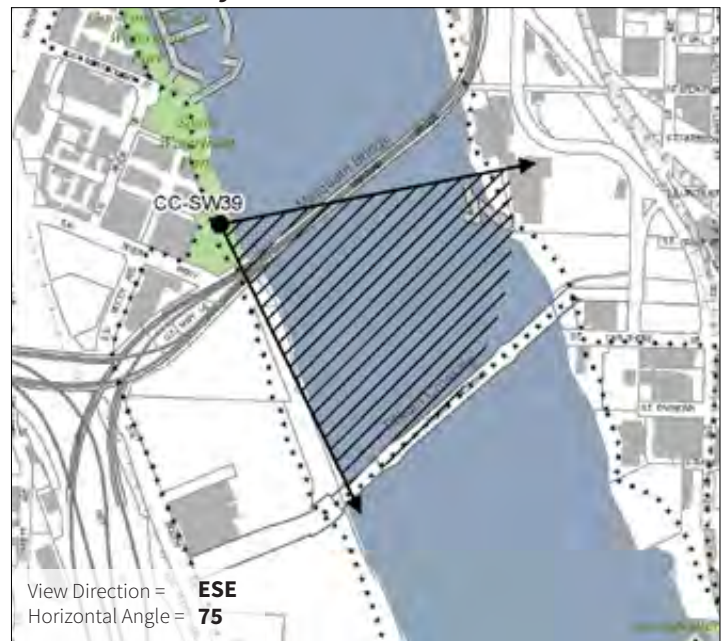
- Formal trail
- No transit stop
- No parking

Management Considerations

- Vegetation is encroaching on the view; vegetation management could open up the view.

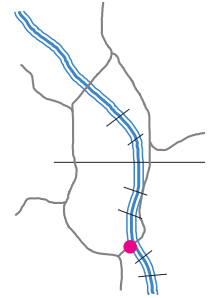


Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW40: GREENWAY TRAIL WEST - UNDER MARQUAM BRIDGE



Group: C

Description: This view offers an interesting perspective looking straight down the underside of the Marquam Bridge. Tilikum Crossing, Mt Hood, the Willamette River, Hawthorne Bridge, and Downtown skyline constitute the main focal elements. Riverplace Marina, the Convention Center spires, the eastern foothills, and the Steel Bridge towers are also visible. Future development along the east side of the river between the Opera House and SK Northwest could block the view of Mt Hood. This view is in Group C due to a lack of strong focal features and a low elevation viewpoint. In addition, while the underside of the Marquam is interesting, it also disrupts the panoramic quality of the view. This is a developed viewpoint that connects to the Greenway Trail to the north; during redevelopment there is potential for the Greenway Trail to connect down to the south Greenway Trail.

Primary Focal Feature(s): Willamette River, Marquam Bridge (underside)

Secondary Focal Feature(s): Hawthorne Bridge, Tilikum Crossing, Downtown skyline, Mt Hood, Riverplace Marina, Convention Center spires, Steel Bridge, riverbank

RANKINGS:

Universal Scenic Quality:	3.4	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	3.29	Water:	4.00
Vegetation:	1.86	Local Features:	3.29
Horizon/Ridgetops:	0.86	Iconic:	3.43



View from Greenway Trail under Marquam Bridge



Viewpoint along Greenway Trail under Marquam Bridge



View from Greenway Trail under Marquam Bridge

Viewpoint Amenities

- Platform
- Seating rocks
- Lighting
- Guardrail

Access

- Formal trail
- No transit stop
- No parking

Management Considerations

- Currently there's no connection to the Greenway Trail to the south.
- Vegetation partially blocks the view of Tilikum Crossing to the right; vegetation management could open up the view.



Old SRI ID:
Old Central City ID: CCPV10 (Relocated)



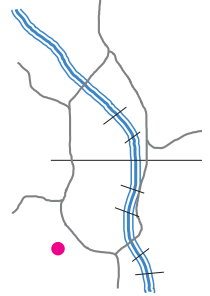
SCENIC RESOURCES INVENTORY | EXTRAPOLATED UPLAND VIEW

CCSW41: SW DAVENPORT STREET AT GOVERNORS PARK

Score: N/A

Tier: III

Description: This view from Governors Park along SW Davenport Street is almost entirely obscured by vegetation, even during leaf-off. Through the trees, one can catch glimpses of the Broadway Bridge, Mt St Helens, Park Avenue West Tower (under construction), Wells Fargo Center, and the U.S. Bancorp Tower. Vegetation management could further open up pockets of views. This viewpoint is not in a highly trafficked area of Portland and is difficult to access, even by car.



Primary Focal Feature(s): Broadway Bridge, Mt St Helens

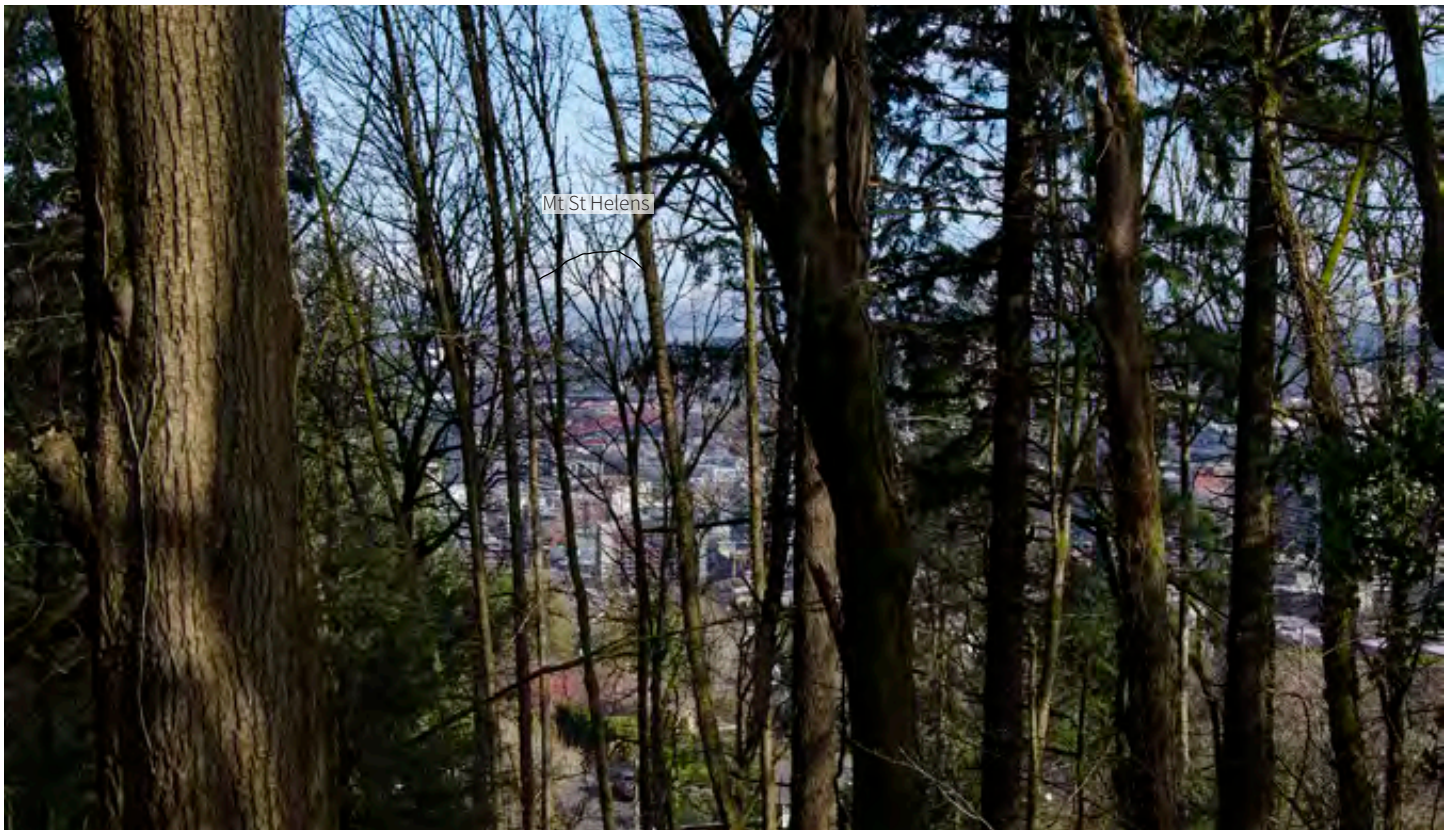
Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares some characteristics with high rated upland views (superior viewer position, 3 distance zones, skyline view) but significant overgrown vegetation in foreground almost completely obscures view.



View from SW Davenport Street at Governors Park



Viewpoint at SW Davenport Street at Governors Park



View from SW Davenport Street at Governors Park

Viewpoint Amenities

- None

Management Considerations

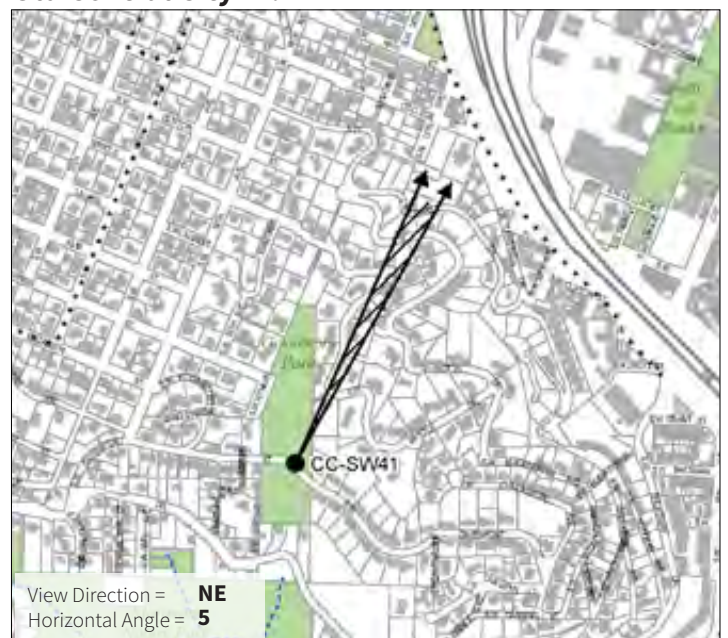
- This view is almost entirely obscured by overgrown vegetation, even during leaf-off; vegetation management could open up the view.

Access

- Street/Auto
- Sidewalk
- Informal trail
- No bike lane
- No transit stop
- Adjacent parking

Old SRI ID: VC23-35

Old Central City ID:

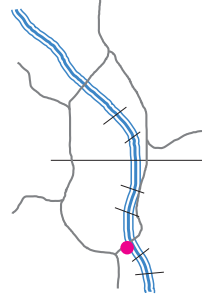


SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

CCSW42: GREENWAY TRAIL WEST - SOUTH OF MARQUAM BRIDGE,
NORTH POINT (INACCESSIBLE)

Group: B

Description: This section of the Greenway Trail has not yet been built; therefore, staff were unable to access and photograph this viewpoint.



Primary Focal Feature(s): Insert text here

Secondary Focal Feature(s): Insert text here

RANKINGS:

Universal Scenic Quality: Extrapolated Access to Viewpoint:
Developed as a Viewpoint: Use as a Viewpoint:

CONTRIBUTING FACTORS:

Insert text here

Viewpoint Amenities

Management Considerations

Access

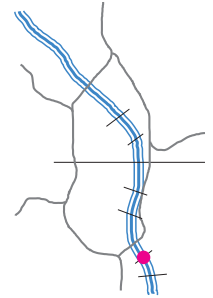
Old SRI ID:
Old Central City ID: CCPV9



CCSW43: TILIKUM CROSSING - NORTH SIDE, WEST

Group: B

Description: This view from the western bump-out on the north side of Tilikum Crossing looks north down the Willamette River toward the Marquam Bridge and Downtown skyline, though the Marquam Bridge mostly obscures the skyline. The West Hills, Hawthorne Bridge, Riverplace Marina, and Mt St Helens are all visible in the distance. Tilikum Crossing is one of the few bridges with separated bicycle and pedestrian lanes as well as pedestrian bump-outs, creating a safe place for viewers to stop and enjoy the view. The bridge is only accessible to bikes, pedestrians, and public transit; automobiles are not allowed. Tilikum Crossing is currently under construction and scheduled to open in September 2015.



Primary Focal Feature(s): Willamette River, Marquam Bridge, Downtown skyline

Secondary Focal Feature(s): West Hills, Hawthorne Bridge, Lloyd District, Riverplace Marina, South Waterfront

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Shares some characteristics with high rated river views (natural vegetation, focal bridge, view of mountain) but I-5/Marquam Bridge is highly discordant to view of downtown skyline.



View from Tilikum Crossing, north side, west bump-out



Representative viewpoint on Tilikum Crossing



View of Mt St Helens from Tilikum Crossing, north side, west bump-out

Viewpoint Amenities

- Pedestrian bump-out
- Guardrails
- Physical separation of motorized/non-motorized

Management Considerations

- Additional amenities, such as a bench at the bump-out, could enhance the viewer's experience.

Access

- Bike lane
- Sidewalk
- Transit stop (future)
- No parking
- No automobiles

Old SRI ID:
Old Central City ID:

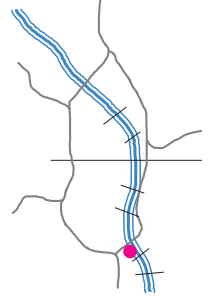


SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

CCSW44: GREENWAY TRAIL WEST - SOUTH OF MARQUAM BRIDGE, SOUTH POINT (INACCESSIBLE)

Group: B

Description: This section of the Greenway Trail has not yet been built; therefore, staff were unable to access and photograph this viewpoint.



Primary Focal Feature(s): Insert text here

Secondary Focal Feature(s): Insert text here

RANKINGS:

Universal Scenic Quality: Extrapolated Access to Viewpoint:
Developed as a Viewpoint: Use as a Viewpoint:

CONTRIBUTING FACTORS:

Viewpoint Amenities

Management Considerations

Access

Old SRI ID: VB 24-18

Old Central City ID:



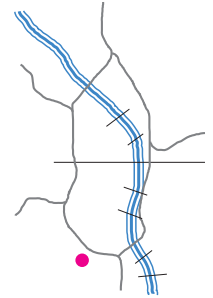
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW45: SW BROADWAY DRIVE NORTH OF SW HOFFMAN AVENUE

Score: 7.0

Tier: II

Description: This viewpoint offers a glimpse of Mt Hood, Tilikum Crossing, Mt Tabor, Kelly Butte, and the eastern foothills. It is a narrow view, framed by buildings on both sides. There is some vegetation encroaching from the bottom; if these trees continue to grow, they may detract from the view of Tilikum Crossing. Accessing the viewpoint is difficult due to a lack of parking and bike lanes, an incomplete sidewalk, and no transit stop.



Primary Focal Feature(s): Mt Hood

Secondary Focal Feature(s): Mt Tabor, Kelly Butte, eastern foothills, Tilikum Crossing

RANKINGS:

Universal Scenic Quality:	7.0	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	3.43	Local Features:	8.14
Vegetation:	5.00	Iconic:	7.14
Horizon/Ridgetops:	6.57	Depth:	7.71
Water:	0.86	Scope:	3.57



View from SW Broadway Drive north of SW Hoffman Avenue



Viewpoint at SW Broadway Drive north of SW Hoffman Avenue



Historic view from SW Broadway Drive north of SW Hoffman Avenue

Viewpoint Amenities

- Guardrail

Management Considerations

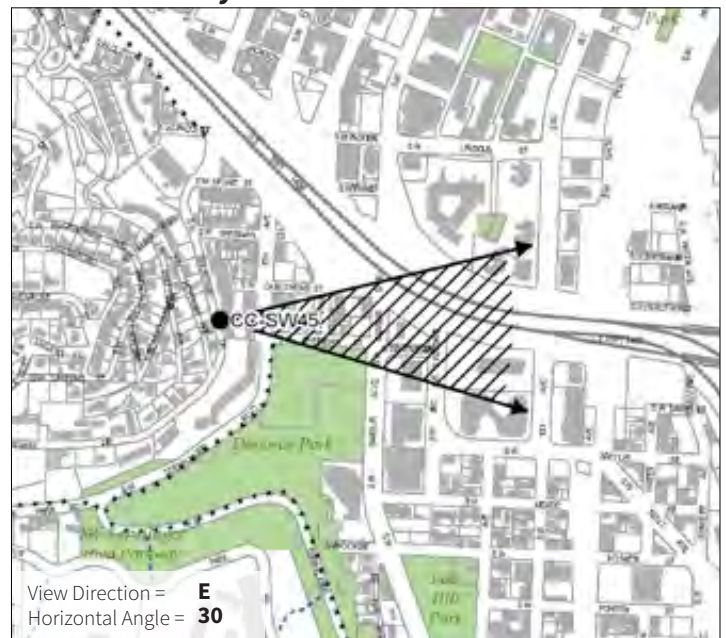
- Development constrains this view on both sides.
- The sidewalk ends just south of this viewpoint.
- Vegetation is beginning to encroach on the view of Tilikum Crossing; vegetation management could preserve the view of Tilikum Crossing.

Access

- Street/Auto
- Partial sidewalk
- No bike lane
- No transit stop
- Limited adjacent parking

Old SRI ID: VM31-36

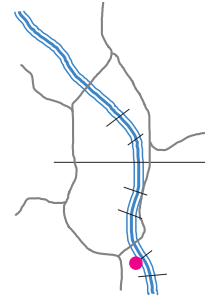
Old Central City ID:



CCSW46: TILIKUM CROSSING - SOUTH SIDE, WEST

Group: A

Description: This view from the western bump-out on the south side of Tilikum Crossing looks south up the Willamette River toward the Ross Island Bridge, Ross Island, and the South Waterfront. The West Hills, multiple buttes, and Mt Hood are all visible in the distance. Tilikum Crossing is one of the few bridges with separated bicycle and pedestrian lanes as well as pedestrian bump-outs, creating a safe place for viewers to stop and enjoy the view. The bridge is only accessible to bikes, pedestrians, and public transit; automobiles are not allowed. Tilikum Crossing is currently under construction and scheduled to open in September 2015.



Primary Focal Feature(s): Willamette River, Ross Island Bridge, Mt Hood

Secondary Focal Feature(s): Ross Island, West Hills, South Waterfront, Mt Tabor, Kelly Butte, Mt Scott, riverbank

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Shares many characteristics with high rated river views: 3 distance zones, natural vegetation, focal bridge, view of mountain, high viewer position.



View from Tilikum Crossing, south side, west bump-out



Viewpoint on Tilikum Crossing, south side, west bump-out



View from Tilikum Crossing, south side, west bump-out

Viewpoint Amenities

- Pedestrian bump-out
- Guardrails
- Physical separation of motorized/non-motorized

Management Considerations

- Additional amenities, such as a bench at the bump-out, could enhance the viewer’s experience.

Access

- Bike lane
- Sidewalk
- Transit stop (future)
- No parking
- No automobiles

Old SRI ID:
Old Central City ID:



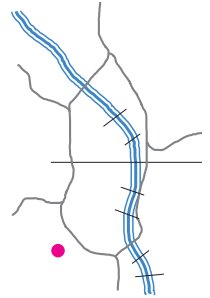
SCENIC RESOURCES INVENTORY | EXTRAPOLATED UPLAND VIEW

CCSW47: SW TERWILLIGER BOULEVARD - DUNIWAY PARK

Score: N/A

Tier: II

Description: This view of Mt Hood is from a developed viewpoint above the running track at Duniway Park. The eastern foothills and buttes are also visible in the distance. Vegetation is beginning to encroach on the view from the bottom and both sides, although the side vegetation also frames the view. Vegetation management could open up the view. There is not an automobile pull-out from the road or parking at this point along SW Terwilliger Boulevard.



Primary Focal Feature(s): Mt Hood

Secondary Focal Feature(s): Eastern foothills, buttes

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Shares some characteristics with high rated upland views: 3 distance zones, high viewpoint elevation, mountain.





Viewpoint at Duniway Park



View of Duniway Park from Duniway Park

Viewpoint Amenities

- Bench

Management Considerations

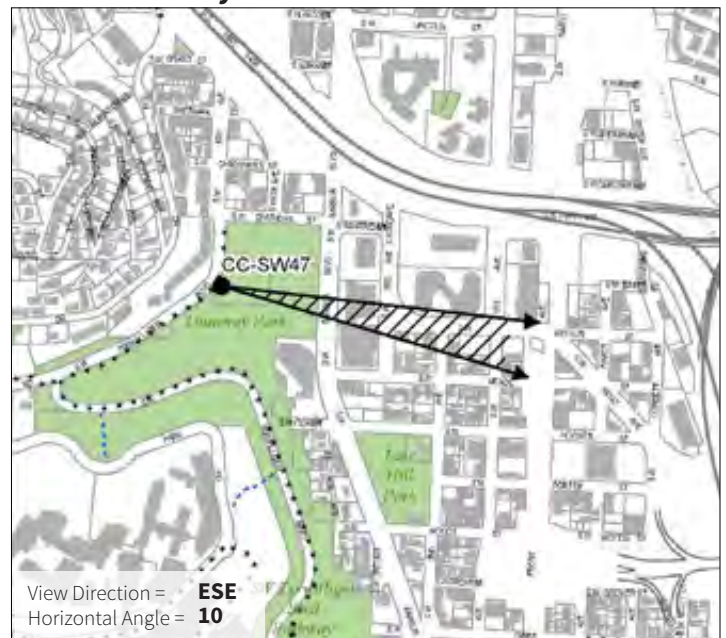
- Vegetation is encroaching on the view; vegetation management could open up the view.

Access

- Street/Auto
- Informal path
- Bike lane
- Sidewalk
- Transit stop
- No parking

Old SRI ID: VC23-35

Old Central City ID:

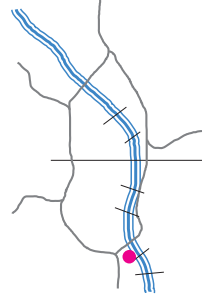


SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

CCSW48: GREENWAY TRAIL WEST - NORTH OF TILIKUM CROSSING
(INACCESSIBLE)

Group: B

Description: This section of the Greenway Trail has not yet been built; therefore, staff were unable to access and photograph this viewpoint.



Primary Focal Feature(s): Insert text here

Secondary Focal Feature(s): Insert text here

RANKINGS:

Universal Scenic Quality: Extrapolated Access to Viewpoint:
Developed as a Viewpoint: Use as a Viewpoint:

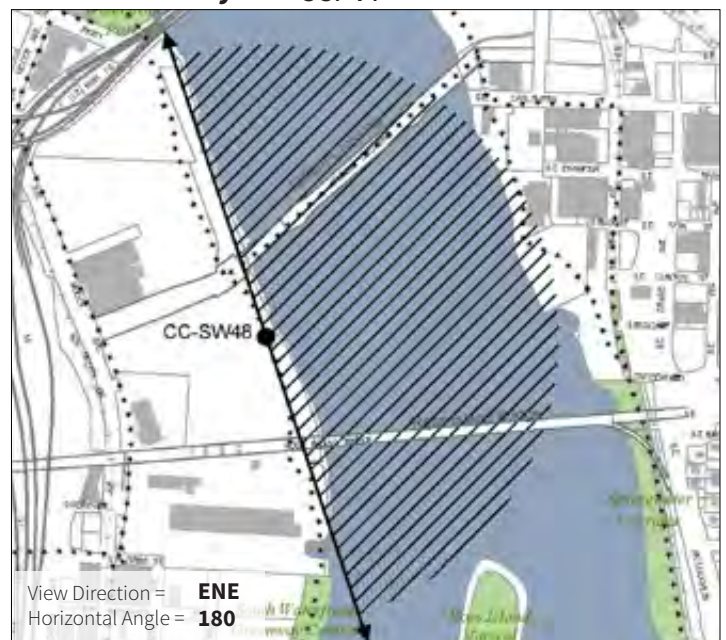
CONTRIBUTING FACTORS:

Viewpoint Amenities

Management Considerations

Access

Old SRI ID:
Old Central City ID: CCPV7



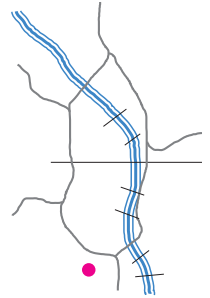
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW49: SW TERWILLIGER BOULEVARD - NORTH OF SW CAMPUS DRIVE, NORTH VIEW

Score: 9.7

Tier: I

Description: This view from the picnic table at the northernmost automobile pull-out along SW Terwilliger Boulevard offers a view of Mt St Helens and the Downtown skyline, including the Wells Fargo Center and the KOIN Center. There is a significant amount of overgrown vegetation encroaching on the view from the bottom and sides; vegetation management could open up the view. Two additional views were documented from this automobile pull-out, including an eastern view of Mt Hood and a panoramic view (see CCSW50 and CCSW51). This northern viewpoint at the automobile pull-out has a picnic table.



Primary Focal Feature(s): Mt St Helens, Downtown skyline

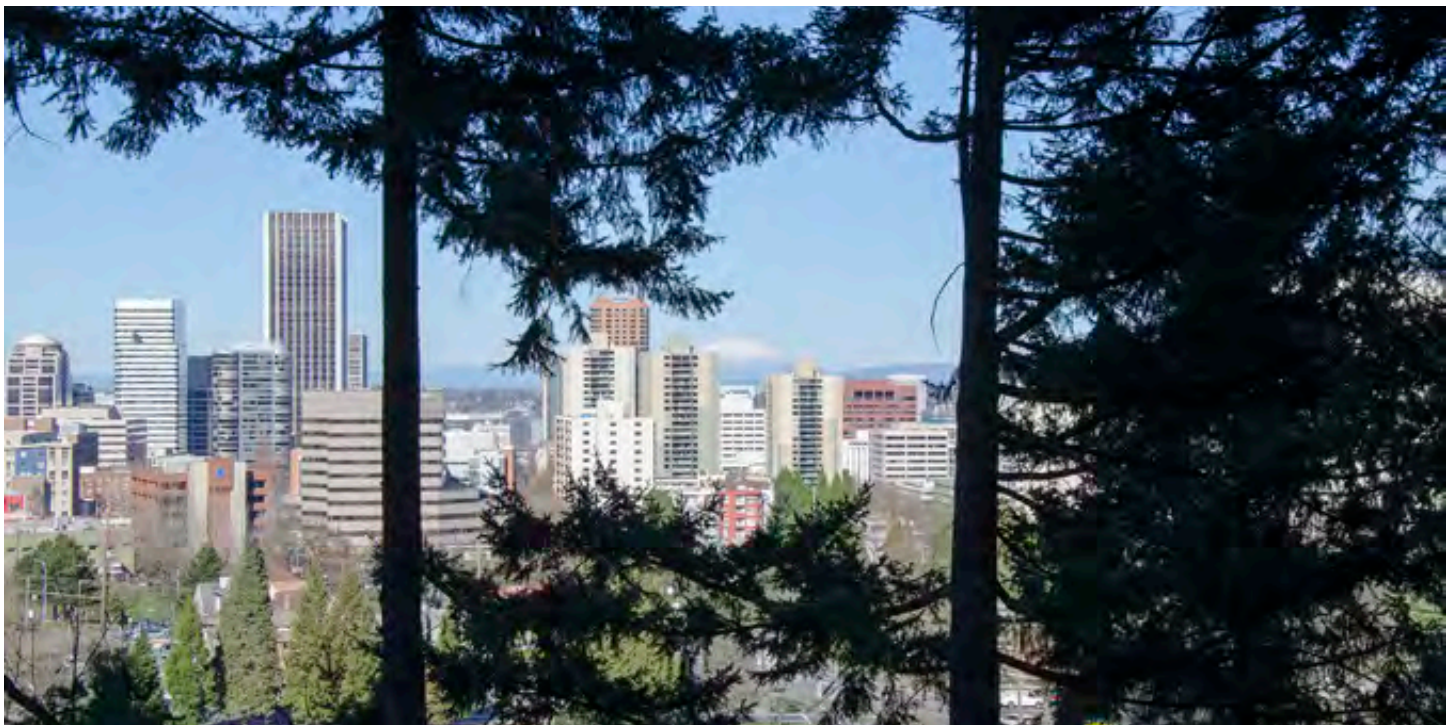
Secondary Focal Feature(s): Natural vegetation

RANKINGS:

Universal Scenic Quality:	6.7	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	1

CONTRIBUTING FACTORS:

Skyline:	7.86	Local Features:	6.00
Vegetation:	0.71	Iconic:	6.43
Horizon/Ridgetops:	0.86	Depth:	5.71
Water:	0.00	Scope:	3.00



View from SW Terwilliger Boulevard north of SW Campus Drive



Viewpoint at SW Terwilliger Boulevard north of SW Campus Drive



Historic view from SW Terwilliger Boulevard north of SW Campus Drive

Viewpoint Amenities

- Picnic table
- Automobile pull-out

Access

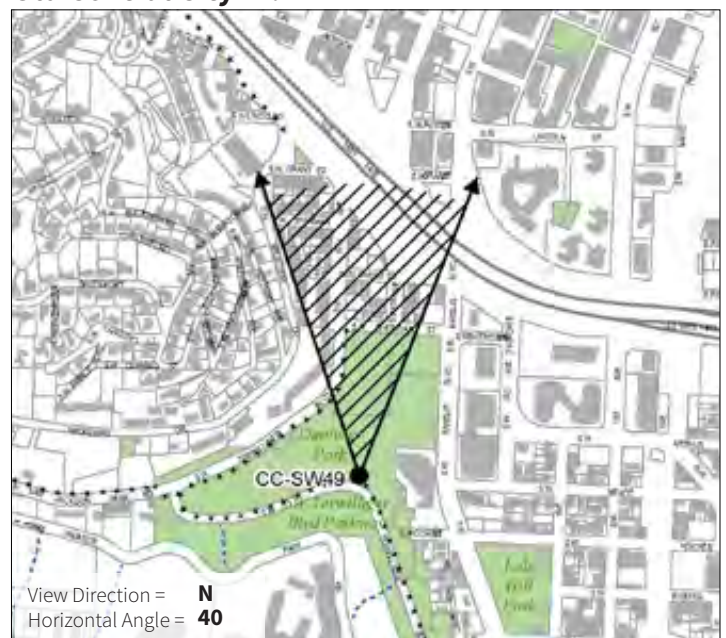
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

- Vegetation is encroaching on the view; vegetation management could potentially restore the view.
- Development partially blocks view of Mt St Helens.
- A panoramic view from this viewpoint at the picnic table is constrained by significant overgrown vegetation to the east.
- Additional amenities, such as bike racks, lighting, or a formalized viewing platform, could enhance the viewer's experience.

Old SRI ID: VC31-31

Old Central City ID:



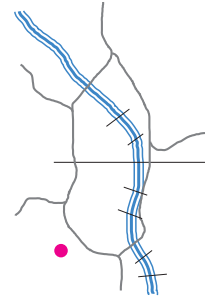
SCENIC RESOURCES INVENTORY | EXTRAPOLATED UPLAND VIEW

CCSW50: SW TERWILLIGER BOULEVARD - NORTH OF SW CAMPUS DRIVE, PANORAMIC VIEW

Score: N/A

Tier: I

Description: Located adjacent to the northernmost automobile pull-out along SW Terwilliger Boulevard, this viewpoint historically offered a panoramic view of the Downtown skyline, Mt Hood, and Mt St Helens. Currently, vegetation is significantly encroaching on a panoramic view from this location, even during leaf-off; however, recent pruning has re-established a pocket view of Mt St Helens and the Downtown skyline, including the Wells Fargo Center and KOIN Center, and a second pocket view of Mt Hood and the eastern foothills. Two nearby viewpoints with better views of each mountain were also documented from this same pull-out (see CCSW49 and CCSW51). This viewpoint is located between the two developed viewpoints at this automobile pull-out but does not have any additional viewpoint amenities of its own.



Primary Focal Feature(s): Mt Hood

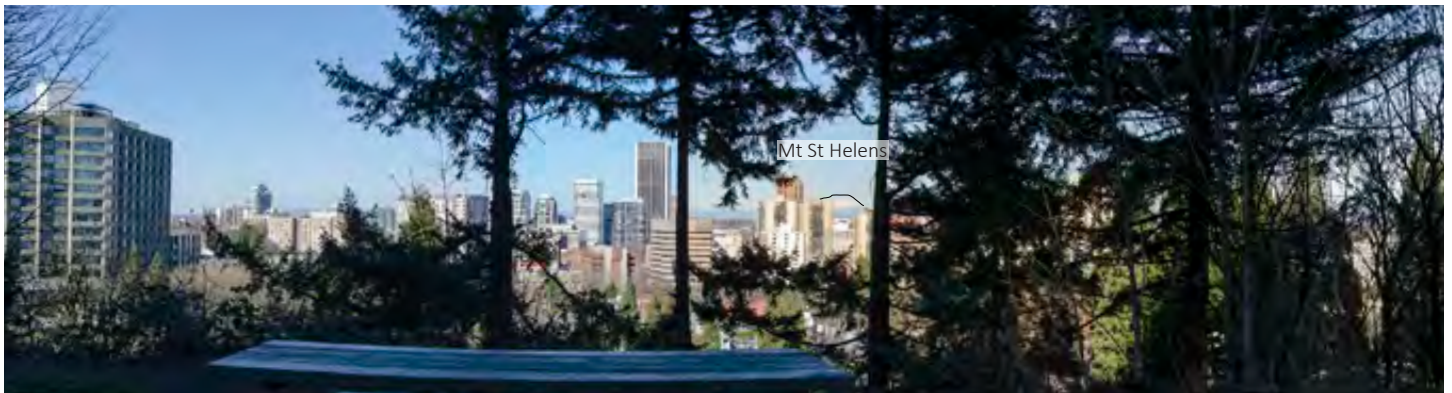
Secondary Focal Feature(s): Eastern foothills, buttes

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Shares some characteristics with high rated upland views: 3 distance zones, high viewpoint elevation, mountain.



View from SW Terwilliger Boulevard north of SW Campus Drive



Viewpoint at SW Terwilliger Boulevard north of SW Campus Drive



Historic view from SW Terwilliger Boulevard north of SW Campus Drive

Viewpoint Amenities

- Automobile pull-out

Access

- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

- Vegetation is significantly encroaching on the middle of this panoramic view; vegetation management could open up the view.
- Additional amenities, such as benches, bike racks, lighting, or a formalized viewing platform, could enhance the viewer’s experience.

Old SRI ID: VP31-30

Old Central City ID:



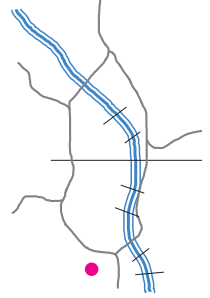
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW51: SW TERWILLIGER BOULEVARD - NORTH OF SW CAMPUS DRIVE, EAST VIEW

Score: 9.8

Tier: I

Description: This view from the bench at the northernmost automobile pull-out along SW Terwilliger Boulevard offers a view of Mt Hood with South Downtown, South Waterfront, multiple buttes, and the eastern foothills. Glimpses of Tilikum Crossing, the Ross Island Bridge, and the Willamette River are also visible. There is a significant amount of vegetation encroaching on the view from the bottom and both sides, although the side vegetation also frames the view. Vegetation management could open up the view. Two additional views were documented from this automobile pull-out, including a northern view of the Downtown skyline and Mt St Helens and a panoramic view (see CCSW49 and CCSW50). This eastern viewpoint at the automobile pull-out has a bench.



Primary Focal Feature(s): Mt Hood

Secondary Focal Feature(s): Mt Tabor, Kelly Butte, South Waterfront, eastern foothills, Tilikum Crossing, Ross Island Bridge

RANKINGS:

Universal Scenic Quality:	6.8	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	1

CONTRIBUTING FACTORS:

Skyline:	4.00	Local Features:	4.29
Vegetation:	4.86	Iconic:	6.14
Horizon/Ridgetops:	5.86	Depth:	6.00
Water:	1.86	Scope:	5.86



View from SW Terwilliger Boulevard north of SW Campus Drive



Viewpoint at SW Terwilliger Boulevard north of SW Campus Drive



Historic view from SW Terwilliger Boulevard north of SW Campus Drive

Viewpoint Amenities

- Bench
- Automobile pull-out

Access

- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

- Vegetation is encroaching on the view from the bottom and sides; vegetation management could open up the view.
- A panoramic view from this viewpoint at the bench is constrained by significant overgrown vegetation to the west.
- Additional amenities, such as bike racks, lighting, or a formalized viewing platform, could enhance the viewer’s experience.

Old SRI ID: VM31-38

Old Central City ID:

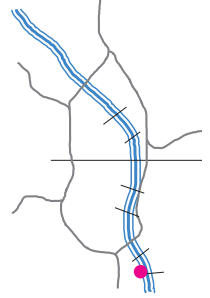


SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

CCSW52: GREENWAY TRAIL WEST - NORTH OF ROSS ISLAND BRIDGE
(INACCESSIBLE)

Group: B

Description: This section of the Greenway Trail has not yet been built; therefore, staff were unable to access and photograph this viewpoint.



Primary Focal Feature(s):

Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality: Extrapolated Access to Viewpoint:
Developed as a Viewpoint: Use as a Viewpoint:

CONTRIBUTING FACTORS:

Insert text her

Viewpoint Amenities

Management Considerations

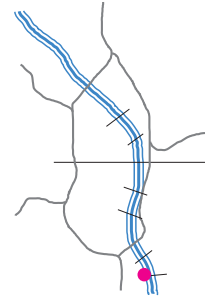
Access

Old SRI ID:
Old Central City ID: CCPV6



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW53: ROSS ISLAND BRIDGE - NORTH SIDE, WEST



Group: B

Description: This view overlooks a future redevelopment site (Zidell Yards); development of the site will affect this view. Currently the view includes the Willamette River, Tilikum Crossing, and the Downtown skyline. Mt St Helens is visible on a clear day. The view is from the Ross Island Bridge north sidewalk. The sidewalk is relatively narrow and there is no guardrail separating it from the automobile traffic making it feel rather unsafe. There are no pedestrian refuges on this bridge.

Primary Focal Feature(s): Willamette River, Tilikum Crossing

Secondary Focal Feature(s): Downtown skyline, West Hills, eastern foothills, riverbank, South Waterfront

RANKINGS:

Universal Scenic Quality:	6.0	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	5.14	Water:	4.14
Vegetation:	2.57	Local Features:	6.71
Horizon/Ridgetops:	3.57	Iconic:	6.29



View from Ross Island Bridge north side west of center



Google Street View of viewpoint on Ross Island Bridge, north side, west



View from Ross Island Bridge north side west of center

Viewpoint Amenities

- Guardrail (between sidewalk and river)

Access

- Street/Auto
- Sidewalk
- No bike lane
- No transit stop
- No parking

Management Considerations

- A narrow sidewalk, no separated bike lane, and no guardrail between the sidewalk and automobile traffic lanes make this an unsafe viewpoint; a guardrail between the sidewalk and traffic lanes could enhance the viewer’s experience.
- Without a full redevelopment of the bridge, it would be difficult to add major viewpoint amenities such as a wider path, separated bike and ped lanes, and pedestrian refuges.
- Mt St Helens is visible on a clear day.
- Zidell Yards development will affect this view.

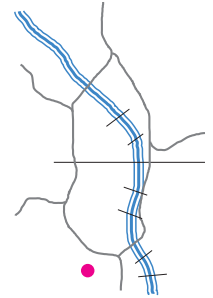
Old SRI ID:
Old Central City ID:



CCSW54: OHSU PETER O. KOHLER PAVILION - LOWER LEVEL

Score: N/A

Tier: I



Description: Two pavilions are located at the Oregon Health and Sciences University Peter O. Kohler Pavilion that are developed as viewpoints, this lower pavilion and an upper one (see CCSW55). The lower pavilion provides a wide panoramic view of Mt St Helens, Mt Adams, Mt Hood, the Willamette River, Rocky Butte, Kelly Butte, Powell Butte, Mt Tabor, Mt Scott, the eastern foothills, South Waterfront, Tilikum Crossing, and the Lloyd District. Foreground vegetation both contributes to and partially blocks the view. Of particular note is a tall Douglas fir that is partially obscuring Mt St Helens. While the lower deck of the OHSU pavilion offers a nice view, it is not easily accessible by the general public.

Primary Focal Feature(s): Mt St Helens, Mt Hood

Secondary Focal Feature(s): Tilikum Crossing, Willamette River, Mt Adams, Mt Tabor, eastern foothills, Rocky Butte, Kelly Butte, Powell Butte, Mt Scott, South Waterfront, Lloyd District

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Has all the characteristics of high rated views: 3 distance zones, focal points, mountains, natural vegetation, high elevation viewpoint, and the foreground is free of discordance.



View from OHSU Pavilion lower level



Viewpoint at OHSU Pavilion lower level



View from OHSU Pavilion lower level

Viewpoint Amenities

- Platform
- Guardrail

Access

- Street/Auto
- Informal path
- Bike lane
- Sidewalk
- Transit stop
- No parking

Management Considerations

- This viewpoint has a large platform but no other viewpoint amenities; additional amenities, such as benches or telescopes, could enhance the viewer’s experience.
- There’s a children’s play area nearby; viewing benches for parents/caregivers could be incorporated.
- The upper level of the pavilion (CCSW56) offers a slightly better view and is closer to the OHSU Tram terminal.

Old SRI ID: VM31-25

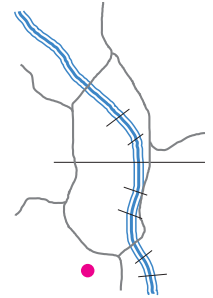
Old Central City ID:



CCSW55: OHSU PETER O. KOHLER PAVILION - UPPER LEVEL

Score: N/A

Tier: I



Description: Two pavilions are located at the Oregon Health and Sciences University Peter O. Kohler Pavilion that are developed as viewpoints, this upper pavilion and a lower one (see CCSW54). Showcasing all three of Portland’s iconic mountains and many buttes, this is one of the best views Portland has to offer. This wide panoramic view includes Mt Hood, Mt St Helens, Mt Adams, the Willamette River, Rocky Butte, Kelly Butte, Powell Butte, Mt Tabor, Mt Scott, the eastern foothills, South Waterfront, Tilikum Crossing, and the Lloyd District. Foreground vegetation both contributes to and partially blocks the view. Of particular note is a tall Douglas fir that, if it grows any taller, will partially obscure Mt St Helens. While the upper level of the OHSU pavilion is developed as a viewpoint and offers a nice view, it is not easily accessible by the general public.

Primary Focal Feature(s): Mt St Helens, Mt Hood

Secondary Focal Feature(s): Tilikum Crossing, Willamette River, Mt Adams, Mt Tabor, eastern foothills, Rocky Butte, Kelly Butte, Powell Butte, Mt Scott, South Waterfront, Lloyd District

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Has all the characteristics of high rated views: 3 distance zones, focal points, mountains, natural vegetation, high elevation viewpoint, and the foreground is free of discordance.



View from OHSU Pavilion upper level



Viewpoint at OHSU Pavilion upper level



Signage at OHSU Pavilion upper level viewpoint

Viewpoint Amenities

- Platform
- Table and chairs
- Guardrail
- Educational sign

Access

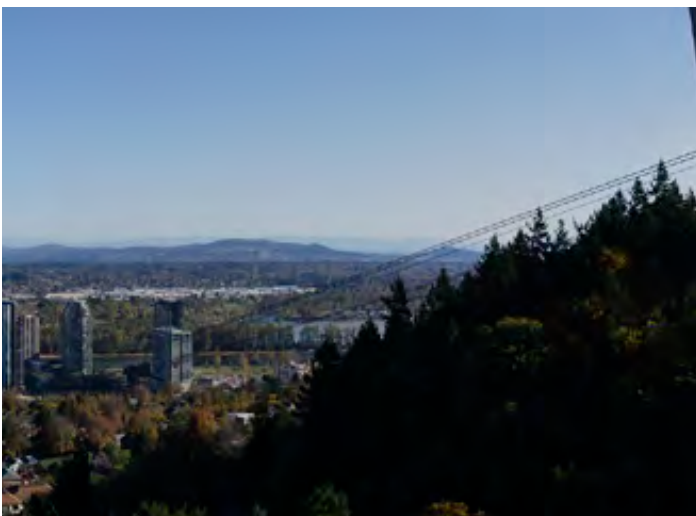
- Sidewalk
- Transit stop (bus and tram)
- No parking

Management Considerations

- This is the more developed of the two OHSU Pavilion viewpoints and includes tables and chairs as well as an educational sign that shows the historic horizon/ridgeline compared to the current one.
- The upper level offers a less obscured view than the lower level (CCSW55) and is on the same floor as the OHSU Tram terminal.
- Vegetation constrains the view on both sides and a single Douglas fir on the left is beginning to encroach on the view of Mt St Helens; vegetation management could open up the view and preserve the view of Mt St Helens.

Old SRI ID: VM31-25

Old Central City ID:

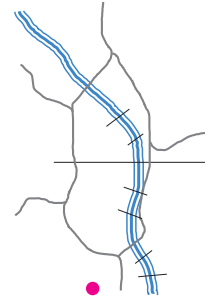


SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW56: PORTLAND AERIAL TRAM OHSU TERMINAL - NORTH PLATFORM

Score: 10.3

Tier: I



Description: The view from the north platform of the Portland Aerial Tram Oregon Health and Science University terminal includes elements of the most iconic views in Portland: Mt Hood, Mt St Helens, and Mt Adams, seven bridges (Ross Island, Tilikum Crossing, Marquam, Hawthorne, Morrison, Burnside, and Steel), the Willamette River, the eastern foothills, South Waterfront, Ross Island, the Convention Center spires, and the Lloyd District. (See CCSW60 for view from south platform.) The view is bounded on the left by the tram platform structure and on the right by vegetation. The tram cables create a strong linear element that draws the viewer’s eye down toward the water and South Waterfront development but also obstructs a clean view of the horizon and ridgeline. Though at the top of the tram, this viewpoint is not easily accessible by any means other than the tram.

Primary Focal Feature(s): Mt St Helens, Mt Hood, Mt Tabor

Secondary Focal Feature(s): Tilikum Crossing, Mt Adams, eastern foothills, Willamette River, South Waterfront, Kelly Butte, Rocky Butte, Powell Butte, Mt Scott, Ross Island, Lloyd District, Ross Island Bridge

RANKINGS:

Universal Scenic Quality:	7.8	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	1

CONTRIBUTING FACTORS:

Skyline:	4.71	Local Features:	7.29
Vegetation:	5.71	Iconic:	7.86
Horizon/Ridgetops:	6.86	Depth:	7.71
Water:	6.00	Scope:	8.57



Photo Caption



Viewpoint at the Portland Aerial Tram OHSU terminal north platform



View of Mt St Helens from Portland Aerial Tram OHSU terminal north platform

Viewpoint Amenities

- Platform
- Guardrail

Access

- Transit stop (tram)
- No parking

Management Considerations

- A very tall building downtown or in the Lloyd District could potentially block the view of Mt St Helens.
- This is one of few destination viewpoints in Portland, though it's difficult to access by any means other than the tram.
- Some of the best views of Mt St Helens from Portland are from OHSU.
- Additional amenities, such as benches, could enhance the viewer's experience.



Old SRI ID:
Old Central City ID:



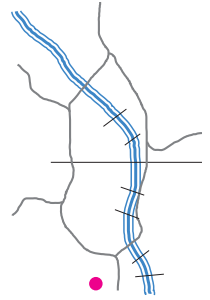
SCENIC RESOURCES INVENTORY | EXTRAPOLATED UPLAND VIEW

CCSW57: SW TERWILLIGER BOULEVARD - AT SW CAMPUS DRIVE

Score: N/A

Tier: II

Description: Though not visible in the photo, this is a view of Mt Hood identified in the Terwilliger Landscape Concept Plan. Currently, the view is almost entirely obscured by vegetation, though glimpses of the Willamette River, buttes, and eastern foothills can be seen. There is no automobile pull-out along this section of SW Terwilliger Boulevard.



Primary Focal Feature(s): Mt Hood

Secondary Focal Feature(s): Willamette River, buttes, eastern foothills

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares some characteristics with high rated upland views (superior viewer position, 3 distance zones, view of mountain) but excessive overgrown vegetation in foreground detracts from view.



View from SW Terwilliger Boulevard at SW Campus Drive



Viewpoint along SW Terwilliger Boulevard at SW Campus Drive



View from SW Terwilliger Boulevard at SW Campus Drive

Viewpoint Amenities

- None

Management Considerations

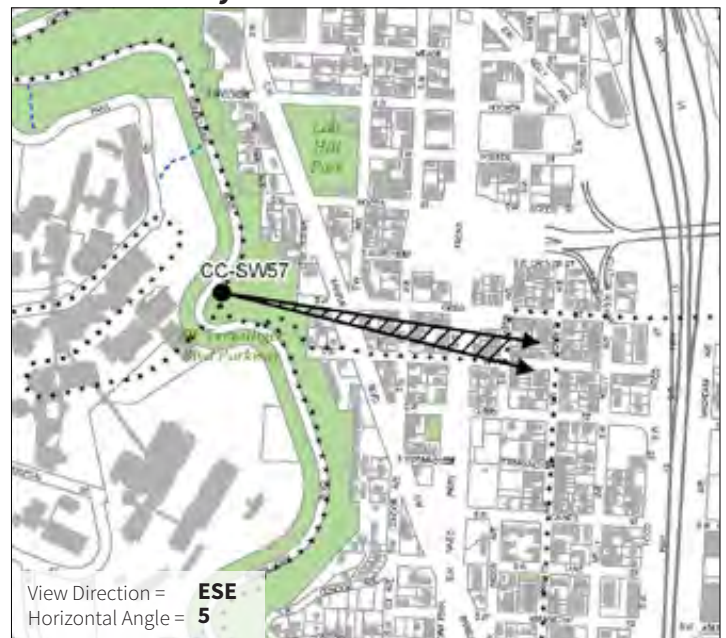
- Vegetation almost completely blocks this view; vegetation management could open up the view.
- Additional amenities, such as benches, could enhance the viewer's experience and direct where vegetation management should occur.

Access

- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Old SRI ID:

Old Central City ID:



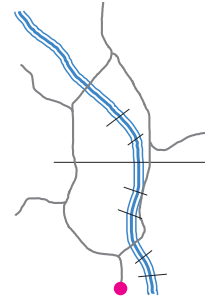
SCENIC RESOURCES INVENTORY | EXTRAPOLATED UPLAND VIEW

CCSW58: SW GIBBS STREET PEDESTRIAN BRIDGE, LOOKING EAST

Score: N/A

Tier: II

Description: This view looks east into the lower Portland Aerial Tram platform and out across the Willamette River to Ross Island and Mt Hood. Mt Tabor is also visible in the background. A large building constrains the view on the right while the Zidell Barge operation constrains it on the left. This view is in Tier III because there are many discordant elements in the foreground and few prominent focal features. This is one of four views from the pedestrian bridge at SW Gibbs Street. The photos were not taken as a panorama because there are large discordant features that break up the view, for example a large building in the immediate foreground.



Primary Focal Feature(s): Ross Island, Mt Hood

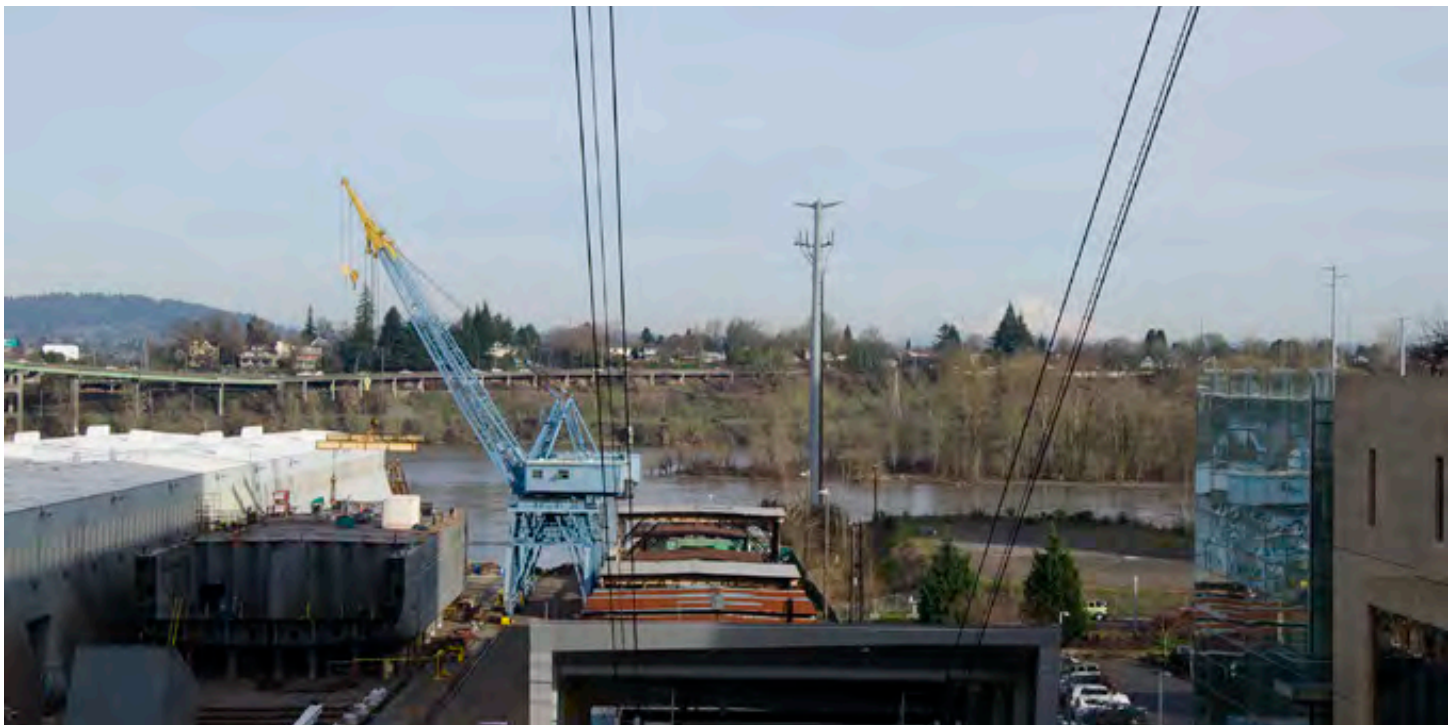
Secondary Focal Feature(s): Mt Tabor

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares some characteristics with high rated upland views (superior viewer position, 3 distance zones, view of mountain) but excessive overgrown vegetation in foreground detracts from view.



View from SW Gibbs Street pedestrian bridge, looking east



Viewpoint at SW Gibbs Street pedestrian bridge



View from SW Gibbs Street pedestrian bridge

Viewpoint Amenities

- Platform
- Guardrail

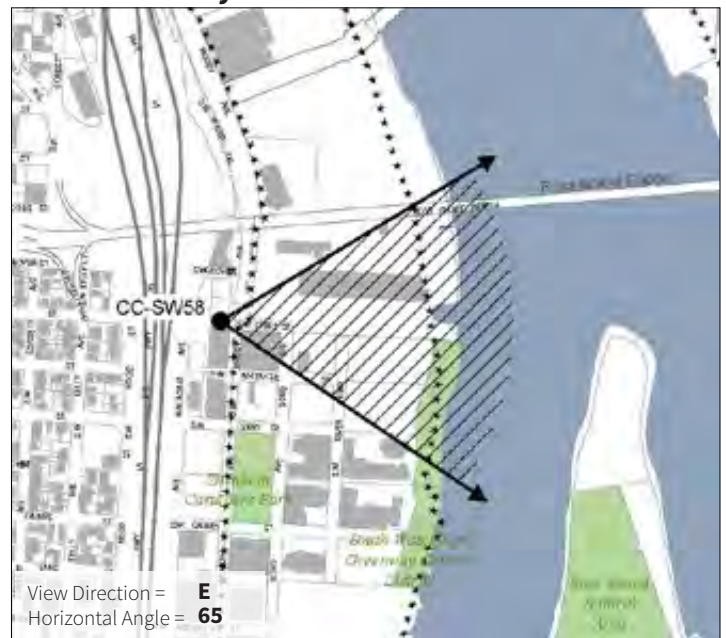
Management Considerations

- Development of Zidell Yards will affect this view.
- Additional amenities, such as a bench, could enhance the viewer’s experience.

Access

- Sidewalk
- Elevator/stairs
- Transit stop
- No parking

Old SRI ID:
Old Central City ID:



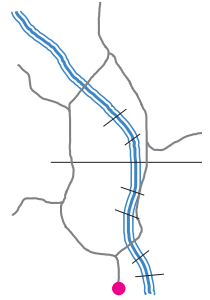
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW58: SW GIBBS STREET PEDESTRIAN BRIDGE, LOOKING SOUTH

Score: 5.2

Tier: II

Description: This view looks south toward Caruthers Park and South Waterfront. The southern hills can be seen in the distance. A large building on the left prevents the view from opening up to the north. This is one of four views from the pedestrian bridge at SW Gibbs Street. The photos were not taken as a panorama because there are large discordant features that break up the view, for example a large building in the immediate foreground.



Primary Focal Feature(s): South Waterfront, Caruthers Park

Secondary Focal Feature(s): Southern hills

RANKINGS:

Universal Scenic Quality:	3.7	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	2.57	Local Features:	3.43
Vegetation:	2.43	Iconic:	3.29
Horizon/Ridgetops:	2.29	Depth:	2.86
Water:	0.86	Scope:	2.43



View from SW Gibbs Street pedestrian bridge, looking south



Viewpoint at SW Gibbs Street pedestrian bridge



View from SW Gibbs Street pedestrian bridge

Viewpoint Amenities

- Platform
- Guardrail

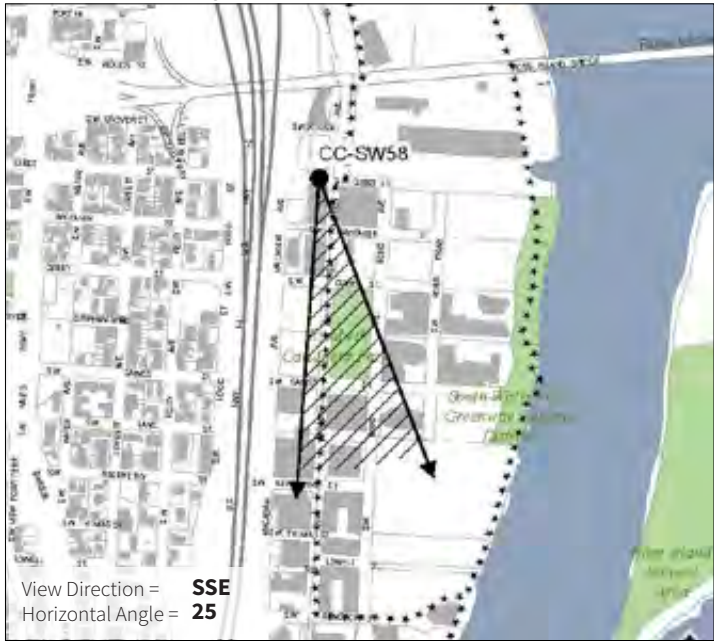
Management Considerations

- Development constrains the view on the left and partially obscures the view of Caruthers Park.
- Additional amenities, such as a bench, could enhance the viewer’s experience.

Access

- Sidewalk
- Elevator/stairs
- Transit stop
- No parking

Old SRI ID:
Old Central City ID:



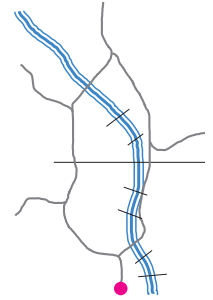
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW58: SW GIBBS STREET PEDESTRIAN BRIDGE, LOOKING NORTH

Score: 3.8

Tier: III

Description: This view looks out toward the Ross Island Bridge and Tilikum Crossing. The Willamette River and Mt St Helens can be seen in the background. There are many discordant elements including the street and overhead utility lines. The Ross Island Bridge is also positioned such that it blocks a full view of Tilikum Crossing. This view is in Tier III because there are many discordant elements in the foreground, few prominent focal features, and little natural vegetation. This is one of four views from the pedestrian bridge at SW Gibbs Street. The photos were not taken as a panorama because there are large discordant features that break up the view, for example a large building in the immediate foreground.



Primary Focal Feature(s):

Secondary Focal Feature(s): Tilikum Crossing, Willamette River, Mt St Helens

RANKINGS:

Universal Scenic Quality:	2.3	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	0.29	Local Features:	2.00
Vegetation:	0.00	Iconic:	2.29
Horizon/Ridgetops:	0.00	Depth:	0.86
Water:	0.71	Scope:	0.86



View from SW Gibbs Street pedestrian bridge, looking north



Viewpoint at SW Gibbs Street pedestrian bridge



Mt St Helens from SW Gibbs Street pedestrian bridge

Viewpoint Amenities

- Platform
- Guardrail

Management Considerations

- Development of Zidell Yards will affect this view.
- Additional amenities, such as a bench, could enhance the viewer’s experience.

Access

- Sidewalk
- Elevator/stairs
- Transit stop
- No parking

Old SRI ID:
Old Central City ID:



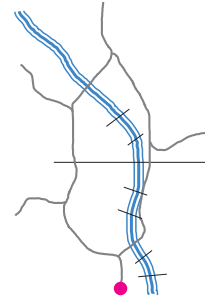
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW58: SW GIBBS STREET PEDESTRIAN BRIDGE, LOOKING WEST

Score: 5.7

Tier: II

Description: This view looks up toward Oregon Health and Science University and the West Hills. The pedestrian bridge elevator structure prevents the view from opening up to the left. The pedestrian bridge itself draws the viewer’s eye into the scene and up toward the hill. This is one of four views from the pedestrian bridge at SW Gibbs Street. The photos were not taken as a panorama because there are large discordant features that break up the view, for example a large structure in the immediate foreground.



Primary Focal Feature(s): West Hills

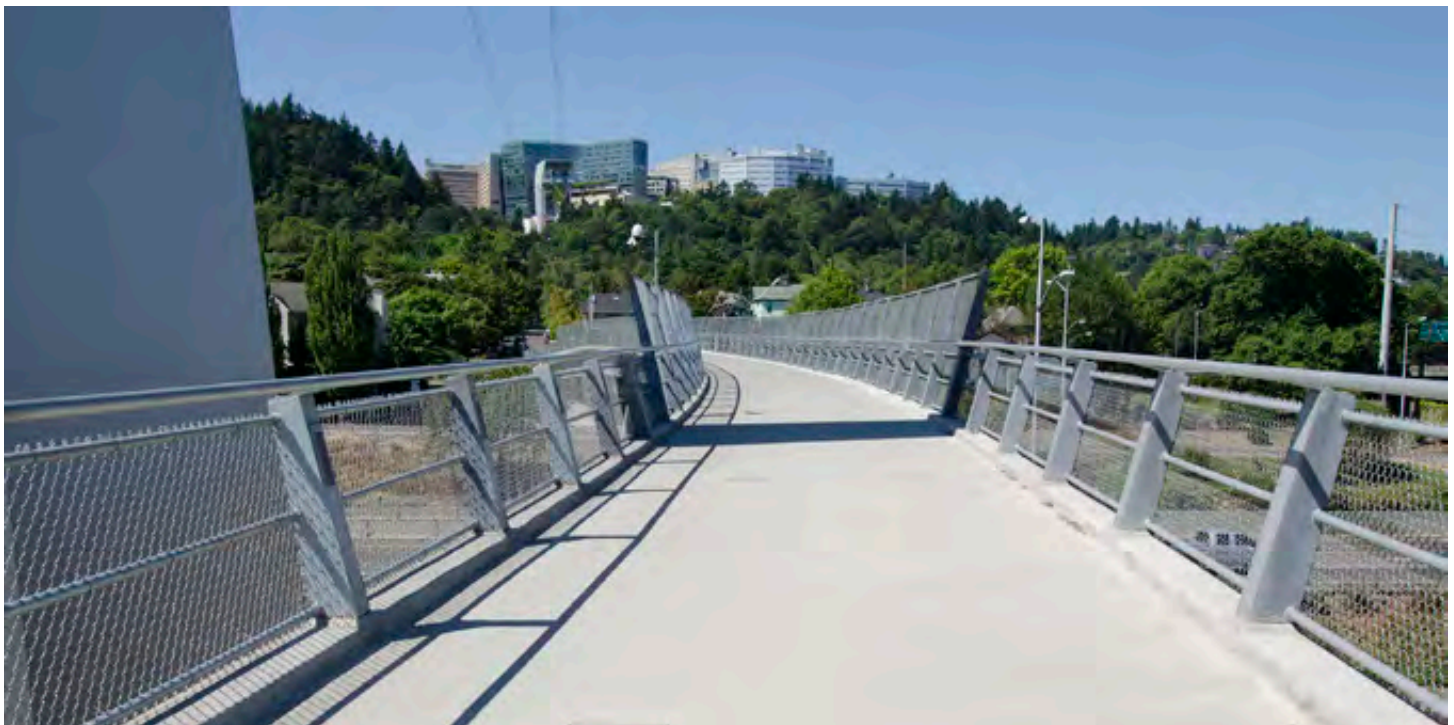
Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	4.2	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	4.57	Local Features:	4.71
Vegetation:	3.86	Iconic:	5.00
Horizon/Ridgetops:	1.71	Depth:	3.43
Water:	0.00	Scope:	2.43



View from SW Gibbs Street pedestrian bridge, looking west



Viewpoint at SW Gibbs Street pedestrian bridge



OHSU from SW Gibbs Street pedestrian bridge

Viewpoint Amenities

- Platform
- Guardrail

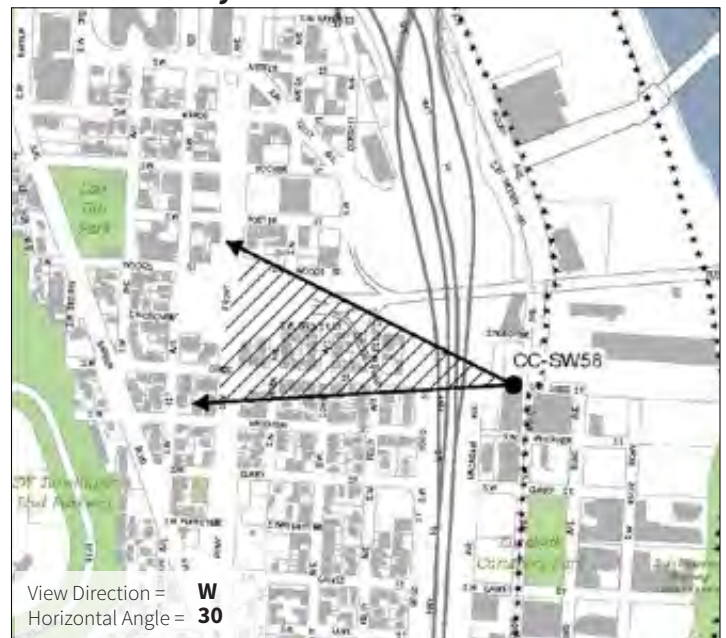
Management Considerations

- The elevator structure constrains the view on the left.
- Additional amenities, such as a bench, could enhance the viewer's experience.

Access

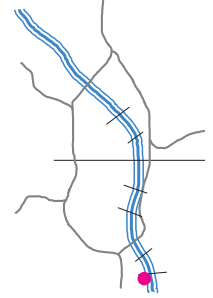
- Sidewalk
- Elevator/stairs
- Transit stop
- No parking

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

CCSW59: GREENWAY TRAIL WEST - AT SW GIBBS STREET (ZIDELL)



Group: B

Description: This view from the developed viewpoint along the South Waterfront Greenway Trail at SW Gibbs Street looks north down the Willamette River towards the Ross Island Bridge. Tilikum Crossing and Mt St Helens can be seen in the distance. The viewpoint is directly south of the Zidell development site. Currently, there is a gap in the trail directly north of this point; the trail is expected to be completed with the development of the Zidell property.

Primary Focal Feature(s): Willamette River, Ross Island Bridge

Secondary Focal Feature(s): Tilikum Crossing, Mt St Helens, riverbank

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Shares some characteristics with high rated river views: focal bridge, view of mountain.



View of Ross Island Bridge from Greenway Trail at SW Gibbs Street



Viewpoint along Greenway Trail at SW Gibbs Street



View of Ross Island from Greenway Trail at SW Gibbs Street

Viewpoint Amenities

- Bench
- Lighting
- Guardrail

Access

- Formal trail
- No transit stop
- No parking

Management Considerations

- Currently, there is a gap in the Greenway Trail between the Marquam Bridge and the South Waterfront Greenway Trail. There is also a gap in the trail to the south, between SW Lane Street and SW Bancroft Street.
- Fencing along the Zidell property detracts from the view.

Old SRI ID: VB31-09
Old Central City ID: CCPV3

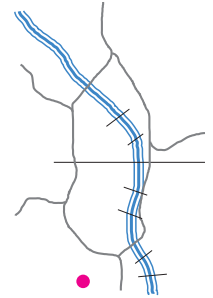


SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW60: PORTLAND AERIAL TRAM OHSU TERMINAL - SOUTH PLATFORM

Score: 10.0

Tier: I



Description: The view from the south platform at the Portland Aerial Tram OHSU terminal includes elements of the most iconic views in Portland: Mt Hood, Mt St Helens, Mt Adams, seven bridges (Ross Island, Tilikum Crossing, Marquam, Hawthorne, Morrison, Burnside and Steel), Willamette River, eastern foothills, South Waterfront, Ross Island, Downtown skyline, Convention Center spires and Lloyd District. The view is bounded on the left by the platform structure and on the right by vegetation. Compared to the view from the north platform (CCSW56), this view includes the Downtown skyline. The tram cables create a strong linear element that draws the viewer’s eye down toward the river and South Waterfront development but also obstructs a clean view of the horizon and ridgeline. Though at the top of the tram, this viewpoint is not easily accessible by any means other than the tram.

Primary Focal Feature(s): Mt St Helens, Mt Hood, Mt Tabor

Secondary Focal Feature(s): Tilikum Crossing, Mt Adams, eastern foothills, Rocky Butte, Kelly Butte, Willamette River, Ross Island, South Waterfront, Downtown skyline, Convention Center spires, Lloyd District

RANKINGS:

Universal Scenic Quality:	7.5	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	1

CONTRIBUTING FACTORS:

Skyline:	4.14	Local Features:	6.71
Vegetation:	5.86	Iconic:	7.86
Horizon/Ridgetops:	7.14	Depth:	7.57
Water:	7.29	Scope:	8.00



View from Portland Aerial Tram OHSU terminal south platform



Google Street View of Portland Aerial Tram OHSU terminal south platform



View of Mt Hood from Portland Aerial Tram OHSU terminal south platform

Viewpoint Amenities

- Platform
- Guardrail

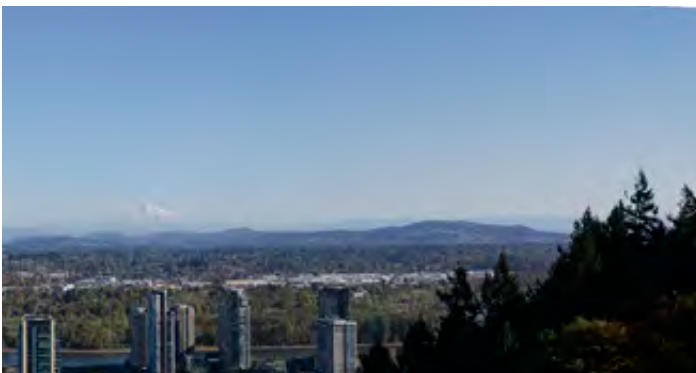
Access

- Transit stop (tram)
- No parking

Management Considerations

- A very tall building Downtown or in the Lloyd District could potentially block the view of Mt St Helens.
- This is one of few destination viewpoints in Portland, though it's difficult to access by any means other than the tram.
- Some of the best views of Mt St Helens from Portland are from OHSU.
- Additional amenities, such as benches, could enhance the viewer's experience.
- This viewpoint shows more of the Downtown skyline compared to the view from the north platform (CCSW57).

Old SRI ID:
Old Central City ID:

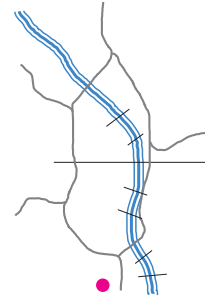


SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW61: SW TERWILLIGER BOULEVARD - SOUTH OF SW CAMPUS DRIVE

Score: 11

Tier: I



Description: This viewpoint from the automobile pull-out along SW Terwilliger Boulevard south of SW Campus Drive includes a view of Mt St Helens and the Downtown skyline, Willamette River, Convention Center spires, Lloyd District, and eastern foothills. The Hawthorne, Morrison, and Burnside Bridges are also visible. While having some vegetation present contributes to the scenic quality of the view, the degree of overgrown vegetation significantly constrains this view, particularly during leaf-on. Vegetation management could open up the view, potentially resulting in a wider, panoramic view reminiscent of the historic panoramic views documented from a nearby section of SW Terwilliger Boulevard. This viewpoint is highly accessible and located on a developed automobile pull-out from the road.

Primary Focal Feature(s): Downtown skyline, Mt St Helens

Secondary Focal Feature(s): Willamette River, Hawthorne Bridge, Convention Center spires, Lloyd District, Morrison Bridge, Burnside Bridge

RANKINGS:

Universal Scenic Quality:	8.0	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	1

CONTRIBUTING FACTORS:

Skyline:	7.57	Local Features:	7.14
Vegetation:	3.86	Iconic:	7.71
Horizon/Ridgetops:	2.71	Depth:	7.00
Water:	4.57	Scope:	5.43



View from SW Terwilliger Boulevard south of SW Campus Drive



Viewpoint at SW Terwilliger Boulevard south of SW Campus Drive



View of Mt St Helens from SW Terwilliger Boulevard south of SW Campus Drive

Viewpoint Amenities

- Automobile pull-out

Access

- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- Adjacent parking

Management Considerations

- Historic views from a nearby section of SW Terwilliger Boulevard include panoramic views of Mt Hood and Mt St Helens.
- Vegetation encroaches on the view from all sides, particularly during leaf-on; vegetation management could open up the view.
- Additional amenities, such as benches, could enhance the viewer's experience and direct vegetation management.

Old SRI ID:

Old Central City ID:



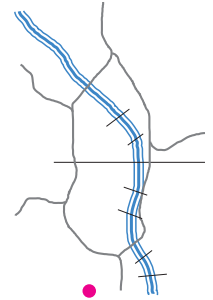
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW62: SW TERWILLIGER BOULEVARD - NORTH OF SW CONDOR LANE, NORTH POINT

Score: 10.5

Tier: I

Description: This view from the automobile pull-out along SW Terwilliger Boulevard north of SW Condor Lane offers a view of Mt Hood and the South Waterfront. The Willamette River, inner Southeast, multiple buttes, and eastern foothills are also visible. There is a significant amount of overgrown vegetation encroaching on the view from the bottom and both sides, although the side vegetation also frames the view. Vegetation management could open up the view and restore a panoramic view from this location. There are two viewpoints along this automobile pull-out with adjacent parking; this is the northern of the two (the other is CCSW64).



Primary Focal Feature(s): Mt Hood, South Waterfront

Secondary Focal Feature(s): Eastern foothills, Willamette River, Kelly Butte

RANKINGS:

Universal Scenic Quality:	7.5	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	1

CONTRIBUTING FACTORS:

Skyline:	3.86	Local Features:	4.47
Vegetation:	4.86	Iconic:	6.57
Horizon/Ridgetops:	5.43	Depth:	7.14
Water:	3.86	Scope:	7.57



View from SW Terwilliger Boulevard north of SW Condor Lane



Viewpoint at SW Terwilliger Boulevard north of SW Condor Lane



Historic view from SW Terwilliger Boulevard north of SW Condor Lane

Viewpoint Amenities

- Automobile pull-out

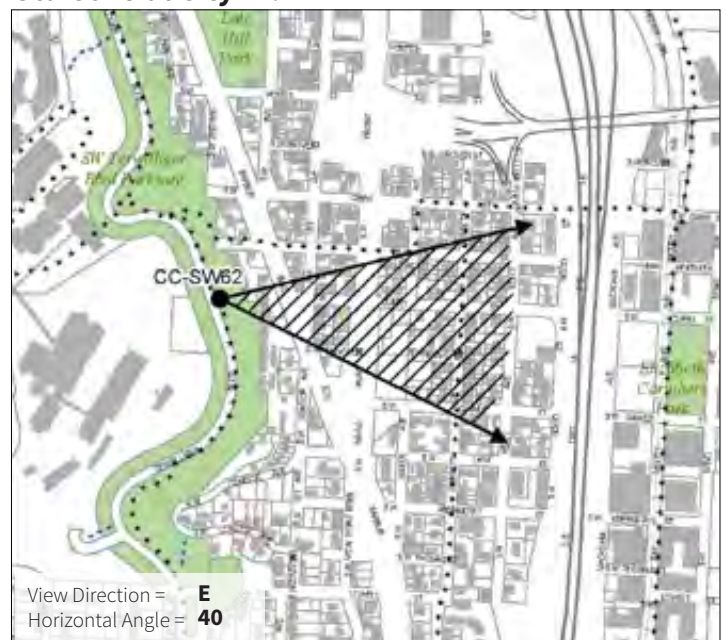
Access

- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

- Overgrown vegetation is encroaching on the view from the bottom and sides; vegetation management could open up the view.
- Historically, there was a panoramic view here with views of Mt Hood and the Downtown skyline.
- Additional amenities, such as benches, could enhance the viewer’s experience and direct vegetation management.

Old SRI ID:
Old Central City ID:

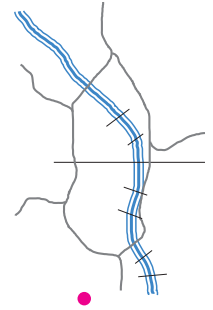


CCSW63: VETERANS HOSPITAL/OHSU SKY BRIDGE

Score: N/A

Tier: I

Description: Located in the sky bridge that connects Portland VA Medical Center with Oregon Health and Sciences University, this view offers a wide overlook of northeast Portland including views of Mt St Helens, the Willamette River, the eastern foothills, the Downtown skyline, Lloyd district, Convention Center spires, South Waterfront, and the Hawthorne, Morrison, and Burnside Bridges. Due to its location on a sky bridge between two hospitals and multiple floors up, this viewpoint is not easily accessible to the general public. This viewpoint was originally located “behind the new Veteran’s Hospital at the edge of the loading area” and offered a view of Mt St Helens. The current view from that location is almost entirely obscured by vegetation. This viewpoint has been relocated to the Veterans Hospital/OHSU sky bridge which offers a similar view.



Primary Focal Feature(s): Mt St Helens

Secondary Focal Feature(s): Willamette River, Downtown skyline, Lloyd District, Convention Center spires, Hawthorne Bridge, Morrison Bridge, Burnside Bridge, eastern foothills

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Shares some characteristics with high rated upland views (superior viewer position, 3 distance zones, view of mountain) but excessive overgrown vegetation in foreground detracts from view.



View from OHSU/Veterans Hospital sky bridge

Unable to take a picture of the viewpoint due to concern for patient confidentiality.



Viewpoint at OHSU/Veterans Hospital sky bridge

Viewpoint Amenities

- Glass wall of sky bridge

Access

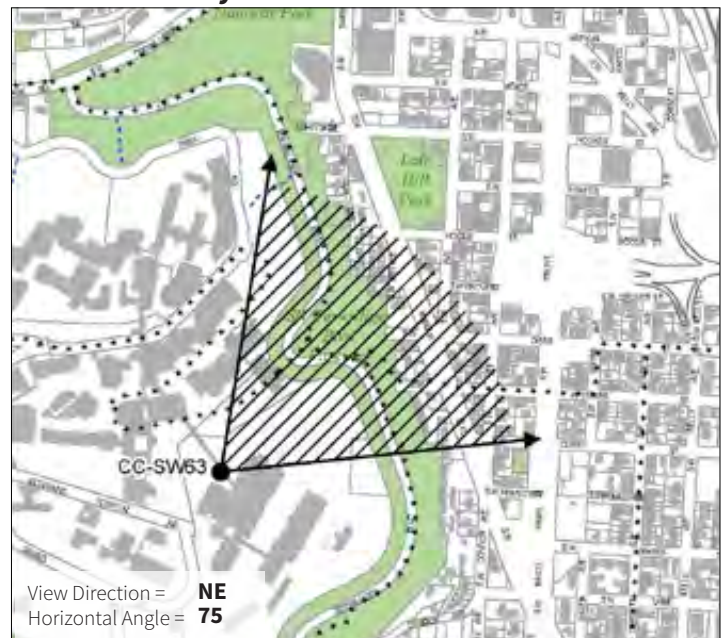
- Sky bridge
- No transit stop
- No parking

Management Considerations

- There is significant glare from the window of the sky bridge.
- Vegetation encroaches on this panoramic view from the right; vegetation management could open the view up and expand the panorama.
- This viewpoint is very difficult to access and is marginally public.

Old SRI ID: VM31-21 (Relocated)

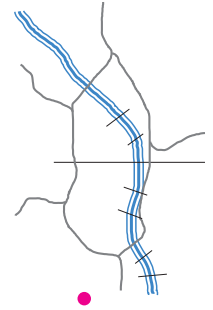
Old Central City ID:



CCSW64: SW TERWILLIGER BOULEVARD - NORTH OF SW CONDOR LANE, SOUTH POINT

Score: N/A

Tier: I



Description: Located at the automobile pull-out along the SW Terwilliger Boulevard north of SW Condor Lane, this view includes Mt St Helens, the Lloyd District, the Willamette River, and the eastern foothills. Multiple buttes, the Convention Center spires, Tilikum Crossing, and the Hawthorne, Marquam, and Ross Island Bridges are also visible. The view is almost entirely blocked by vegetation during leaf-on. A historic view from this stretch of SW Terwilliger Boulevard included a view of the downtown skyline, Mt St Helens, and Mt Hood. While Mt St Helens is still visible, Mt Hood is completely obscured by vegetation and only a glimpse of the downtown skyline remains. Vegetation management could restore a panoramic view. There are two viewpoints along this automobile pull-out with adjacent parking; this is the southern of the two (the other is CCSW62).

Primary Focal Feature(s): Mt St Helens, Rocky Butte

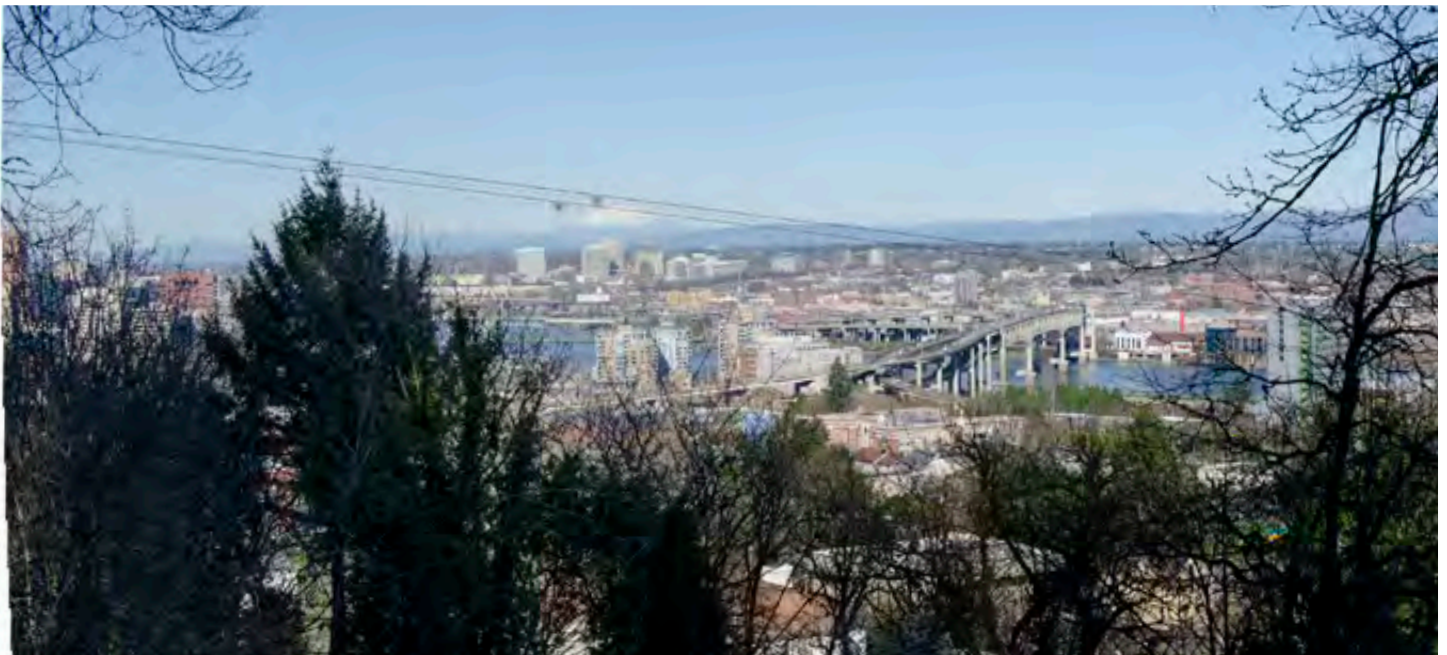
Secondary Focal Feature(s): Willamette River, Lloyd District, Convention Center spires, Tilikum Crossing, Ross Island Bridge, Marquam Bridge, Hawthorne Bridge, eastern foothills, Mt Tabor

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	1

CONTRIBUTING FACTORS:

Shares many characteristics of high rated upland views: 3 distance zones, multiple focal features, mountains, natural vegetation, high elevation viewpoint.



View from SW Terwilliger Boulevard north of SW Condor Lane



Viewpoint at SW Terwilliger Boulevard north of SW Condor Lane



Historic view from a nearby point along SW Terwilliger Boulevard

Viewpoint Amenities

- Automobile pull-out

Access

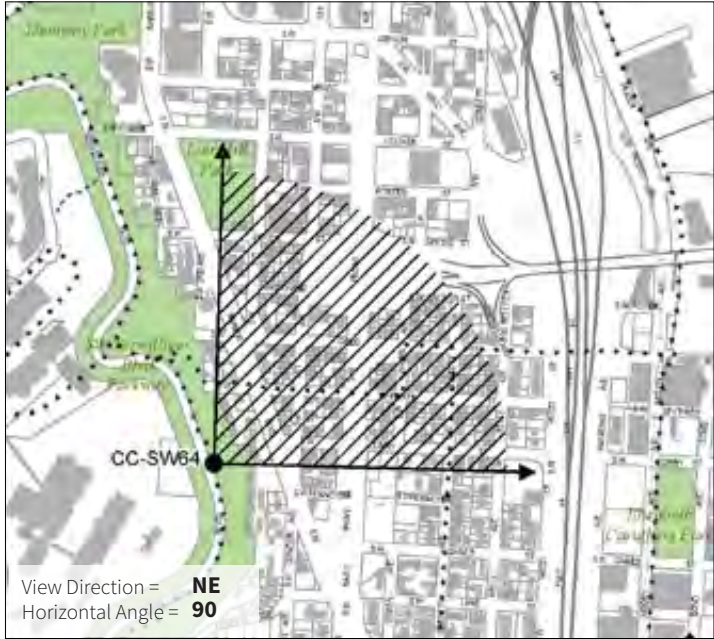
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

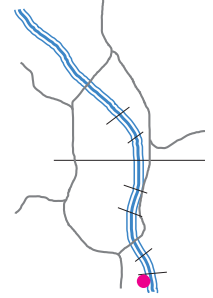
- Historic photos from this stretch of Terwilliger Boulevard show the downtown skyline and Mt Hood.
- Vegetation almost completely blocks this view; vegetation management could open up the view.
- Additional amenities, such as benches, could enhance the viewer’s experience and direct vegetation management.



Old SRI ID: 29
Old Central City ID:



CCSW65: GREENWAY TRAIL WEST - AT SW CURRY STREET



Group: B

Description: This is a developed viewpoint along the South Waterfront Greenway Trail at the end of SW Curry Street with views of the Willamette River, Ross Island, and Ross Island Bridge. Mt St Helens can also be seen in the distance, under the arch of the Ross Island Bridge. Along with three other South Waterfront Greenway Trail views (CCSW67, CCSW69, and CCSW71), this view of the Willamette River from the Central City is more natural with fewer developed focal elements. In addition to a bench and overlook, this developed viewpoint also includes a public art installation called “Cradle” by Buster Simpson, with Peg Butler.

Primary Focal Feature(s): Willamette River, Ross Island, Ross Island Bridge

Secondary Focal Feature(s): Mt St Helens, riverbank

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Shares some characteristics with high rated river views: natural vegetation, focal bridge, panoramic view.



View from Greenway Trail at SW Curry Street



Viewpoint at Greenway Trail at SW Curry Street



View from Greenway Trail at SW Curry Street

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

Access

- Formal trail
- No transit stop
- Limited parking (guest only parking on SW Curry)

Management Considerations

- Currently, there is a gap in the Greenway Trail between the Marquam Bridge and the South Waterfront Greenway Trail. There is also a gap in the trail to the south, between SW Lane Street and SW Bancroft Street.

Old SRI ID:
Old Central City ID:



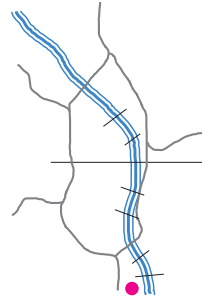
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW66: CARUTHERS PARK - SW BOND AVENUE AND SW PENNOYER STREET

Score: 5.3

Tier: II

Description: This view looks up at the Oregon Health and Science University from the edge of Caruthers Park. Vegetation, both in the foreground and up on the hill, contributes to the scenic quality of the view. Though the tram adds interest, the cables are reminiscent of the other utility lines and could be interpreted as discordant elements. Interstate 5 signage in the center of the image is also discordant.



Primary Focal Feature(s): West Hills

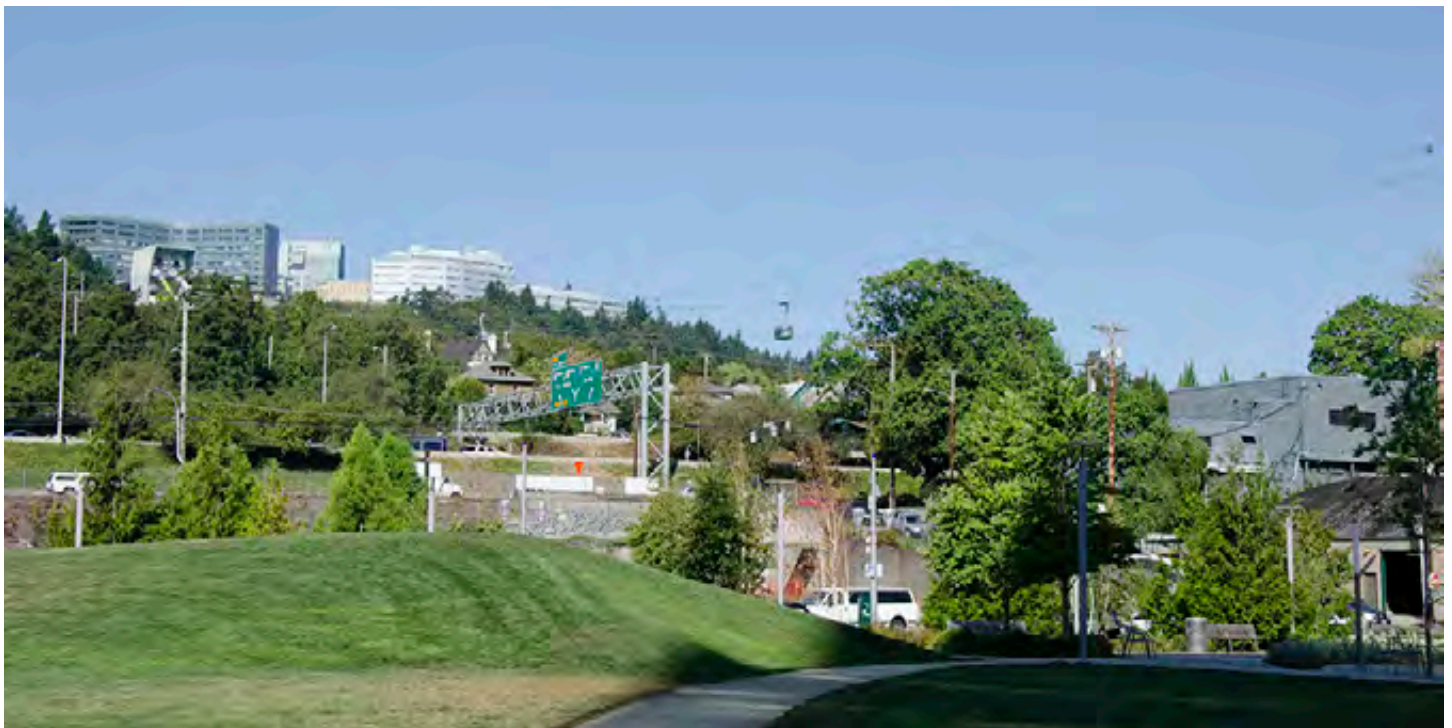
Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	4.3	Access to Viewpoint:	1
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	3.29	Local Features:	3.71
Vegetation:	2.57	Iconic:	4.14
Horizon/Ridgetops:	1.71	Depth:	2.86
Water:	0.00	Scope:	0.00



View from edge of Caruthers Park at SW Bond Avenue and SW Pennoyer Street



Google Street View of viewpoint at SW Bond Avenue and SW Pennoyer Street



View of OHSU and tram from SW Bond Avenue and SW Pennoyer Street

Viewpoint Amenities

- None

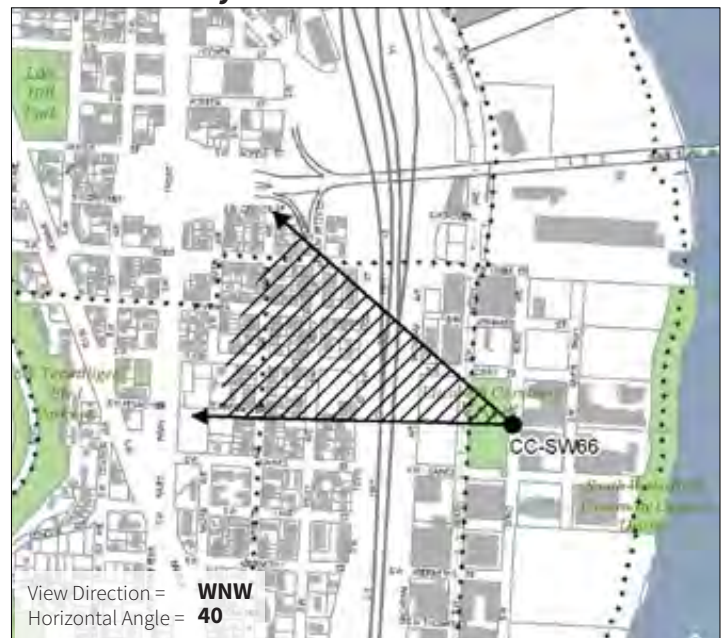
Management Considerations

- Caruthers Park has amenities but this viewpoint is on the street.

Access

- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

Old SRI ID:
Old Central City ID:

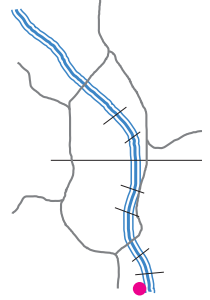


SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

CCSW67: GREENWAY TRAIL WEST - AT SW GAINES STREET

Group: B

Description: This is a developed viewpoint along the South Waterfront Greenway Trail at the end of SW Gaines Street with views of the Willamette River, Ross Island, and Ross Island Bridge. Along with three other South Waterfront Greenway Trail views (CCSW65, CCSW69, and CCSW71), this view of the Willamette River from the Central City is more natural with fewer developed focal elements.



Primary Focal Feature(s): Willamette River, Ross Island, Ross Island Bridge

Secondary Focal Feature(s): Riverbank

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Shares some characteristics with high rated river views: natural vegetation, focal bridge, panoramic view.



View from Greenway Trail at SW Gaines Street



Viewpoint at Greenway Trail at SW Gaines Street



View from Greenway Trail at SW Gaines Street

Viewpoint Amenities

- Benches
- Lighting

Management Considerations

- Currently, there is a gap in the Greenway Trail between the Marquam Bridge and the South Waterfront Greenway Trail. There is also a gap in the trail to the south, between SW Lane Street and SW Bancroft Street.

Access

- Formal trail
- No transit stop
- Limited adjacent parking

Old SRI ID:
Old Central City ID:



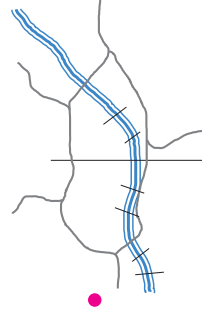
SCENIC RESOURCES INVENTORY | EXTRAPOLATED UPLAND VIEW

CCSW68: SW TERWILLIGER BOULEVARD - AT EAGLE'S POINT, NORTH VIEW

Score: N/A

Tier: II

Description: There are two views from the property at Eagle's Point that was recently acquired by Portland Parks and Recreation. This view looks north, towards Mt St Helens and the Downtown skyline; the other looks east (see next page). The Wells Fargo Center and KOIN Center are visible through the overgrown vegetation; however, at this time, the view of Mt St Helens is completely obscured. There are two benches at Eagle Point along with plans for the site to become a more developed viewpoint in the future.



Primary Focal Feature(s): Mt St Helens, Downtown skyline

Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares some characteristics with high rated upland views (3 distance zones, view of mountain, superior viewing position) but significant overgrown vegetation in foreground detracts from view.



View from Eagle's Point, looking north



Viewpoint at Eagle's Point



View from Eagle's Point, looking north

Viewpoint Amenities

- Benches

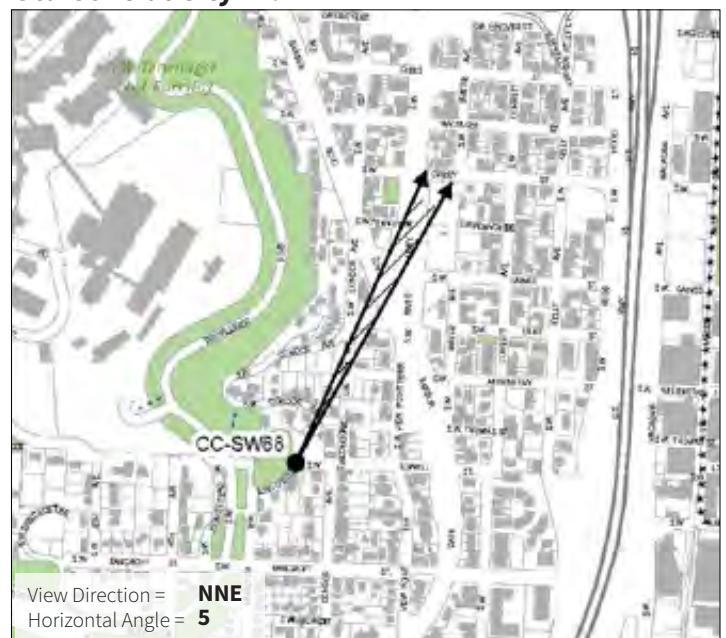
Management Considerations

- Overgrown vegetation almost completely blocks this view; vegetation management could restore the view.
- The Eagle's Point property was recently acquired by Portland Parks and Recreation. There are plans to develop it as a viewpoint.

Access

- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Old SRI ID:
Old Central City ID:



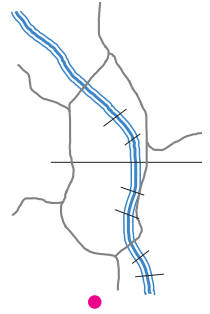
SCENIC RESOURCES INVENTORY | EXTRAPOLATED UPLAND VIEW

CCSW68: SW TERWILLIGER BOULEVARD - AT EAGLE'S POINT, EAST VIEW

Score: N/A

Tier: II

Description: There are two views from the property at Eagle's Point that was recently acquired by Portland Parks and Recreation. This view looks east, towards Mt Hood; the other looks north (see previous page). Multiple buttes and the eastern foothills are visible in the distance; however, at this time, the view of Mt Hood is obscured by vegetation on the right (south) of the view. There are two benches at Eagle Point along with plans for the site to become a more developed viewpoint in the future.



Primary Focal Feature(s): Mt Hood

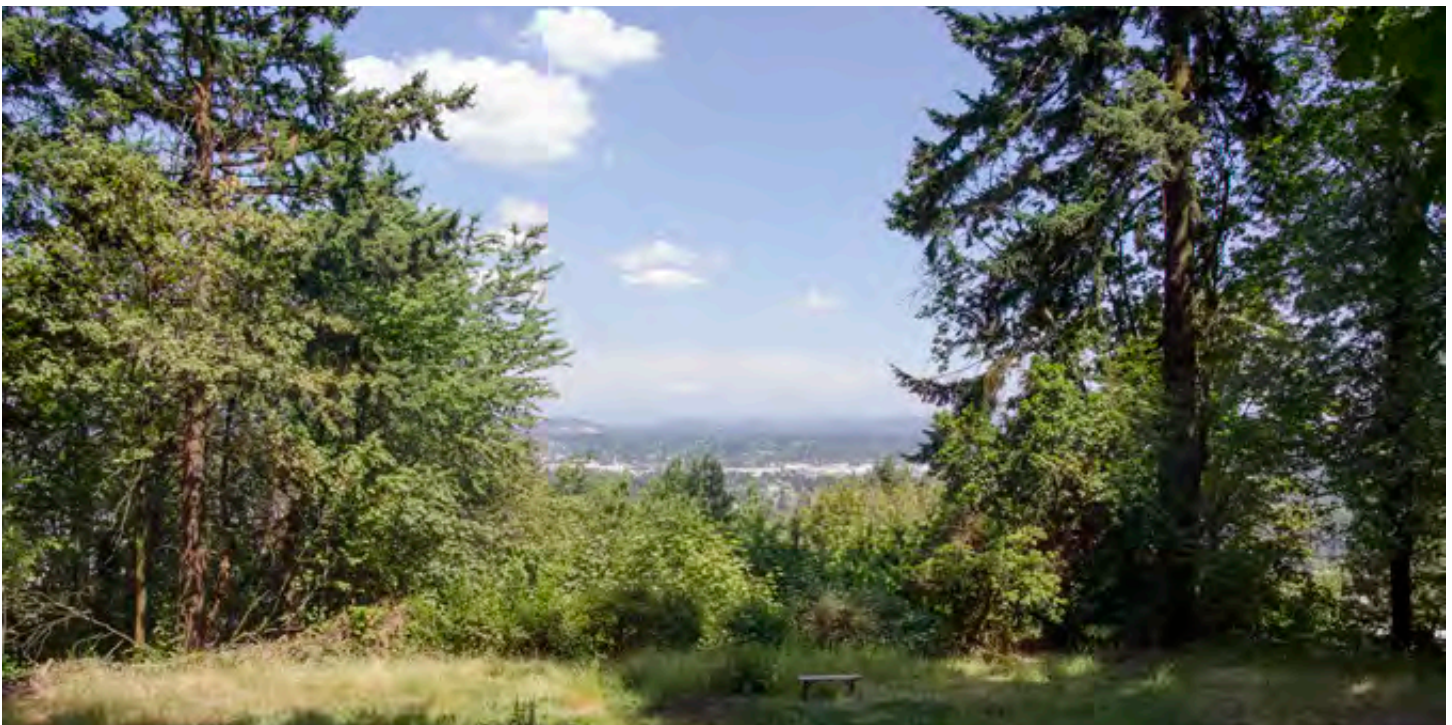
Secondary Focal Feature(s): Mt Tabor, Kelly Butte, Powell Butte, Mt Scott, eastern foothills

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares some characteristics with high rated upland views: 3 distance zones, view of mountain, superior viewing position.



View from Eagle's Point, looking east



Viewpoint at Eagle's Point



View from Eagle's Point, looking east

Viewpoint Amenities

- Benches

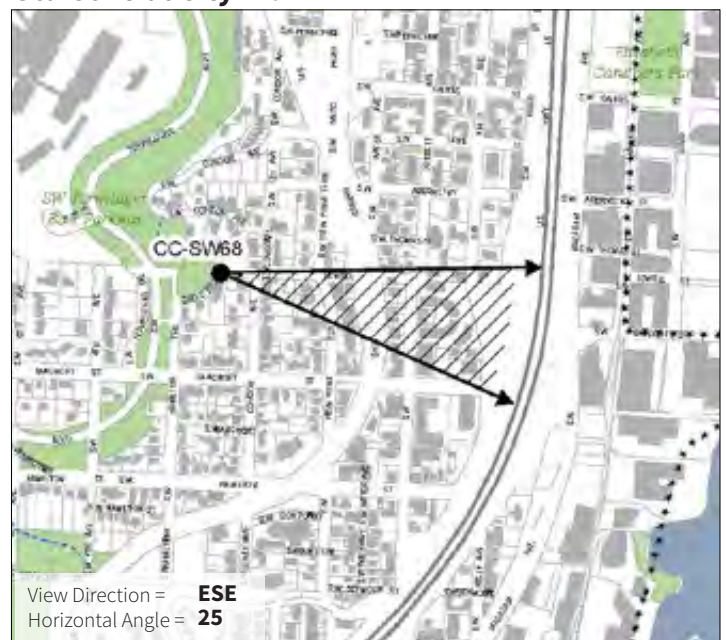
Access

- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Management Considerations

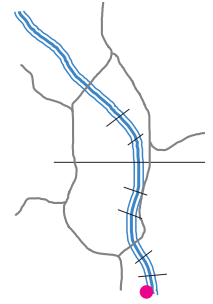
- Overgrown vegetation encroaches on this view and blocks a view of Mt Hood; vegetation management could open up the view and restore a view of Mt Hood.
- The Eagle's Point property was recently acquired by Portland Parks and Recreation. There are plans to develop it as a viewpoint.

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSW69: GREENWAY TRAIL WEST - AT SW BANCROFT STREET



Group: A

Description: This view is primarily natural in character and looks up the Willamette River (south) toward the Sellwood Bridge. Vegetation on the southern hills, Ross Island, and in the immediate foreground contributes positively to the scenic quality of this view. Along with three other South Waterfront Greenway Trail views (CCSW65, CCSW67, and CCSW71), this view of the Willamette River from the Central City is more natural with fewer developed focal elements. Though there is a developed viewpoint with a bench, this is not a highly trafficked section of the Greenway Trail as there is a gap in the trail just north of here.

Primary Focal Feature(s): Willamette River, Ross Island, southern hills

Secondary Focal Feature(s): Sellwood Bridge, riverbank

RANKINGS:

Universal Scenic Quality:	8.1	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	0.29	Water:	7.71
Vegetation:	8.71	Local Features:	4.43
Horizon/Ridgetops:	6.29	Iconic:	5.57



View from Greenway Trail at SW Bancroft Street



Viewpoint along Greenway Trail at SW Bancroft Street



View of Sellwood Bridge from Greenway Trail at SW Bancroft Street

Viewpoint Amenities

- Benches

Access

- Formal trail
- No transit stop
- Limited parking (customer only parking for Old Spaghetti Factory)

Management Considerations

- There's a gap in the Greenway Trail just north of this viewpoint. There is also a gap to the south
- If the foreground vegetation grows much taller, it will block views of the Willamette River and Sellwood Bridge; vegetation management can preserve the view.

Old SRI ID:
Old Central City ID: CCPV2



SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSW70: SW TERWILLIGER BOULEVARD - AT SW BANCROFT STREET

Score: 5.7

Tier: II

Description: This viewpoint is located on SW Terwilliger Boulevard at SW Bancroft Street. The view is of Mt Hood, the Willamette River, and the eastern foothills; however, the view from SW Terwilliger Boulevard is almost completely blocked by overgrown vegetation. A representative photo was taken from SW Bancroft Street and SW Hamilton Terrace, directly below the existing viewpoint on Terwilliger Boulevard. The photo shows that through vegetation management the viewpoint could offer a more expansive view of Mt Hood, Mt Tabor, Kelly Butte, Powell Butte, the eastern foothills, and the Willamette River. There is not an automobile pull-out from the road or parking at this point along SW Terwilliger Boulevard.



Primary Focal Feature(s): Mt Hood

Secondary Focal Feature(s): Willamette River, eastern foothills

RANKINGS:

Universal Scenic Quality:	5.2	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	0.57	Local Features:	1.71
Vegetation:	4.43	Iconic:	3.71
Horizon/Ridgetops:	5.00	Depth:	4.71
Water:	0.14	Scope:	4.43



View from SW Terwilliger Boulevard and SW Bancroft Street



Viewpoint at SW Terwilliger Boulevard and SW Bancroft Street



Representative view from SW Bancroft Street and SW Hamilton Terrace

Viewpoint Amenities

- None

Access

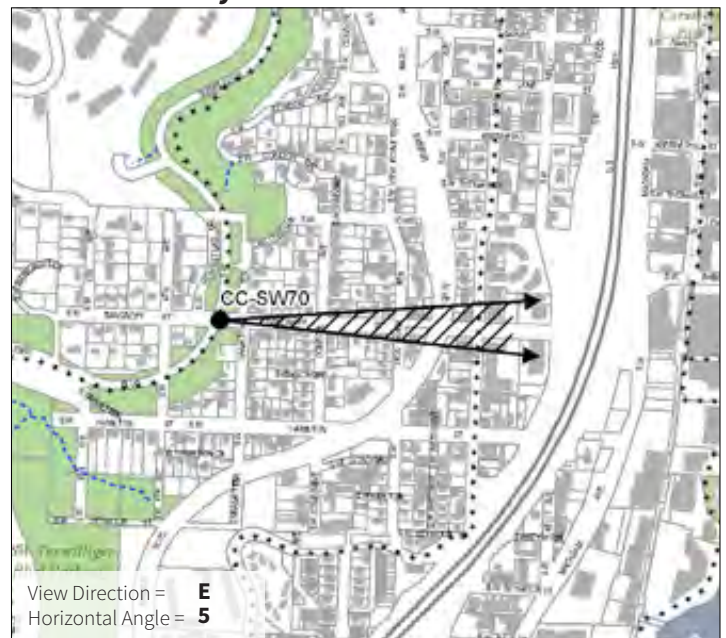
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Management Considerations

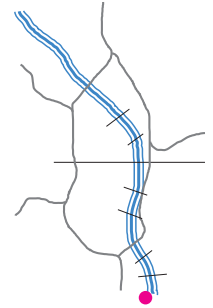
- The view from the original viewpoint on SW Terwilliger Boulevard is almost completely blocked by vegetation, even during leaf-off; vegetation management could restore and improve the view.
- A representative photo was taken from SW Bancroft Street and SW Hamilton Terrace, below SW Terwilliger Boulevard.
- There is not an automobile pull-out along this section of SW Terwilliger Boulevard.

Old SRI ID: 30

Old Central City ID:



CCSW71: GREENWAY TRAIL WEST - AT SW UNNAMED ROAD



Group: B

Description: This view looks out across the Willamette River to Ross Island. It is entirely natural in character and does not include any views of buildings, bridges, or other urban structures. Along with three other South Waterfront Greenway Trail views (CCSW65, CCSW67, and CCSW69), this view of the Willamette River from the Central City is more natural with fewer developed focal elements. Vegetation encroaches on the view from both sides; vegetation management could open up the view, potentially opening up a view of the southern hills. Currently, there is a gap in the Greenway Trail to the north of SW Unnamed Road.

Primary Focal Feature(s): Willamette River, Ross Island

Secondary Focal Feature(s): Riverbank

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares some characteristics with high rated river views: natural vegetation, panoramic view.



View from Greenway Trail at SW Unnamed Road



Viewpoint along Greenway Trail at SW Unnamed Road (Google Street View)



View from Greenway Trail at SW Unnamed Road

Viewpoint Amenities

- None

Management Considerations

- Currently there is a gap in the trail to the north of SW Unnamed Road.
- Vegetation encroaches on this view from the sides; vegetation management could open up the view.

Access

- Formal trail
- No transit stop
- No parking

Old SRI ID:
Old Central City ID:

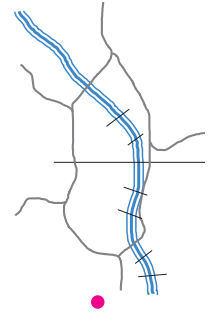


CCSW72: COLLINS CIRCLE

Score: N/A

Tier: II

Description: This view is from the western edge of Collins Circle, a traffic circle located at the intersection of SW Jefferson Street and SW 18th Avenue. The view looks west along SW Jefferson Street to the Vista Bridge and West Hills in the background. The view of Vista Bridge is seen down the right-of-way and no buildings or structures obscure the view. Traffic lights and signs, above ground utilities and the MAX Light Rail stop are discordant to the view. Pedestrian traffic is direct around Collins Circle; however, a path has been worn where people frequently shortcut between the sidewalks to the southeast and southwest. There is an art installment on Collins Circle created by Robert Murase that draws from his Japanese-American heritage and is intended to be a gateway into Portland's Downtown District.



Primary Focal Feature(s): Vista Bridge, West Hills

Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares some characteristics with higher ranked upland views (presence of focal features such as bridges, natural vegetation) but view is partially obscured by utility and light rail lines, traffic lights and signs. The view is unique to the neighborhood and the only view of an upland bridge in the Central City.



View from Eagle's Point, looking east



Viewpoint at Eagle's Point



View from Eagle's Point, looking east

Viewpoint Amenities

- Benches

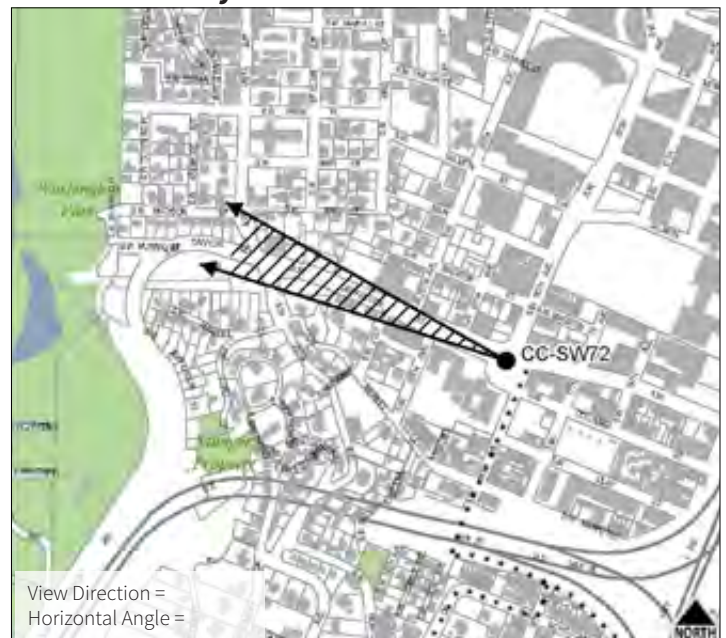
Access

- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Management Considerations

- Pedestrian connectivity from nearby sidewalks to Collins Circle should be improved and a viewing area should be developed with a marker or information sign.
- Utilities and street signs currently distract from the view and should be relocated.

Old SRI ID:
Old Central City ID:



7. RESULTS FOR SOUTHEAST

There are 30 viewpoints in the southeast quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from E Burnside Street south to the Springwater Corridor.

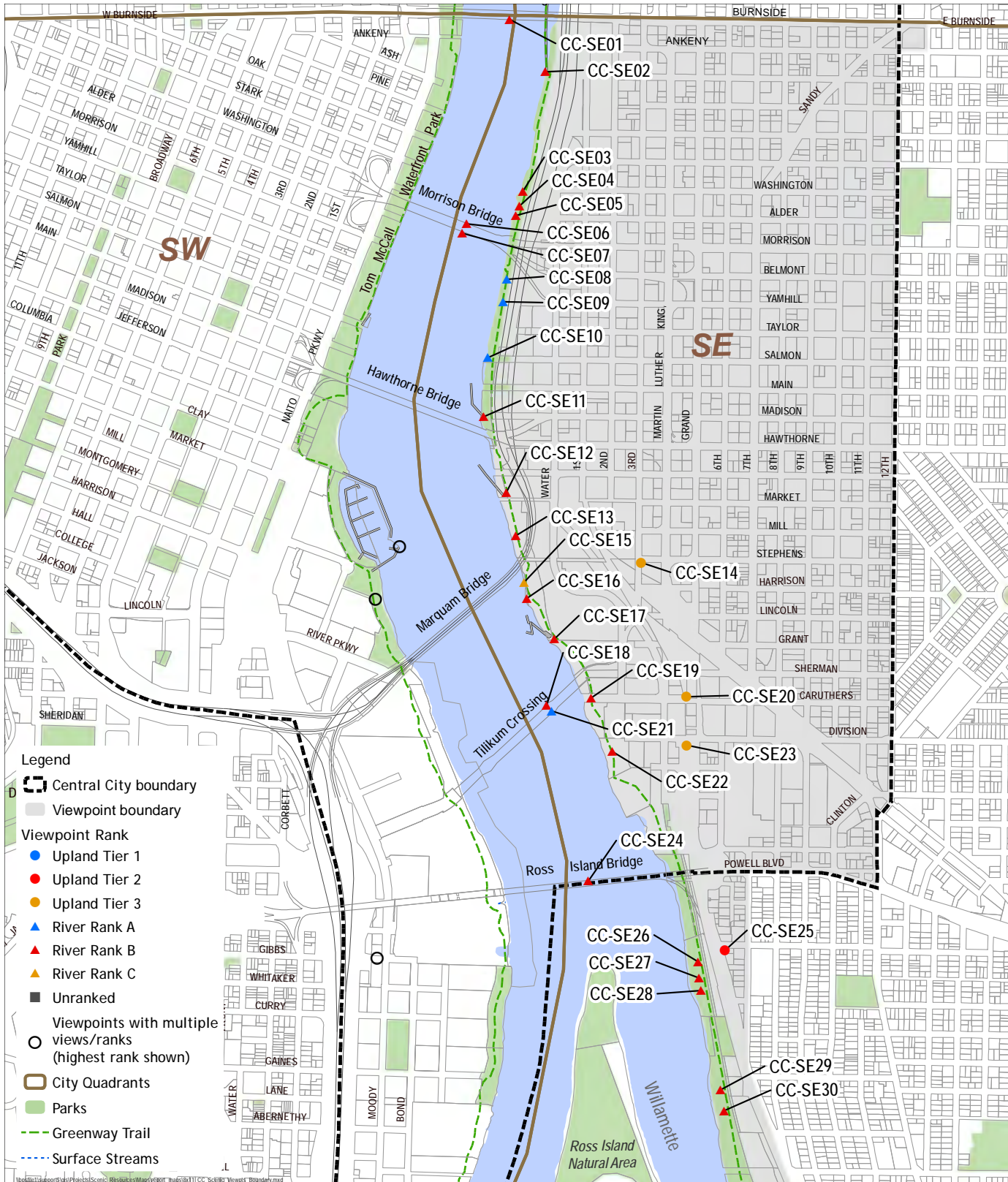
Note: Viewpoints CCSE23 and CCSE24 have two views.

Following Map 9 are two-page spreads that present the information for each viewpoint in the southeast quadrant. The views are ranked based on the methodology described in 3.a.5 and 3.a.6. The vies are ranked in the following ways:

- RIVER VIEWS
 - **Group A:** high scores
 - **Group B:** medium scores
 - **Group C:** low scores

- UPLAND VIEWS
 - **Tier I:** high scores
 - **Tier II:** medium scores
 - **Tier III:** high scores

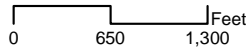
MAP 9: SCENIC VIEWS AND VIEWPOINTS - SOUTHEAST QUADRANT



Central City Scenic Resources - Southeast Quadrant

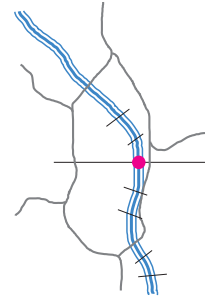
February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE01: BURNSIDE BRIDGE - SOUTH SIDE, CENTER



Group: B

Description: This view from the south side of the Burnside Bridge looks up (south) the Willamette River toward the Morrison Bridge; the Hawthorne and Marquam Bridges are also visible in the background. On the left is the Central East Side with some visibility to the eastern foothills. On the right is Waterfront Park and the Downtown skyline with the West Hills in the background. The U.S. Bancorp Tower and White Stag sign are visible on the far right. The Burnside Bridge has a separated bike lane, making this a comfortable place to stop and take in the view. Though this particular photo was taken from the center of the bridge where there is no developed viewpoint, there are two developed pedestrian refuges on each side of the bridge.

Primary Focal Feature(s): Willamette River, Downtown skyline

Secondary Focal Feature(s): Morrison Bridge, riverbank

RANKINGS:

Universal Scenic Quality:	6.7	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	6.71	Water:	4.86
Vegetation:	3.71	Local Features:	4.57
Horizon/Ridgetops:	3.14	Iconic:	7.00



View from Burnside Bridge south side center



Viewpoint on Burnside Bridge south side center



View from Burnside Bridge south side center

Viewpoint Amenities

- Guardrail (between sidewalk and river)
- Pedestrian bump-outs on south side east and west of center (but none at center)

Access

- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- No parking

Management Considerations

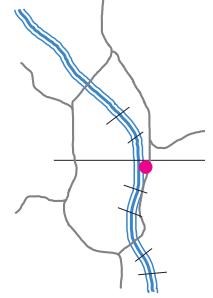
- There are two small pedestrian bump-outs adjacent to the towers on the south side, though this view is taken from the center of the bridge.
- This is one of two bridges with physically separated bike/ped lanes which makes stopping to take in a view easier and safer to do.

Old SRI ID:
Old Central City ID: CCPV23



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE02: EASTBANK ESPLANADE - SOUTH OF BURNSIDE BRIDGE



Group: B

Description: This view across the Willamette River centers on the U.S. Bancorp Tower. The Burnside Bridge and White Stag sign can be seen to the right, with the Downtown skyline, Morrison and Hawthorne Bridges, and West Hills to the left. Waterfront Park is directly across the river. This is a developed viewpoint at the top of the Eastbank Esplanade ramp down to the water. There are two benches from which the viewer can enjoy the view. This section of the Eastbank Esplanade is not easily accessible; the closest access is via a staircase leading down from the south side of the Burnside Bridge.

Primary Focal Feature(s): Willamette River, Burnside Bridge

Secondary Focal Feature(s): Downtown skyline, Morrison Bridge, White Stag sign

RANKINGS:

Universal Scenic Quality:	6.9	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	6.29	Water:	5.43
Vegetation:	5.14	Local Features:	5.57
Horizon/Ridgetops:	1.86	Iconic:	6.71



View from Eastbank Esplanade south of Burnside Bridge



Viewpoint along Eastbank Esplanade south of Burnside Bridge



White Stag sign from Eastbank Esplanade south of Burnside Bridge

Viewpoint Amenities

- Platform
- Benches
- Guardrail

Management Considerations

- This section of the Eastbank Esplanade is difficult to access from the east due to the presence of I-5.

Access

- Formal trail
- No transit stop
- No parking
- No direct access from east side

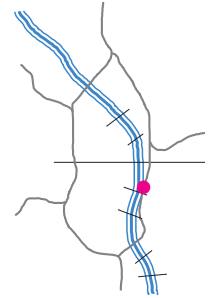
Old SRI ID: VB24-27

Old Central City ID: CCPV22



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE03: EASTBANK ESPLANADE - AT SE WASHINGTON STREET



Group: B

Description: This view looks across the Willamette River to Waterfront Park and the Downtown skyline. The U.S. Bancorp Tower is a particularly prominent feature. The Burnside and Steel Bridges are visible to the right and the Morrison Bridge to the left. There are partial views of the Hawthorne Bridge and West Hills in the distance. This is the northern of three viewpoints within a larger viewing platform area along the Eastbank Esplanade just north of the Morrison Bridge (see CCSE04 and CCSE05); the entirety of the viewpoint consists of a large, arced platform flanked on either end by two viewpoints that extend outward over the river. This section of the Esplanade receives a fair amount of commuter and recreational bicycle and pedestrian traffic.

Primary Focal Feature(s): Willamette River, Downtown skyline, Morrison Bridge

Secondary Focal Feature(s): Waterfront Park, Burnside Bridge, Steel Bridge

RANKINGS:

Universal Scenic Quality:	5.4	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	4.00	Water:	3.71
Vegetation:	2.71	Local Features:	3.57
Horizon/Ridgetops:	1.57	Iconic:	5.43



View from Eastbank Esplanade north of Morrison Bridge at SE Washington Street



Viewpoint along Eastbank Esplanade at SE Washington



View from Eastbank Esplanade at SE Washington Street

Viewpoint Amenities

- Platform
- Guardrail

Management Considerations

- Vegetation is beginning to encroach on the view; vegetation management could open up the view.
- Though the nearby large viewing platform has many benches, a bench at this viewpoint could enhance the viewer’s experience.

Access

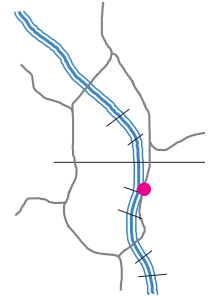
- Formal trail
- No transit stop
- No parking
- No direct access from east side

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

CCSE04: EASTBANK ESPLANADE - BETWEEN SE WASHINGTON STREET AND SE ALDER STREET



Group: B

Description: This view looks across the Willamette River to Waterfront Park and the Downtown skyline. The U.S. Bancorp Tower is a particularly prominent feature. The Morrison Bridge is visible to the left with a partial view of the Hawthorne Bridge in the distance. This is the middle of three viewpoints within a larger viewing platform area along the Eastbank Esplanade just north of the Morrison Bridge (see CCSE03 and CCSE05); the entirety of the viewpoint consists of a large, arced platform flanked on either end by two viewpoints that extend outward over the river. This viewpoint at the arced viewing area has many benches and offers a safe and accessible place to pull off the trail and take in the view. This section of the Esplanade receives a fair amount of commuter and recreational bicycle and pedestrian traffic.

Primary Focal Feature(s): Willamette River, Downtown skyline, Morrison Bridge

Secondary Focal Feature(s): Waterfront Park

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Very similar view to CCSE03; result of expert scores placed CCSE03 in Group B.



View from Eastbank Esplanade north of Morrison Bridge between SE Washington Street and SE Alder Street



Viewpoint along Eastbank Esplanade between SE Washington and Alder Streets



View from Eastbank Esplanade between SE Washington and Alder Streets

Viewpoint Amenities

- Platform
- Benches
- Guardrail

Access

- Formal trail
- No transit stop
- No parking
- No direct access from east side

Management Considerations

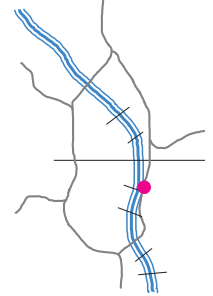
- Vegetation is beginning to encroach on the view; vegetation management could open up the view.
- Vegetation on the viewing platform itself obscures a view of the Burnside and Steel Bridges; vegetation management could restore the view.

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

CCSE05: EASTBANK ESPLANADE - AT SE ALDER STREET



Group: B

Description: This view looks across the Willamette River to Waterfront Park and the Downtown skyline. The U.S. Bancorp Tower is a particularly prominent feature. The Burnside and Steel Bridges are visible to the right and the Morrison Bridge to the left. There are partial views of the Hawthorne Bridge and West Hills in the distance. This is the southern of three viewpoints within a larger viewing platform area along the Eastbank Esplanade just north of the Morrison Bridge (see CCSE03 and CCSE04); the entirety of the viewpoint consists of a large, arced platform flanked on either end by two viewpoints that extend outward over the river. This section of the Esplanade receives a fair amount of commuter and recreational bicycle and pedestrian traffic.

Primary Focal Feature(s): Willamette River, Downtown skyline, Morrison Bridge

Secondary Focal Feature(s): Waterfront Park, Burnside Bridge, Steel Bridge

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Similar view to CCSE03 with slightly less visibility of downtown skyline; result of expert scores placed CCSE03 in Group B.



View from Eastbank Esplanade north of Morrison Bridge at SE Alder Street



Viewpoint along Eastbank Esplanade at SE Alder Street



View from Eastbank Esplanade at SE Alder Street

Viewpoint Amenities

- Platform
- Guardrail

Access

- Formal trail
- No transit stop
- No parking
- No direct access from east side

Management Considerations

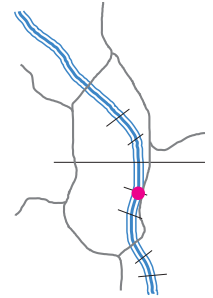
- Vegetation is beginning to encroach on the view; vegetation management could open up the view.
- Though the large arced viewing platform has many benches, a bench on this viewpoint that extends out over the river could enhance the viewer’s experience.

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE06: MORRISON BRIDGE - NORTH SIDE, EAST



Group:

Description: This view looks down the Willamette River (north) toward the Burnside Bridge which is flanked on either side by the Steel Bridge towers and Convention Center spires. The left-hand side includes a view of Waterfront Park and a partial view of the Downtown skyline; of particular note is the U.S. Bancorp Tower. The top of the Fremont Bridge is also visible in the distance, though mostly obscured by development. The Interstate 84/Interstate 5 interchange occupies much of the right-hand side and detracts from the scenic quality of the view on that side, though a distant ridgeline of vegetation contributes to the view. The Morrison Bridge does not have a separated bike lane on the north side; however, there are two pedestrian refuges on the north side from which one can stop and take in the view; this was taken from the eastern refuge (relocated from its original location in the center).

Primary Focal Feature(s): Willamette River, Downtown skyline

Secondary Focal Feature(s): Waterfront Park

RANKINGS:

Universal Scenic Quality:	5.7	Access to Viewpoint:	0
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	2.29	Water:	4.29
Vegetation:	4.14	Local Features:	4.43
Horizon/Ridgetops:	0.00	Iconic:	6.00



View from Morrison Bridge north side, east bump-out



Viewpoint on Morrison Bridge north side, east bump-out



View from Morrison Bridge north side, east bump-out

Viewpoint Amenities

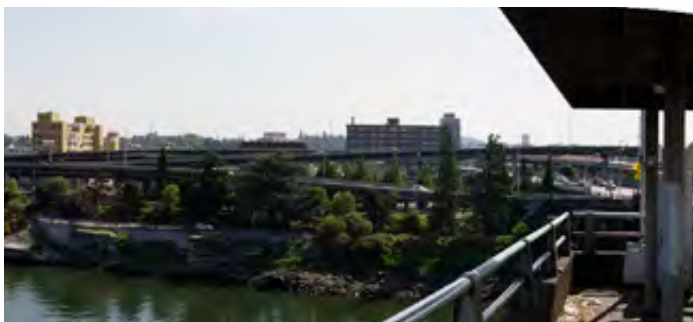
- Platform
- Guardrail (between sidewalk and river)

Access

- Street/Auto
- Sidewalk
- No bike lane
- No transit
- No parking
- Very limited access from east

Management Considerations

- The north side has a very narrow sidewalk and no guardrail between the sidewalk and automobile traffic making it feel unsafe; a guardrail between the sidewalk and traffic lanes could be added to enhance the viewer's experience.
- It is difficult to access the north side of the bridge, particularly from the east side.

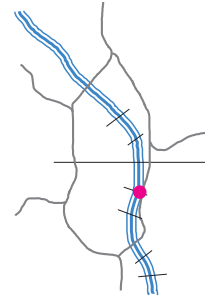


Old SRI ID:
Old Central City ID: CCPV20 (Relocated)



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE07: MORRISON BRIDGE - SOUTH SIDE, EAST



Group: B

Description: Looking up the Willamette River (south), this view centers on the Hawthorne Bridge with glimpses of the Marquam Bridge and Tilikum Crossing beyond. On the right are the West Hills, Downtown skyline, and Waterfront Park. Though there is not much visual interest on the left (east side), the vegetation along the bank in the foreground and the distant foothills contribute positively to the scenic quality of the view. Mt Hood is also visible to the east, as a separate view from the panorama, though the I-5/I-84 interchange is highly discordant. The south side of the Morrison Bridge, from which this view was taken, has a separated bike lane and there are two pedestrian refuges from which one can stop and take in the view; this was taken from the eastern refuge. The south side of the Morrison Bridge is easier to access than the north and is safer due to the separation of transportation modes.

Primary Focal Feature(s): Willamette River, Downtown skyline, Hawthorne Bridge

Secondary Focal Feature(s): Waterfront Park, West Hills, Marquam Bridge, Mt Hood, riverbank

RANKINGS:

Universal Scenic Quality:	6.1	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	5.14	Water:	3.43
Vegetation:	2.14	Local Features:	4.43
Horizon/Ridgetops:	1.86	Iconic:	6.14



View from Morrison Bridge south side east bump-out



Viewpoint on Morrison Bridge south side east bump-out



Additional view of Mt Hood from Morrison Bridge south side east bump-out

Viewpoint Amenities

- Pedestrian bump-out
- Lighting
- Guardrails
- Physical separation of auto/non-auto

Access

- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- No parking

Management Considerations

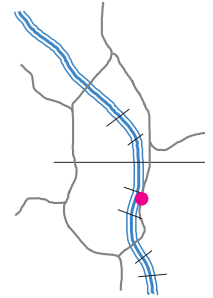
- There are two pedestrian refuges on the south side of the bridge.
- On a clear day, Mt Hood is visible.
- The south side of the Morrison Bridge is one of two bridges with physically separated bike/ped lanes which makes stopping to take in a view easier and safer to do.
- Additional amenities, such as benches, could enhance the viewer’s experience.

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE08: EASTBANK ESPLANADE - SOUTH OF SE BELMONT STREET



Group: A

Description: Offering a sweeping view of the Willamette River, Downtown skyline, Hawthorne and Morrison Bridges, and West Hills, this stretch of the Eastbank Esplanade includes a linear seating wall from which the viewer can sit and enjoy the view. The seating wall stretches approximately two blocks, from where SE Belmont Street would be in the north to where SE Taylor Street would be in the south; just south of the seating wall is the large viewpoint at SE Salmon Street. Located between the Hawthorne and Morrison Bridges, this viewpoint is best accessed from SE Salmon Street or the Hawthorne Bridge ramps to the south.

Primary Focal Feature(s): Willamette River, Downtown skyline

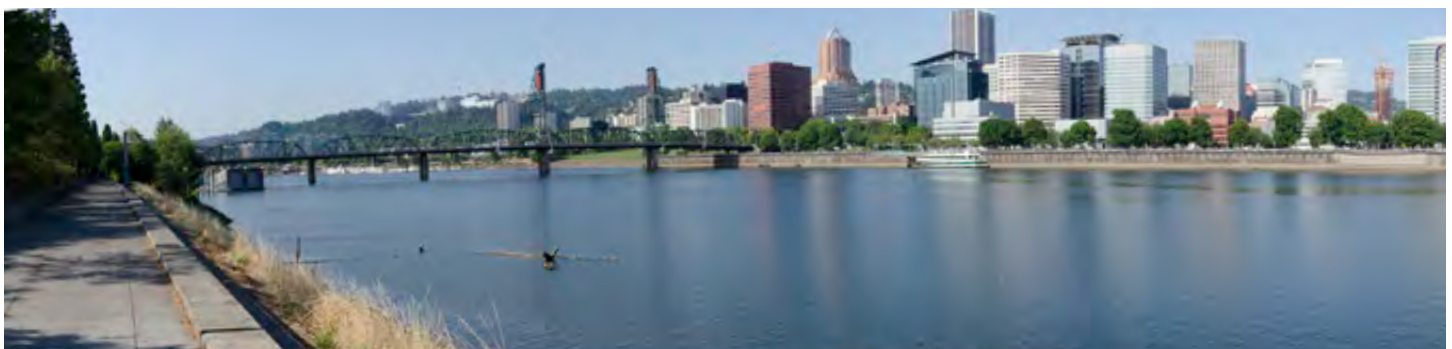
Secondary Focal Feature(s): Hawthorne Bridge, West Hills, Morrison Bridge, riverbank

RANKINGS:

Universal Scenic Quality:	8.3	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	8.14	Water:	7.57
Vegetation:	4.43	Local Features:	4.71
Horizon/Ridgetops:	3.43	Iconic:	8.14



View from Eastbank Esplanade just south of SE Belmont Street



Viewpoint along Eastbank Esplanade just south of SE Belmont Street



Historic view from Eastbank Esplanade just south of SE Belmont Street

Viewpoint Amenities

- Historic view from Eastbank Esplanade just south of SE Belmont Street

Access

- Formal trail
- No transit stop
- No parking
- No direct access from east side

Management Considerations

- This is a difficult section of the Eastbank Esplanade to access from the east due to the presence of I-5.
- Currently there is low growing vegetation along the riverbank in front of the entire two-block stretch of the seating wall, providing a long stretch of clear views across the river to the Downtown skyline.

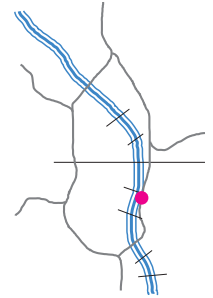
Old SRI ID: VB24-36

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE09: EASTBANK ESPLANADE - AT SE YAMHILL STREET



Group: A

Description: The Hawthorne and Morrison Bridges, to the south and north, frame this panorama of the Willamette River and Downtown skyline. There's a concrete seating wall along this entire section of the Eastbank Esplanade, providing a place for passersby to sit and take in the view. The seating wall stretches approximately two blocks, from where SE Belmont Street would be in the north to where SE Taylor Street would be in the south; just south of the seating wall is the large viewpoint at SE Salmon Street. The presence of in-water woody structure provides habitat that attracts wildlife and creates bird-watching opportunity. The West Hills in the distance also contributes to the natural scenic quality of this view. Located between the Hawthorne and Morrison Bridges, this viewpoint is best accessed from Salmon Street or the Hawthorne Bridge ramps to the south.

Primary Focal Feature(s): Willamette River, Downtown skyline, Hawthorne Bridge

Secondary Focal Feature(s): West Hills, Morrison Bridge, riverbank

RANKINGS:

Universal Scenic Quality:	8.1	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	7.86	Water:	7.29
Vegetation:	4.57	Local Features:	7.14
Horizon/Ridgetops:	3.00	Iconic:	8.14



View from Eastbank Esplanade at SE Yamhill Street



Viewpoint at Eastbank Esplanade at SE Yamhill Street



Historic view from Eastbank Esplanade at SE Yamhill Street

Viewpoint Amenities

- Seating wall
- Lighting

Access

- Formal trail
- No transit stop
- No parking
- No direct access from east side

Management Considerations

- This is a difficult section of the Eastbank Esplanade to access from the east due to the presence of I-5.
- Currently there is low growing vegetation along the riverbank in front of the entire two-block stretch of the seating wall, providing a long stretch of clear views across the river to the Downtown skyline.

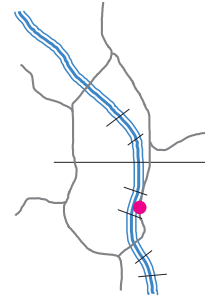
Old SRI ID: VC24-48

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE10: EASTBANK ESPLANADE - AT SE SALMON STREET



Group: A

Description: This large, developed viewpoint at the end of SE Salmon Street along the Eastbank Esplanade offers a panorama across the Willamette River to Tom McCall Waterfront Park, the Downtown skyline, and the Hawthorne Bridge. The Morrison Bridge and West Hills are also visible. The viewpoint platform is approximately two blocks in length, stretching from where SE Taylor Street would be in the north to SE Main Street in the south. It includes a number of benches from which to enjoy the view as well as interpretive signage. The Eastbank Esplanade trail is split into two levels at this point, separating commuters from those wishing to pause and take in the view. The original viewpoint was located along the Eastbank Esplanade between SE Yamhill and Taylor Streets; the viewpoint was relocated to the developed viewpoint at SE Salmon Street.

Primary Focal Feature(s): Willamette River, Downtown skyline, Hawthorne Bridge

Secondary Focal Feature(s): Morrison Bridge, West Hills, Waterfront Park

RANKINGS:

Universal Scenic Quality:	7.7	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	7.86	Water:	6.43
Vegetation:	4.29	Local Features:	5.29
Horizon/Ridgetops:	2.29	Iconic:	7.43



View from Eastbank Esplanade at SE Salmon Street



Viewpoint along Eastbank Esplanade at SE Salmon Street



Historic view from Eastbank Esplanade between SE Taylor and SE Yamhill Streets

Viewpoint Amenities

- Platform
- Benches
- Signage
- Guardrail
- Lighting

Access

- Formal trail
- No transit stop
- Adjacent parking (U-Park lot)
- Direct eastern access from SE Salmon and SE Main Streets

Management Considerations

- SE Salmon Street is one of the few streets that connects the inner SE to the Eastbank Esplanade.
- There's a split trail which separates commuters from those wishing to pause and take in the view.
- Benches are concentrated in the section of the viewing platform between SE Main Street and SE Salmon Street; additional benches between SE Salmon and SE Taylor Streets could enhance the viewer's experience.

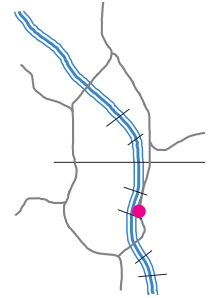
Old SRI ID: VB24-25 (Relocated)

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE11: EASTBANK ESPLANADE - NORTH OF HAWTHORNE BRIDGE



Group: B

Description: The Willamette River, Hawthorne Bridge, and Downtown skyline are the primary focal features of this view. The Morrison and Steel Bridges can be seen in the distance. This is a developed viewing platform along the Eastbank Esplanade at the end of SE Madison Street and near a ramp to the Fire Station 21 dock, which is partially accessible to the public. SE Madison Street is one of only a few streets that directly connect the east side to the Eastbank Esplanade.

Primary Focal Feature(s): Willamette River, Hawthorne Bridge, Downtown skyline

Secondary Focal Feature(s): Morrison Bridge, Steel Bridge, riverbank

RANKINGS:

Universal Scenic Quality:	5.8	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	6.50	Water:	5.17
Vegetation:	2.00	Local Features:	4.00
Horizon/Ridgetops:	0.00	Iconic:	6.33



View from Eastbank Esplanade just north of Hawthorne Bridge



Viewpoint along Eastbank Esplanade just north of Hawthorne Bridge



Entrance to Madison Dock

Viewpoint Amenities

- Platform
- Benches
- Guardrail
- Lighting

Access

- Formal trail
- Dock
- No transit stop
- Adjacent parking (U-Park lot)
- Direct eastern access from SE Madison Street

Management Considerations

- The Fire Station 21 dock is partially accessible to the public.
- SE Madison Street is one of the few streets that connect the inner southeast to the Eastbank Esplanade.
- Additional benches at the western end of the viewing platform could enhance the viewer's experience.

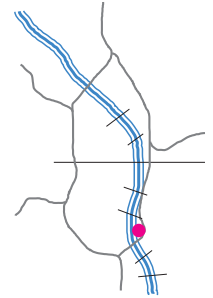
Old SRI ID:

Old Central City ID: CCPV17



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE12: GREENWAY TRAIL EAST - AT HOLMAN DOCK ACCESS



Group: B

Description: Looking out across the Willamette River from the Greenway Trail (east), this view captures Riverplace Marina, the West Hills, and the South Downtown/University District and Downtown skylines, including the KOIN Center, the Wells Fargo Center, and the U.S. Bancorp Tower. The Hawthorne and Marquam Bridges are also visible but both are partially blocked by vegetation during leaf-on, particularly the Marquam which is blocked by an invasive tree of heaven. This developed viewpoint includes a bench and signage and is located just north of the Holman Dock access point to the river. The viewpoint's proximity to the Holman Dock, OMSI, and adjacent parking make it a highly trafficked location in general. Overgrown vegetation is very discordant with the view.

Primary Focal Feature(s): Willamette River, Downtown skyline

Secondary Focal Feature(s): Hawthorne Bridge, Riverplace Marina, West Hills, Marquam Bridge, South Downtown/University District skyline

RANKINGS:

Universal Scenic Quality:	5.7	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	6.43	Water:	4.29
Vegetation:	6.14	Local Features:	5.00
Horizon/Ridgetops:	2.14	Iconic:	6.14



View from Greenway Trail (east) at Holman Dock (winter 2015)



View from Greenway Trail (east) at Holman Dock (fall 2014)



Viewpoint along Greenway Trail (east) at Holman Dock



Signage on Greenway trail (east) at Holman Dock

Viewpoint Amenities

- Platform
- Benches
- Educational sign

Access

- Formal trail
- Dock
- Access from east via SE Clay Street one block north
- No transit stop
- Adjacent parking

Management Considerations

- Vegetation encroaches on the view from both sides; vegetation management could open up the view.
- Holman dock is publicly accessible.
- Additional amenities, such as bike racks, could enhance this viewpoint.

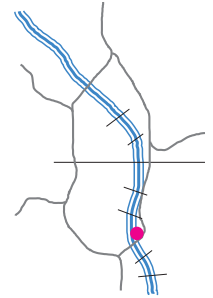


Old SRI ID:
Old Central City ID: CCPV13



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE13: GREENWAY TRAIL EAST - OMSI NORTH OF MARQUAM BRIDGE



Group: B

Description: This view includes the Willamette River, South Waterfront, South Downtown/University District and Downtown skylines, Riverplace Marina, West Hills, and the Hawthorne and Marquam Bridges. The viewpoint is located on the section of the Greenway Trail (east) on the northern part of the OMSI campus. Most of the riverbank vegetation is low-growing, offering a clear view across the river to downtown and Riverplace Marina; however, vegetation is beginning to encroach on the view to the right, partially blocking the view of the Hawthorne Bridge. There was once a bench marking the viewpoint; however, the bench has been vandalized and only the supports remain.

Primary Focal Feature(s): Willamette River, Downtown skyline, Marquam Bridge

Secondary Focal Feature(s): West Hills, Hawthorne Bridge, Riverplace Marina, South Downtown/University District skyline

RANKINGS:

Universal Scenic Quality:	6.4	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	7.14	Water:	6.00
Vegetation:	2.29	Local Features:	6.00
Horizon/Ridgetops:	3.43	Iconic:	7.00



View from Greenway Trail (east) north of Marquam Bridge



Viewpoint at Greenway Trail (east) north of Marquam Bridge



Historic view from Greenway Trail north of Marquam Bridge

Viewpoint Amenities

- None (only the remains of a bench)

Access

- Formal trail
- No direct access from east side
- No transit stop
- Adjacent parking (OMSI lot)

Management Considerations

- Vegetation encroaches on the view from the right; vegetation management could open up the view.
- The viewing bench has been vandalized and the seating part is missing.
- Additional amenities or replacement of the bench could enhance the viewer's experience.



Old SRI ID: VC24-10
Old Central City ID:

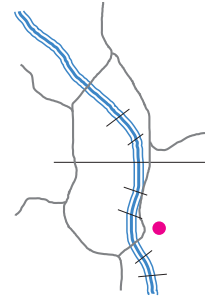


SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSE14: SE STEPHENS STREET AND SE 3RD AVENUE

Score: 2.3

Tier: III



Description: The street and parked cars dominate the foreground of this view of Tilikum Crossing, South Waterfront, and the West Hills. There are many discordant elements, including utility lines and fencing, and a building on the right limits the view on that edge. Vegetation and fencing with barbed wire encroach on the view of Tilikum Crossing from the bottom. Vegetation management and removal of the fencing could potentially enhance the view of Tilikum Crossing. This view is in Tier III because there are many discordant elements in the foreground, few prominent focal features, and the viewpoint is at a low elevation. The original viewpoint was from the Station L property, which is not publicly accessible. This viewpoint was relocated to the public right-of-way just east of the historic viewpoint.

Primary Focal Feature(s): West Hills, Tilikum Crossing

Secondary Focal Feature(s):

RANKINGS:

Universal Scenic Quality:	2.3	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	3.00	Local Features:	4.29
Vegetation:	2.86	Iconic:	3.71
Horizon/Ridgetops:	4.14	Depth:	3.43
Water:	0.00	Scope:	2.43



View from SE Stephens Street and SE 3rd Avenue



Viewpoint along Greenway Trail (east) OMSI north viewpoint



View from SE Stephens Street and SE 3rd Avenue

Viewpoint Amenities

- None

Access

- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

Management Considerations

- The original viewpoint was on private property (Station L) located just west of SE Stephens Street and SE 3rd Avenue; the viewpoint has been relocated to the public ROW.
- Vegetation and fencing are encroaching on the view; vegetation management, removal of the fencing, or replacement of the fencing with a more permeable style could enhance the view.

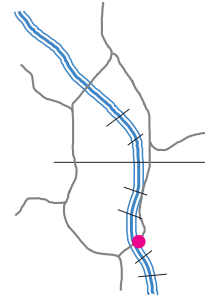
Old SRI ID: VB24-49 (Relocated)

Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE15: GREENWAY TRAIL EAST - OMSI NORTH POINT



Group: C

Description: This view, taken from the Greenway Trail (east) just south of the Marquam Bridge, includes Tilikum Crossing, South Waterfront, the West Hills, the Willamette River, the underside of the Marquam Bridge, Riverplace Marina, the South Downtown/University District and Downtown skylines, Hawthorne Bowl, and the Hawthorne Bridge. The closest Marquam Bridge supports are discordant to the view, blocking the northern end of the downtown skyline and the eastern section of the Hawthorne Bridge. This view is in Group C due to the presence of dominant discordant features accompanied by a lack of strong focal features. This viewpoint is developed and includes benches and interpretive signage about river traffic, river pollution, and the Missoula floods. Its proximity to OMSI makes it highly accessible and well-frequented.

Primary Focal Feature(s): Willamette River, Marquam Bridge, Downtown skyline

Secondary Focal Feature(s): Tilikum Crossing, West Hills, South Waterfront, Riverplace Marina, Hawthorne Bridge, riverbank, South Downtown/University District skyline

RANKINGS:

Universal Scenic Quality:	3.9	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	4.00	Water:	2.71
Vegetation:	1.71	Local Features:	3.29
Horizon/Ridgetops:	2.43	Iconic:	3.86



View from Greenway Trail (east) OMSI north viewpoint just south of Marquam Bridge



Viewpoint along Greenway Trail (east) OMSI north viewpoint



Signage at viewpoint along Greenway Trail (east) OMSI north viewpoint

Viewpoint Amenities

- Platform
- Benches
- Educational signs
- Lighting
- Guardrail

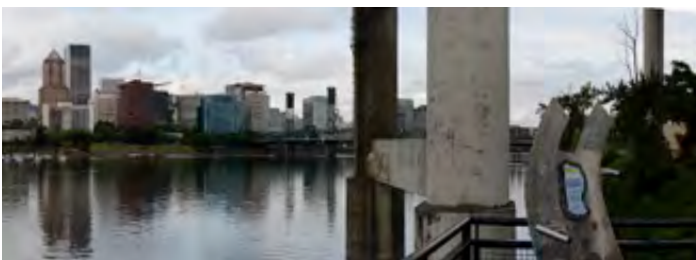
Access

- Formal trail
- No direct access from east side
- No transit stop
- Limited parking nearby (OMSI lot)

Management Considerations

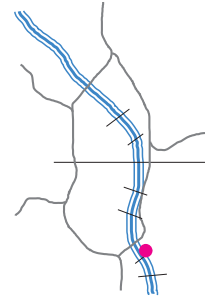
- Multiple interpretive signs supplement the view by educating viewers about the Willamette River.

Old SRI ID:
Old Central City ID: CCPV11



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE16: GREENWAY TRAIL EAST - OMSI MIDDLE POINT



Group: B

Description: This developed viewpoint along the Greenway Trail (east) offers views of the Willamette River, Ross Island, Tilikum Crossing, South Waterfront, the West Hills, the Marquam Bridge, Riverplace Marina, the South Downtown/University District and Downtown skylines, and the Hawthorne Bridge. Because the viewpoint juts out over the water, vegetation along the banks doesn't obscure the view; however, the Marquam Bridge supports partially block the view of downtown. The viewpoint contains multiple benches and interpretive signs about birds, fish, and native tribes along the river. Though this section of the Greenway Trail (east) does not see the same level of commuter traffic as the section between the Hawthorne and Steel Bridges, its proximity to OMSI makes it highly accessible and well-frequented.

Primary Focal Feature(s): Willamette River, Marquam Bridge, Tilikum Crossing

Secondary Focal Feature(s): West Hills, Downtown skyline, South Waterfront, South Downtown/University District skyline, Hawthorne Bridge, Riverplace Marina, Ross Island, riverbank

RANKINGS:

Universal Scenic Quality:	4.4	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	4.29	Water:	3.86
Vegetation:	1.71	Local Features:	3.71
Horizon/Ridgetops:	2.29	Iconic:	4.29



View from Greenway Trail (east) OMSI viewpoint between Marquam Bridge and Tilikum Crossing



Viewpoint along Greenway Trail at OMSI middle viewpoint



Signage along Greenway Trail at OMSI middle viewpoint

Viewpoint Amenities

- Platform
- Benches
- Educational signs
- Guardrail
- Lighting

Access

- Formal trail
- No direct access from east side
- No transit stop
- No parking

Management Considerations

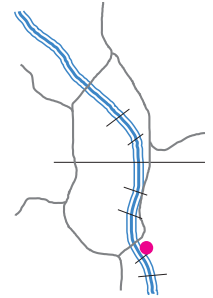
- Multiple interpretive signs supplement the view by educating viewers about the Willamette River.

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE17: GREENWAY TRAIL EAST - OMSI SOUTH POINT



Group: B

Description: Located at a viewpoint on the Greenway Trail (east) in front of OMSI’s Theory Eatery and above the publicly accessible JetBoat/OMSI submarine dock, this view looks out across the Willamette River to the South Waterfront and West Hills. Tilikum Crossing is on the left, with a partial view of Ross Island and Ross Island Bridge in the background. The Marquam Bridge is on the right with a partial view of the Downtown skyline and Hawthorne Bridge beyond. Vegetation encroaches on the view from the right and left. Though this section of the Greenway Trail (east) does not see the same level of commuter traffic as the section between the Hawthorne and Steel Bridges, its proximity to OMSI makes it highly accessible and well-frequented.

Primary Focal Feature(s): Willamette River, Marquam Bridge, Tilikum Crossing

Secondary Focal Feature(s): West Hills, Downtown skyline, South Waterfront, South Downtown/ University District skyline, Ross Island, riverbank

RANKINGS:

Universal Scenic Quality:	5.9	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	3.29	Water:	4.43
Vegetation:	2.57	Local Features:	5.57
Horizon/Ridgetops:	3.00	Iconic:	6.29



View from Greenway Trail (east) OMSI south viewpoint by Theory Eatery



Viewpoint along Greenway Trail (east) at OMSI south viewpoint



Greenway Trail (east) at OMSI south viewpoint

Viewpoint Amenities

- Platform
- Lighting

Access

- Sidewalk
- Formal trail
- Dock
- No direct access from east side
- No transit stop
- No parking

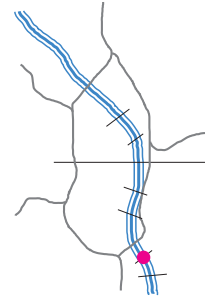
Management Considerations

- Vegetation is encroaching on the view from the left; vegetation management could open up the view.
- This viewpoint is in close proximity to OMSI’s Theory Eatery and the Willamette JetBoat/OMSI submarine dock, which is partially accessible to the public.
- Additional amenities, such as benches and bike racks, could enhance the viewer’s experience.

Old SRI ID:
Old Central City ID:



CCSE18: TILIKUM CROSSING - NORTH SIDE, EAST



Group: B

Description: This view from the eastern bump-out on the north side of Tilikum Crossing looks north down the Willamette River toward the Marquam Bridge and South Downtown/University District and Downtown skylines, though the Marquam Bridge mostly obscures the skyline. The West Hills, Hawthorne Bridge, Fremont Bridge, Lloyd District, Convention Center spires, Riverplace Marina, and Mt St Helens are all visible in the distance. Though not captured in the panorama, there's an additional view of Mt Hood to the southeast. Tilikum Crossing is one of the few bridges with separated bicycle and pedestrian lanes as well as pedestrian bump-outs, creating a safe place for viewers to stop and enjoy the view. The bridge is only accessible to bikes, pedestrians, and public transit; automobiles are not allowed. Tilikum Crossing is currently under construction and scheduled to open in September 2015.

Primary Focal Feature(s): Willamette River, Marquam Bridge, Downtown skyline

Secondary Focal Feature(s): West Hills, Hawthorne Bridge, Lloyd District, Riverplace Marina, South Downtown/University District skyline

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Shares some characteristics with high rated river views (natural vegetation, focal bridge, view of mountain) but few prominent focal features and Marquam blocks view of skyline.



View from Tilikum Crossing, north side, east bump-out



Viewpoint on Tilikum Crossing, north side, east bump-out



Additional view of Mt Hood from Tilikum Crossing, north side, east bump-out

Viewpoint Amenities

- Pedestrian bump-out
- Guardrails
- Physical separation of motorized/non-motorized

Management Considerations

- Tilikum Crossing is still under construction.
- Additional amenities, such as a bench at the bump-out, could enhance the viewer's experience.
- There's an additional view of Mt Hood to the southeast.

Access

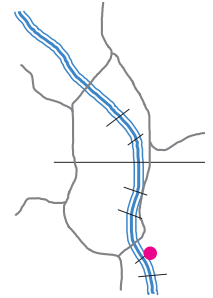
- Bike lane
- Sidewalk
- Transit stop
- No parking
- No automobiles

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE19: GREENWAY TRAIL EAST - AT SE CARUTHERS STREET



Group: B

Description: This close-up view of Tilikum Crossing is taken from the developed viewpoint at the end of SE Caruthers Street where pedestrian and bicycle traffic from the Greenway Trail (east) is re-routed to SE 4th Avenue. Though not captured in the photo due to lens constraints, the entirety of the eastern Tilikum Crossing tower can be seen. The Willamette River, Ross Island Bridge, South Waterfront and West Hills are also visible. Foreground vegetation is encroaching on the view from the bottom and the Portland Spirit dock structures are discordant to the views of South Waterfront and the OHSU hill. Though this section of the Greenway Trail (east) does not see the same level of commuter traffic as the section between the Hawthorne and Steel Bridges, its proximity to the Portland Opera House and connection to the Springwater Corridor trail make it highly accessible and well-frequented.

Primary Focal Feature(s): Willamette River, Tilikum Crossing

Secondary Focal Feature(s): South Waterfront, West Hills, Ross Island Bridge

RANKINGS:

Universal Scenic Quality:	6.6	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Skyline:	3.71	Water:	4.29
Vegetation:	3.00	Local Features:	7.00
Horizon/Ridgetops:	2.43	Iconic:	7.00



View from Greenway Trail (east) at SE Caruthers Street



Viewpoint at Greenway Trail (east) at SE Caruthers Street



Greenway Trail (east) at SE Caruthers Street

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Bike racks
- Guardrail
- Informational map

Access

- Street/Auto
- Formal trail
- Sidewalk
- Limited access from east side
- No transit stop
- Adjacent parking

Management Considerations

- Overgrown vegetation encroaches on this view from the bottom; vegetation management could open up the view.
- The trail does not continue along the river to the south; the trail is re-routed to SE 4th Avenue before connecting to Springwater Corridor.



Old SRI ID:
Old Central City ID: CCPV8



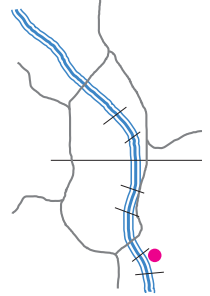
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSE20: MLK VIADUCT ABOVE SE CARUTHERS STREET

Score: 4.5

Tier: III

Description: This view looks down from a developed viewpoint on the Martin Luther King Jr Boulevard Viaduct above SE Caruthers Street and includes views of Tilikum Crossing, the Marquam Bridge, and the West Hills. The overhead utility lines, street, and development in the foreground detract from the scenic quality of this view. This view is in Tier III because there are many dominant discordant elements in the foreground and few prominent focal features. The viewpoint is not easily accessible but includes many interpretive signs about the history of the area.



Primary Focal Feature(s): Tilikum Crossing

Secondary Focal Feature(s): West Hills, Marquam Bridge

RANKINGS:

Universal Scenic Quality:	3.5	Access to Viewpoint:	0
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	2.71	Local Features:	5.57
Vegetation:	1.00	Iconic:	5.14
Horizon/Ridgetops:	2.86	Depth:	3.86
Water:	0.57	Scope:	3.29



View from MLK Viaduct above SE Caruthers Street



Viewpoint at MLK Viaduct above SE Caruthers Street



Signage at MLK Viaduct above SE Caruthers Street

Viewpoint Amenities

- Platform
- Educational signs
- Guardrail

Management Considerations

- This is a developed viewpoint but it's not heavily trafficked by pedestrians, it's inaccessible to bikes, and there's nowhere for cars to pull over to access the viewpoint.

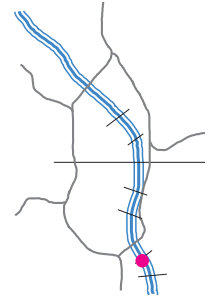
Access

- Street/Auto
- Sidewalk
- No bike lane
- No transit stop
- No parking

Old SRI ID:
Old Central City ID:



CCSE21: TILIKUM CROSSING - SOUTH SIDE, EAST



Group: B

Description: This view from the eastern bump-out on the south side of Tilikum Crossing looks south up the Willamette River toward the Ross Island Bridge, Ross Island, and the South Waterfront. The West Hills, multiple buttes, and Mt Hood are all visible in the distance. Tilikum Crossing is one of the few bridges with separated bicycle and pedestrian lanes as well as pedestrian bump-outs, creating a safe place for viewers to stop and enjoy the view. The bridge is only accessible to bikes, pedestrians, and public transit; automobiles are not allowed. Tilikum Crossing is currently under construction and scheduled to open in September 2015.

Primary Focal Feature(s): Willamette River, Ross Island Bridge, Mt Hood

Secondary Focal Feature(s): Ross Island, West Hills, South Waterfront, Mt Tabor, Kelly Butte, Mt Scott, riverbank

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	1
Developed as a Viewpoint:	1	Use as a Viewpoint:	0.5

CONTRIBUTING FACTORS:

Shares characteristics with high rated river views (natural vegetation, focal bridge, focal mountain, superior viewer position) but view is dominated by east/left side which lacks prominent focal features.



View from Tilikum Crossing, south side, east bump-out



Viewpoint on Tilikum Crossing, south side, east bump-out



View of Mt Hood from Tilikum Crossing, south side, east bump-out

Viewpoint Amenities

- Pedestrian bump-out
- Guardrails
- Physical separation of motorized/non-motorized

Management Considerations

- Additional amenities, such as a bench at the bump-out, could enhance the viewer's experience.

Access

- Bike lane
- Sidewalk
- Transit stop
- No parking
- No automobiles

Old SRI ID:
Old Central City ID:

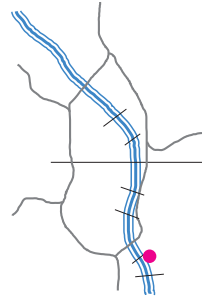


SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE22: GREENWAY TRAIL EAST - BETWEEN SE DIVISION PLACE AND SE IVON STREET

Group: B

Description: This view of the Willamette River, Ross Island Bridge, Ross Island, South Waterfront, the West Hills, and Tilikum Crossing is from an isolated section of the Greenway Trail (east) in front of SK Northwest. It does not connect to the trail to the north or south and is only accessible from the east during SK Northwest's business hours. Vegetation is beginning to encroach on the view from the bottom and sides. If vegetation continues to grow, it could obscure views of the river and bridges.



Primary Focal Feature(s): Willamette River, Tilikum Crossing, Ross Island Bridge, West Hills

Secondary Focal Feature(s): Ross Island, South Waterfront, riverbank

RANKINGS:

Universal Scenic Quality:	6.3	Access to Viewpoint:	0
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	3.57	Water:	5.29
Vegetation:	2.71	Local Features:	6.57
Horizon/Ridgetops:	3.71	Iconic:	6.71



View from Greenway Trail (east) between SE Division Place and SE Ivon Street



Viewpoint at Greenway Trail (east) between SE Division Place and SE Ivon Street



End of trail section of Greenway Trail (east) between SE Division Place and SE Ivon

Viewpoint Amenities

- None

Access

- Formal trail (but currently not connected to north or south)
- Access limited to SK Northwest business hours
- No transit stop
- Limited parking nearby

Management Considerations

- Vegetation is beginning to encroach on this view from the bottom and right; vegetation management could open up the view.
- This section of the Greenway Trail (east) is not connected to the trail on the north or south; it is only accessible from the east during SK Northwest’s business hours.
- Additional amenities, such as benches, could enhance the viewer’s experience.



Old SRI ID:
Old Central City ID:



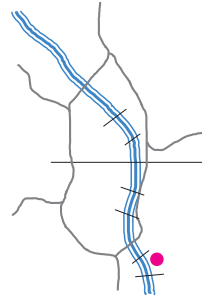
SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSE23: MLK VIADUCT ABOVE SE DIVISION PLACE, LOOKING WEST

Score: 4.2

Tier: III

Description: This view looks down from a developed viewpoint on the Martin Luther King Jr Boulevard Viaduct above SE Division Place and includes views of Tilikum Crossing, a small section of the downtown skyline, and the West Hills. The street and development in the foreground detract from the scenic quality of this view. The viewpoint is not easily accessible but includes many interpretive signs about the history of the landscape in the area. There are two views from this viewpoint, separated by the supports of the viewpoint structure; this view looks west (the other looks north - see next page).



Primary Focal Feature(s): Tilikum Crossing

Secondary Focal Feature(s): West Hills

RANKINGS:

Universal Scenic Quality:	3.2	Access to Viewpoint:	0
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	3.43	Local Features:	5.00
Vegetation:	1.29	Iconic:	4.86
Horizon/Ridgetops:	2.14	Depth:	3.57
Water:	0.29	Scope:	3.29



View from MLK Viaduct above SE Division Place, looking west



Viewpoint at MLK Viaduct above SE Division Place



Signage at viewpoint on MLK Viaduct above SE Division Place

Viewpoint Amenities

- Platform
- Educational signs
- Guardrail

Management Considerations

- This is a developed viewpoint but it's not heavily trafficked by pedestrians, it's inaccessible to bikes, and there's nowhere for cars to pull over to access the viewpoint; the most direct access is via a ramp up from SE Division Place and SE 4th Place.

Access

- Street/Auto
- Sidewalk
- No bike lane
- Pedestrian ramp up from SE Division Place
- No transit stop
- No parking

Old SRI ID:
Old Central City ID:

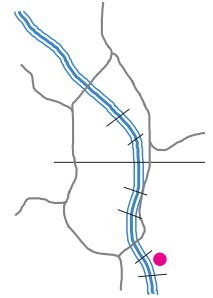


SCENIC RESOURCES INVENTORY | UPLAND VIEW

CCSE23: MLK VIADUCT ABOVE SE DIVISION PLACE, LOOKING NORTH

Score: 2.8

Tier: III



Description: This view looks down from a developed viewpoint on the Martin Luther King Jr Boulevard Viaduct above SE Division Place and includes views of the Fremont Bridge and Downtown skyline, particularly the U.S. Bancorp Tower. The overhead utility lines, building roof, and Interstate 5 in the foreground detract from the scenic quality of this view. This view is in Tier III because there are many dominant discordant elements in the foreground, few prominent focal features, and little natural vegetation. The viewpoint is not easily accessible but includes many interpretive signs about the history of the landscape in the area. There are two views from this viewpoint, separated by the supports of the viewpoint structure; this view looks north (the other looks west - see previous page).

Primary Focal Feature(s):

Secondary Focal Feature(s): Fremont Bridge, Downtown skyline

RANKINGS:		CONTRIBUTING FACTORS:	
Universal Scenic Quality:	1.8	Access to Viewpoint:	0
Developed as a Viewpoint:	1	Use as a Viewpoint:	0
		Skyline:	0.43
		Vegetation:	0.00
		Horizon/Ridgetops:	0.00
		Water:	0.00
		Local Features:	1.71
		Iconic:	1.57
		Depth:	0.71
		Scope:	0.29



View from MLK Viaduct above SE Division Place, looking north



Viewpoint at MLK Viaduct above SE Division Place



Ramp leading up to viewpoint at MLK Viaduct above SE Division Place

Viewpoint Amenities

- Platform
- Educational signs
- Guardrail

Management Considerations

- This is a developed viewpoint but it's not heavily trafficked by pedestrians, it's inaccessible to bikes, and there's nowhere for cars to pull over to access the viewpoint; the most direct access is via a ramp up from SE Division Place and SE 4th Place.

Access

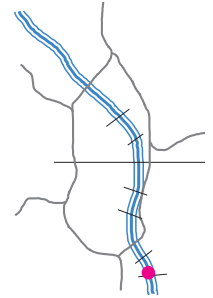
- Street/Auto
- Sidewalk
- No bike lane
- Pedestrian ramp up from SE Division Place
- No transit stop
- No parking

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE24: ROSS ISLAND BRIDGE - NORTH SIDE, CENTER, LOOKING NORTH



Group: B

Description: Located at the center of the north side of the Ross Island Bridge, this view looks down the Willamette River (north) toward Tilikum Crossing. The Marquam, Hawthorne, Steel, and Fremont Bridges are also visible in the background. On the west are the West Hills and South Downtown/University District and Downtown skylines; on the east are Ross Island Sand and Gravel, the eastern foothills, and the Convention Center spires. On a clear day, Mt St Helens is visible in the background on the east side. A layer of mid-ground vegetation on the east side positively contributes to the scenic quality of the view. The Ross Island Bridge does not have a separate bike lane and the sidewalk is narrow and without a guardrail separating it from automobile traffic. In addition, there are no pedestrian refuges from which to stop and take in the view, making this an unsafe and undeveloped viewpoint.

Primary Focal Feature(s): Willamette River, Tilikum Crossing

Secondary Focal Feature(s): Downtown skyline, South Downtown/University District skyline, West Hills, Mt St Helens, riverbank

RANKINGS:

Universal Scenic Quality:	5.7	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	4.57	Water:	4.57
Vegetation:	1.86	Local Features:	6.43
Horizon/Ridgetops:	1.86	Iconic:	6.57



View from Ross Island Bridge north side center, looking north



Viewpoint on Ross Island Bridge north side center



View from Ross Island Bridge north side center, looking north

Viewpoint Amenities

- Guardrail (between sidewalk and river)

Access

- Street/Auto
- Sidewalk
- No pedestrian refuges or separated bike/ped lanes
- No transit stop
- No parking

Management Considerations

- A very narrow sidewalk, no separated bike lane, no pedestrian refuges, and no guardrail between the sidewalk and automobile traffic lanes make this viewpoint feel unsafe; a guardrail between the sidewalk and traffic lanes could enhance the viewer's experience.
- Without a full redevelopment of the bridge, it would be difficult to add major viewpoint amenities such as a wider path, separated bike and ped lanes, and pedestrian refuges.
- The Zidell Yards development will affect this view.
- Mt St Helens is visible on a clear day.

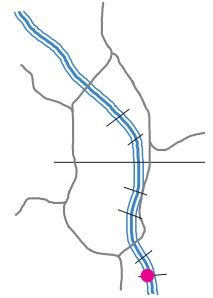
Old SRI ID:

Old Central City ID: CCPV5



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE24: ROSS ISLAND BRIDGE - NORTH SIDE, CENTER, LOOKING SOUTH



Group: B

Description: This view from the center of the north side of the Ross Island Bridge looks up the Willamette River (south) toward Ross Island. South Waterfront and the West Hills are visible to the right; the left side of the view is primarily vegetated. Though not visible in this photo, Mt Hood is visible on a clear day over the tree tops just to the left of this scene. Though the view is looking south, there is no sidewalk on the south side of the Ross Island Bridge, thus, this photo was taken from the north side and has multiple lanes of traffic in the foreground that detract from the scenic quality of the view. The Ross Island Bridge does not have a separate bike lane and the sidewalk is narrow and without a guardrail separating it from automobile traffic. In addition, there are no pedestrian refuges from which to stop and take in the view, making this an unsafe and undeveloped viewpoint.

Primary Focal Feature(s): Willamette River, Ross Island, South Waterfront

Secondary Focal Feature(s): West Hills, Mt Hood, riverbank

RANKINGS:

Universal Scenic Quality:	4.6	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	3.00	Water:	5.14
Vegetation:	5.00	Local Features:	4.00
Horizon/Ridgetops:	4.43	Iconic:	4.57



View from Ross Island Bridge north side center, looking south



Viewpoint on Ross Island Bridge north side center



View from Ross Island Bridge north side center, looking south

Viewpoint Amenities

- Guardrail (between sidewalk and river)

Access

- Street/Auto
- Sidewalk
- No pedestrian refuges or separated bike/ped lanes
- No transit stop
- No parking

Management Considerations

- A very narrow sidewalk, no separated bike lane, no pedestrian refuges, and no guardrail between the sidewalk and automobile traffic lanes make this viewpoint feel unsafe; a guardrail between the sidewalk and traffic lanes could enhance the viewer's experience.
- Without a full redevelopment of the bridge, it would be difficult to add viewpoint amenities such as a wider path, separated bike and ped lanes, and pedestrian refuges.
- The Zidell Yards development will affect this view.
- The view would be better from the south side of the bridge but there's no sidewalk on the south side.
- Mt Hood is visible just left of the photo on a clear day.



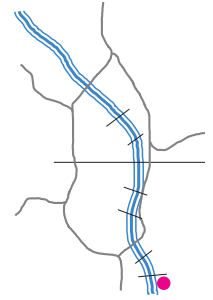
Old SRI ID:
Old Central City ID: CCPV4



CCSE25: BROOKLYN COMMUNITY GARDEN - SE FRANKLIN STREET

Score: N/A

Tier: II



Description: This view is primarily of the West Hills and the Central City skyline. Tilikum Crossing, the Ross Island Bridge, and the Willamette River are also visible. The viewpoint has been relocated from the corner of SE Franklin Street and SE McLoughlin Boulevard. This new viewpoint at the Brooklyn Community Garden is at a higher elevation and offers a clearer view of the Central City skyline. At the time the photo was taken, two movable chairs marked the best spot to take in the view. Traffic speeds, multiple lanes of traffic and a concrete traffic barrier along SE McLoughlin Boulevard detract from the view.

Primary Focal Feature(s): Central City skyline, West Hills

Secondary Focal Feature(s): Tilikum Crossing, Ross Island Bridge, Willamette River

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	0	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares some characteristics with high rated upland views: natural vegetation, higher viewpoint elevation.



View from the Brooklyn Community Garden at SE Franklin Street and SE McLoughlin Boulevard



Viewpoint at the Brooklyn Community Garden



Approaching the viewpoint at the Brooklyn Community Garden

Viewpoint Amenities

- Two movable chairs

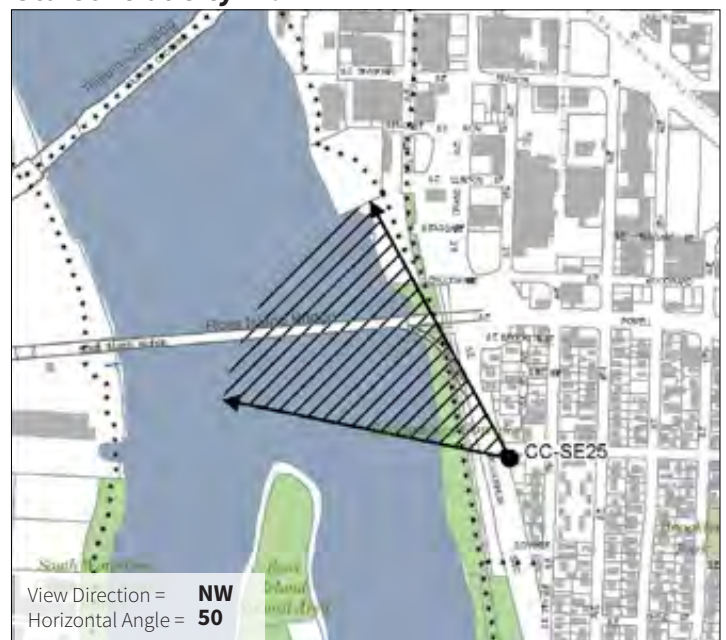
Management Considerations

- The foreground is dominated by the street and the often heavy traffic on SE McLoughlin Boulevard.
- Vegetation encroaches on the view from the left; vegetation management could open up the view.

Access

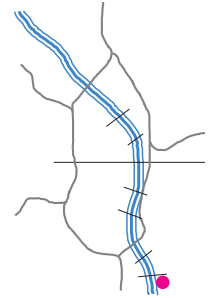
- Street/Auto
- Sidewalk
- No bike lane
- No transit stop
- Adjacent parking on SE Franklin Street

Old SRI ID: VB31-05 (Relocated)
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE26: SPRINGWATER CORRIDOR - BETWEEN SE FRANKLIN AND SE HAIG STREETS, NORTH POINT



Group: B

Description: Located on an informal path adjacent to the Springwater Corridor trail just south of the Ross Island Bridge, this view includes the Willamette River, Ross Island, South Waterfront, the West Hills, and the Ross Island Bridge. Tilikum Crossing is also visible in the background. Vegetation in the foreground is discordant in this view and blocks the river and South Waterfront areas in the center of the view during leaf-on. Vegetation management could enhance the view and provide an unobstructed panoramic view. Though the Springwater Corridor is a major bike commuting route, this informal path is not as highly trafficked. In addition, transient camping makes the viewpoint feel somewhat unsafe. There are three developed viewpoints along this informal path; this is the most northern and includes a bench (the others are CCSE27 and CCSE28).

Primary Focal Feature(s): Willamette River, Ross Island, Ross Island Bridge

Secondary Focal Feature(s): West Hills, Tilikum Crossing, South Waterfront

RANKINGS:

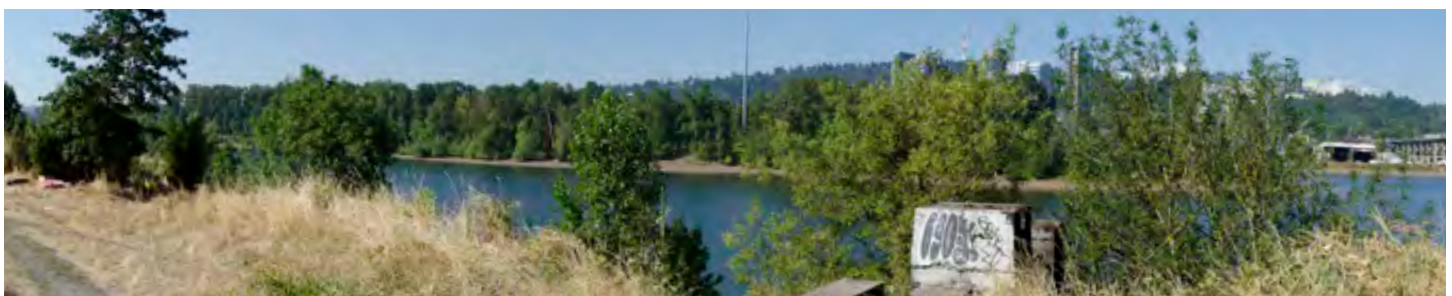
Universal Scenic Quality:	4.4	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	1.43	Water:	3.57
Vegetation:	3.86	Local Features:	2.14
Horizon/Ridgetops:	3.14	Iconic:	4.29



View from Springwater Corridor south of Ross Island Bridge between SE Franklin and SE Haig Streets, north point (winter 2015)



View from Springwater Corridor south of Ross Island Bridge between SE Franklin and SE Haig Streets, north point (fall 2014)



Viewpoint along Springwater Corridor between SE Franklin and Haig Streets



Viewpoint along Springwater Corridor between SE Franklin and Haig Streets

Viewpoint Amenities

- Bench

Access

- Informal trail off Springwater Corridor
- No direct access from east side
- No transit stop
- No parking

Management Considerations

- Vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

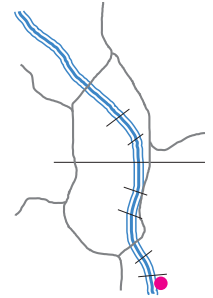


Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

CCSE27: SPRINGWATER CORRIDOR - BETWEEN SE FRANKLIN AND SE HAIG STREETS, MIDDLE POINT



Group: B

Description: Located on an informal path adjacent to the Springwater Corridor trail just south of the Ross Island Bridge, this view includes the Willamette River, Ross Island, South Waterfront, the West Hills, and the Ross Island Bridge. Tilikum Crossing is also visible in the background. Vegetation in the foreground is discordant in this view and blocks the river and Ross Island toward the left of the view during leaf-on. Vegetation management could enhance the view and provide an unobstructed panoramic view. Though the Springwater Corridor is a major bike commuting route, this informal path is not as highly trafficked. In addition, transient camping makes the viewpoint feel somewhat unsafe. There are three developed viewpoints along this informal path; this is the middle viewpoint and includes a bench (the others are CCSE26 and CCSE28).

Primary Focal Feature(s): Willamette River, Ross Island, Ross Island Bridge, South Waterfront

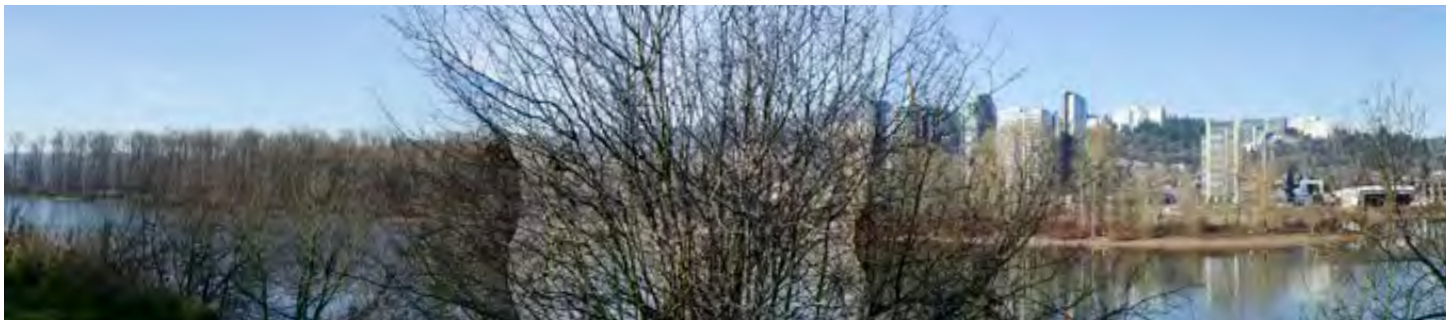
Secondary Focal Feature(s): West Hills, Tilikum Crossing

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares some characteristics with high rated river views (natural vegetation, focal bridge) and similar to SE26 and SE28 which experts ranked as B.



View from Springwater Corridor south of Ross Island Bridge between SE Franklin and SE Haig Streets, middle point



Viewpoint along Springwater Corridor between SE Franklin and Haig Streets



View from Springwater Corridor between SE Franklin and Haig Streets

Viewpoint Amenities

- Bench

Management Considerations

- Vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

Access

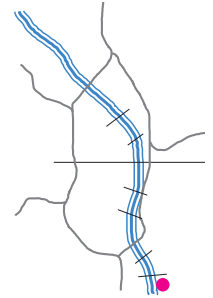
- Informal trail off Springwater Corridor
- No direct access from east side
- No transit stop
- No parking

Old SRI ID:
Old Central City ID:



SCENIC RESOURCES INVENTORY | RIVER VIEW

CCSE28: SPRINGWATER CORRIDOR - BETWEEN SE FRANKLIN AND SE HAIG STREETS, SOUTH POINT



Group: B

Description: Located on an informal path adjacent to the Springwater Corridor trail just south of the Ross Island Bridge, this view includes the Willamette River, Ross Island, South Waterfront, the West Hills, and the Ross Island Bridge. Tilikum Crossing and a portion of the downtown skyline are also visible in the background. Vegetation in the foreground is highly discordant, blocking most of the view of the river during leaf-on. Vegetation management could enhance the view and provide an unobstructed panoramic view. Though the Springwater Corridor is a major bike commuting route, this informal path is not as highly trafficked. In addition, transient camping makes the viewpoint feel somewhat unsafe. There are three developed viewpoints along this informal path; this is the most southern and includes a picnic table (the others are CCSE26 and CCSE27).

Primary Focal Feature(s): Willamette River, Ross Island Bridge, South Waterfront

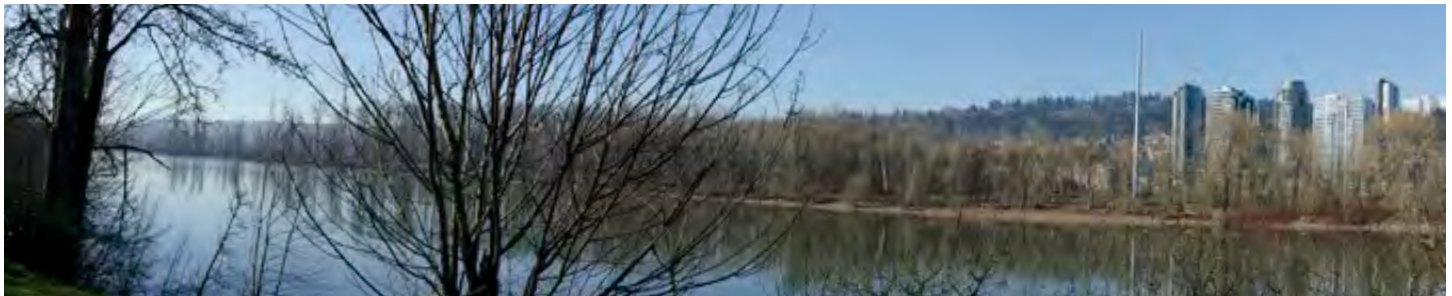
Secondary Focal Feature(s): West Hills, Ross Island, Tilikum Crossing

RANKINGS:

Universal Scenic Quality:	5.9	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Skyline:	5.29	Water:	3.57
Vegetation:	5.14	Local Features:	4.00
Horizon/Ridgetops:	3.00	Iconic:	6.29



View from Springwater Corridor south of Ross Island Bridge between SE Franklin and SE Haig Streets, south point (winter 2015)



View from Springwater Corridor south of Ross Island Bridge between SE Franklin and SE Haig Streets, south point (fall 2014)



Viewpoint along Springwater Corridor between SE Franklin and Haig Streets



Historic view from slope below SE McLoughlin & Haig (now Springwater Corridor)

Viewpoint Amenities

- Picnic table

Access

- Informal trail off Springwater Corridor
- No direct access from east side
- No transit stop
- No parking

Management Considerations

- Vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

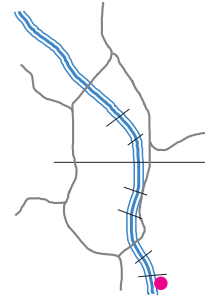


Old SRI ID: VB 31-24
Old Central City ID:



SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

CCSE29: SPRINGWATER CORRIDOR - NEAR SE RHONE STREET, NORTH POINT



Group: B

Description: Located on an informal path adjacent to the Springwater Corridor trail just north of Ross Island Sand and Gravel’s southern location, this view looks across the Willamette River to Ross Island. South Waterfront, the West Hills, the Ross Island Bridge, Tilikum Crossing and a portion of the Downtown skyline are also visible in the background. Overgrown vegetation in the foreground is discordant during leaf-on. Vegetation management could enhance the view and provide an unobstructed panoramic view. Though the Springwater Corridor is a major bike commuting route, this informal path is not as highly trafficked. In addition, transient camping makes the viewpoint feel somewhat unsafe. There are two developed viewpoints along this informal path; this is the more northern and includes a bench (the other is CCSE30).

Primary Focal Feature(s): Willamette River, Ross Island

Secondary Focal Feature(s): West Hills, South Waterfront, Ross Island Bridge, Downtown skyline, Tilikum Crossing

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares some characteristics with high rated river views (natural vegetation, focal bridge) but lacks prominent focal features and a strong skyline vista.



View from Springwater Corridor north of Ross Island Sand and Gravel near SE Rhone Street, north point



Viewpoint along Springwater Corridor near SE Rhone Street, north point



View from Springwater Corridor near SE Rhone Street, north point

Viewpoint Amenities

- Bench

Management Considerations

- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

Access

- Formal trail
- Informal trail
- No direct access from east side
- No transit stop
- No parking

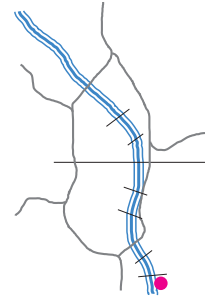
Old SRI ID: VP31-37

Old Central City ID:



SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

CCSE30: SPRINGWATER CORRIDOR - NEAR SE RHONE STREET, SOUTH POINT



Group: B

Description: Located near a stone art installation on an informal path adjacent to the Springwater Corridor trail just north of Ross Island Sand and Gravel's southern location, this view looks down the Willamette River to Ross Island Bridge and the Downtown skyline. South Waterfront, the West Hills, Ross Island, and Tilikum Crossing are also visible in the background. Vegetation in the foreground is discordant during leaf-on. Vegetation management could enhance the view and even provide a panoramic view. Though the Springwater Corridor is a major bike commuting route, this informal path is not as highly trafficked. In addition, transient camping makes the viewpoint feel somewhat unsafe. There are two developed viewpoints along this informal path; this is the more southern and includes artwork (the other is CCSE29).

Primary Focal Feature(s): Willamette River, Ross Island Bridge, Downtown skyline

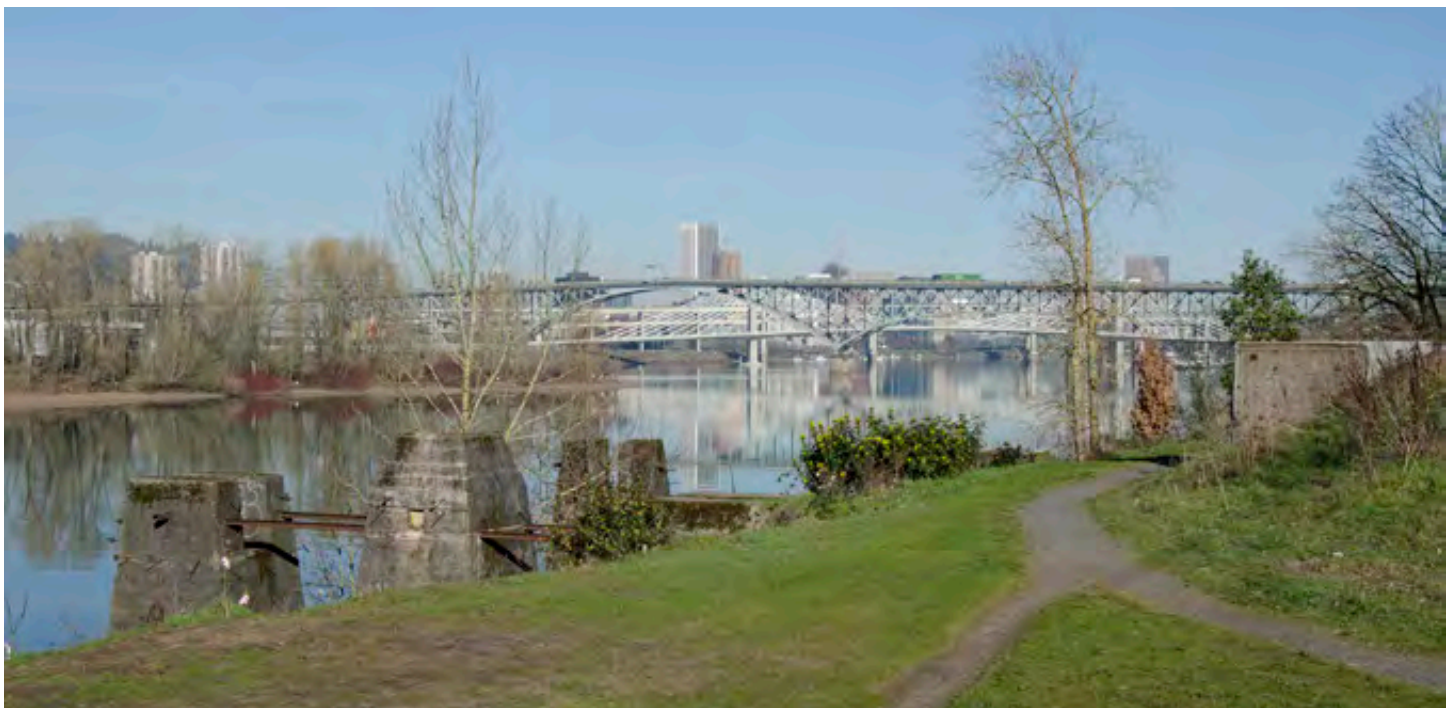
Secondary Focal Feature(s): West Hills, South Waterfront, Ross Island, Tilikum Crossing

RANKINGS:

Universal Scenic Quality:	Extrapolated	Access to Viewpoint:	0.5
Developed as a Viewpoint:	1	Use as a Viewpoint:	0

CONTRIBUTING FACTORS:

Shares some characteristics with high rated river views (natural vegetation, focal bridge) but has narrow view scope and lacks multiple strong focal features.



View from Springwater Corridor north of Ross Island Sand and Gravel near SE Rhone Street, south point



Viewpoint along Springwater Corridor near SE Rhone Street, south point



Artwork along Springwater Corridor near SE Rhone Street, south point

Viewpoint Amenities

- Stone seat
- Artwork

Management Considerations

- Vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

Access

- Formal trail
- Informal trail
- No direct access from east side
- No transit stop
- No parking

Old SRI ID: VP31-37

Old Central City ID:



4. VIEW STREETS

4.a. Approach and Methodology

Every street and associated right-of-way in the Central City provides a line of sight. Streets and sidewalks are designed to provide visual access down the street, whether in a car, on a bike or walking. But not all streets and associated rights-of-way are, or should be, *view streets*.

For the purposes of this inventory, a *view street* is defined as a linear stretch that is enclosed or bordered on both sides (e.g., by buildings or trees) and leads to a visual focal point that serves as the terminus of the view and contributes an aesthetic quality to the view. A view street may be a section of a street or a trail.

In order to produce an inventory of view streets that can be evaluated, the following approach was followed:

1. Map existing inventoried view streets
2. Document existing and potential view streets
3. Designate view streets

Unlike views and viewpoints, where even those with a very low evaluation score remained in the inventory, view streets underwent two screenings to determine if the view street should be included in this inventory. The view streets that are included were not evaluated for quality and were not ranked.

1. Map Existing Inventoried View Streets

View streets were identified through past planning efforts including: *Terwilliger Parkway Corridor Plan* (1983), *Willamette Greenway Plan* (1987), *Central City Plan* (1988), *Scenic Resources Protection Plan* (1991), *Central City Plan District* (1992) and *South Waterfront Public Views and Visual Permeability Assessment* (2006). Each plan had a different methodology for identifying and documenting view streets; in fact many of the plans used different terminology and did not call these linear features view streets.

In the 1989 *Scenic Resource Inventory Map*, view streets were called *view corridors or gateways*. This nomenclature became confusing because the 1991 *Scenic Resources Protection Plan* designated view corridors as views and viewpoints, not a view down a particular street. Further, gateways were not included in the 1991 *Scenic Resources Protection Plan*. To reduce confusion, the terms view corridor and gateway when associated with a street are no longer used. A view down a particular street is a *view street*. (Please also see Chapter 5: Scenic Corridors for an inventory of scenic drives, trails, rails and waterways.)

In the 1987 *Willamette Greenway Plan*, river access ways were called *view corridors*. This nomenclature is confusing because view corridors identified in the *Willamette Greenway Plan* are different from the two types of view corridors identified in the 1991 *Scenic Resources Protection Plan*. The intent of the river access

ways in the *Willamette Greenway Plan* was to provide visual and physical access to the Willamette River. To reduce confusion, the term *view streets* includes river access ways.

All existing view streets (including previously designated view corridors, gateways and river access ways that are views down a street) were digitized and arrayed using GIS.

2. Document Existing and Potential View Streets

Staff analyzed all previously inventoried view corridors and gateways as well as many other street corridors in the Central City that could be view streets using the criteria below. This approach was chosen because the previous scenic resources plans did not use a replicable approach to designate view corridors, gateways or river access ways. There was not a standard set of criteria used through the plans and staff were not able to determine if any potential view streets were missed.

First Screen Criteria

In order for staff to document a street for potential inclusion in this inventory staff needed to have one location to safely stand and take pictures. While a view down a street may be enjoyed by a person in an automobile or on a bike, documentation of the view cannot be safely completed from either of those forms of transportation. It is assumed that if the view can be seen while on foot from the center a crosswalk across the street then the view can also be enjoyed from an automobile or a bike.

For the purposes of this inventory, a view street along streets and associated rights-of-way was documented and carried forward for evaluation if all of the following were true:

1. The view ends in a focal point or element that serves as the terminus of the view;
2. The focal terminus is either a:
 - a. Park;
 - b. River;
 - c. Mountain, butte or hills;
 - d. Bridge;
 - e. Central City skyline, as represented by a prominent building or collection of prominent buildings;
 - f. Art, sculpture or fountain located on public property; or
 - g. Historic or iconic landmark that is publically owned or otherwise protected;
3. The focal terminus can clearly and easily be seen from a distance of at least two (2) blocks; and
4. The focal terminus can be seen from a crosswalk at the center of the street and/or a sidewalk facing towards the terminus.

In many cases, the focal terminus of the view street may not have been able to be seen from two blocks back due to the presence of street trees or other blocking vegetation. Staff documented those views a second time during the leaf-off season.

It should be noted that this inventory update defines *view streets* as streets with a *focal terminus* that contributes an aesthetic quality to the view. Streets may have elements along the street that are visually interesting or a street may be highlighted in plans for other reasons (e.g., as a green street, neighborhood greenway, bike boulevard, pedestrian mall, commercial corridor, etc.). However, to be designated as a *view street*, there needs to be a visual focal terminus that meets the above criteria.

In many situations, particularly on view streets located in the Central Eastside District looking west, the focal terminus of the view is a prominent downtown building, such as U.S. Bancorp Tower, Wells Fargo Center and KOIN Center, located on the west side of the Willamette River and the West Hills in the background. Typically, privately owned buildings are not eligible for inclusion as a visual focal point, unless otherwise protected as a landmark; however, these buildings may serve as the foci of the view street.

Data Collection

City staff walked nearly all of the Central City and documented view streets that met the first screen criteria. Appendix F includes all potential view streets that were documented. The field assessment elements that were documented included:

- Location of start of view street (intersection)
- Direction of view down view street
- Approximate length of view street
- Visual focal point that is the terminus of the view street

Photographs

Photographs were taken along with the field assessment elements. All photographs were taken on a Nikon D7000 camera with a Nikon AF-S DX NIKKOR 18-105mm f/3.5-5.6G ED VR lens using the raw NEF format. The camera was set to the landscape scene function. A standard setting of 35mm was used. Due to safety concerns, it was not feasible for staff to set up the tripod and take a standardized set of photographs for view corridors. Instead, photographs were taken from the center of the road, from within a crosswalk, facing toward the focal terminus, or from the sidewalk at the corner of an intersection.

3. Designate View Streets

All view streets that met the first screen criteria were documented and photographed. The photographs were then used to determine which view streets would remain in this inventory. All view streets that were initially documented but not included in the final inventory presented in Appendix F.

Identification Criteria

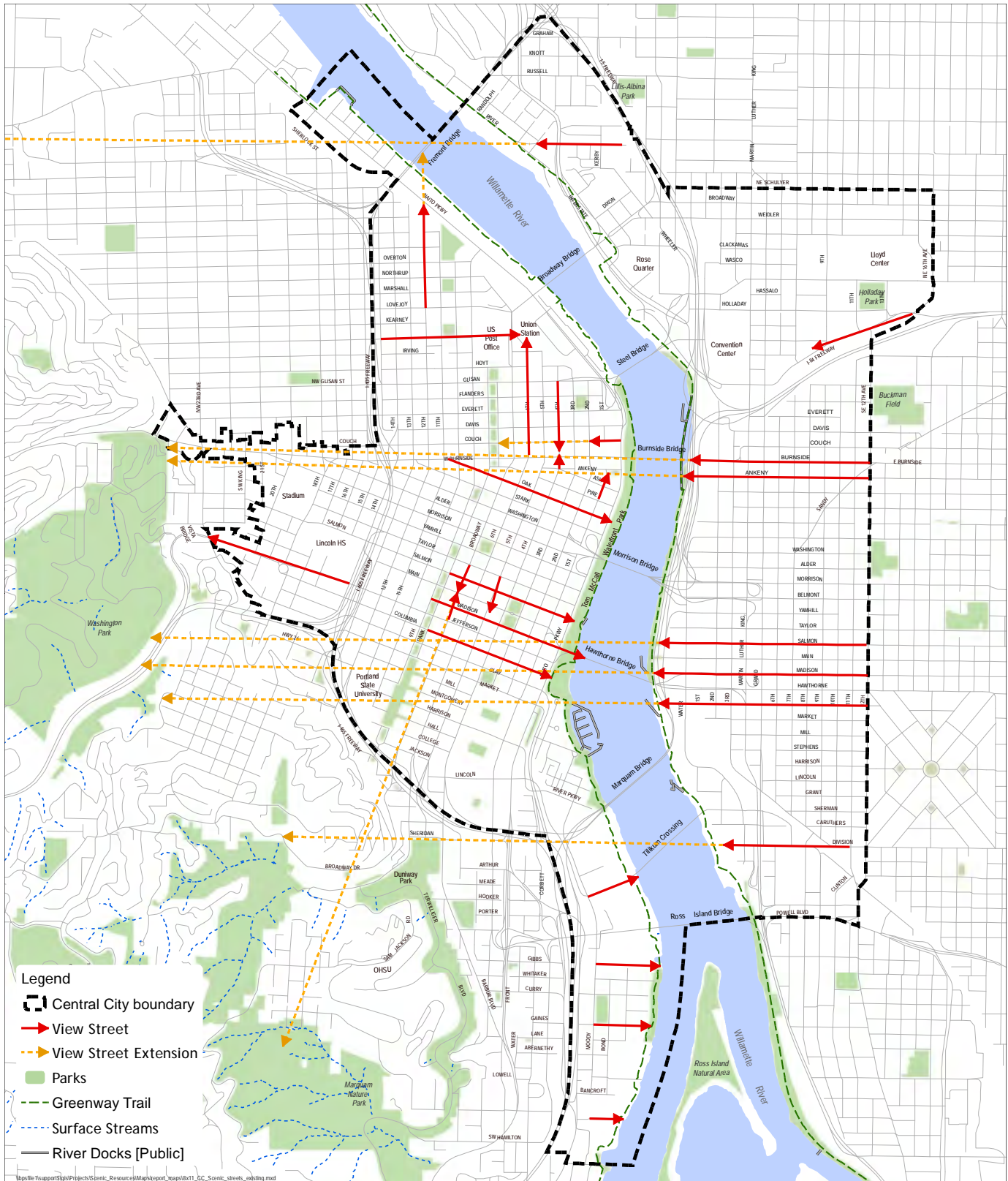
- 1. Prominence** – The focal point is visually prominent. The focal point is clearly visible and would attract the eye of the observer from the point where the photo was taken. This criterion also helped determine the start/extent of the view street.
- 2. Uniqueness** – The visual focal terminus is unique in the context of the neighborhood or district. This is important with regards to the downtown skyline. The skyline is visible down many streets and is not unique to most neighborhoods and districts in the Central City. However, from some neighborhoods, there are only a few locations where the skyline is visible and it is therefore unique in the context of that neighborhood. In neighborhoods with multiple similar views, the best was included. Often this meant there was a second focal terminus, the skyline was more prominent, or the view was in the same direction as the flow of traffic.
- 3. Flow of Traffic** – Typically, the visual focal terminus is located at the end of the street such that the main flow of traffic, auto and bike, flows towards that terminus. If the view street is down a one-way street and the traffic, auto and bike, is flowing away from the focal point, the view street was further scrutinized against all of the above criteria and discussed among the staff and project consultants. If the view street was determined to have a highly prominent or contextually unique focal point, it was included even if it went against the flow of traffic.
- 4. River Access Ways** – The visual focal terminus is the Willamette River or a park or trail within the Willamette Greenway and the river, park or trail can be seen down the street and can be physically accessed, meaning the street terminates at the river, park or trail. If the street only provides visual access to the river, park or trail, but there is no physical access the feature, then it was designated a view street but not also identified as a river access way.

This analysis was performed by City staff and the project consultant independently. Then the results were compared for consistency. There was near agreement on all view streets that met the evaluation criteria. Those where there was not agreement were discussed. Streets that did not meet the criteria to be included as view streets in this inventory are listed in Appendix F.

4.b. View Streets Results

There are 27 view streets in the Central City. Of the 27, 14 streets are also river access ways. Each of the view streets ends at a focal terminus. However, some of the view streets also include an extended view beyond the end of the actual street. Map 10 shows each view street in red with the full extent of the view shown in an orange line.

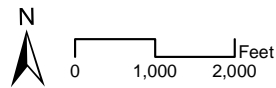
MAP 10: VIEW STREETS (INCLUDING RIVER ACCESS WAYS)



Central City Scenic Resources - View Streets (Existing & Retired)

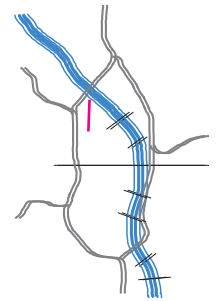
February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System



SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: NW 12TH AVENUE AND NW LOVEJOY STREET,
LOOKING NORTH



View Terminus Fremont Bridge
Focal Point:

Description: This view street extends north along NW 12th Avenue from NW Lovejoy Street. The view terminates at the Fremont Bridge and captures the section of the bridge where the bridge deck meets the bridge arch. This two-way view street has travel lanes, parking and sidewalks on both sides of the street. The view is best seen from the middle of the street, within the crosswalk.

- Management Considerations:**
- Development blocks the east side of the Fremont Bridge.
 - Vegetation is encroaching from below.

Old SRI Code: N/A

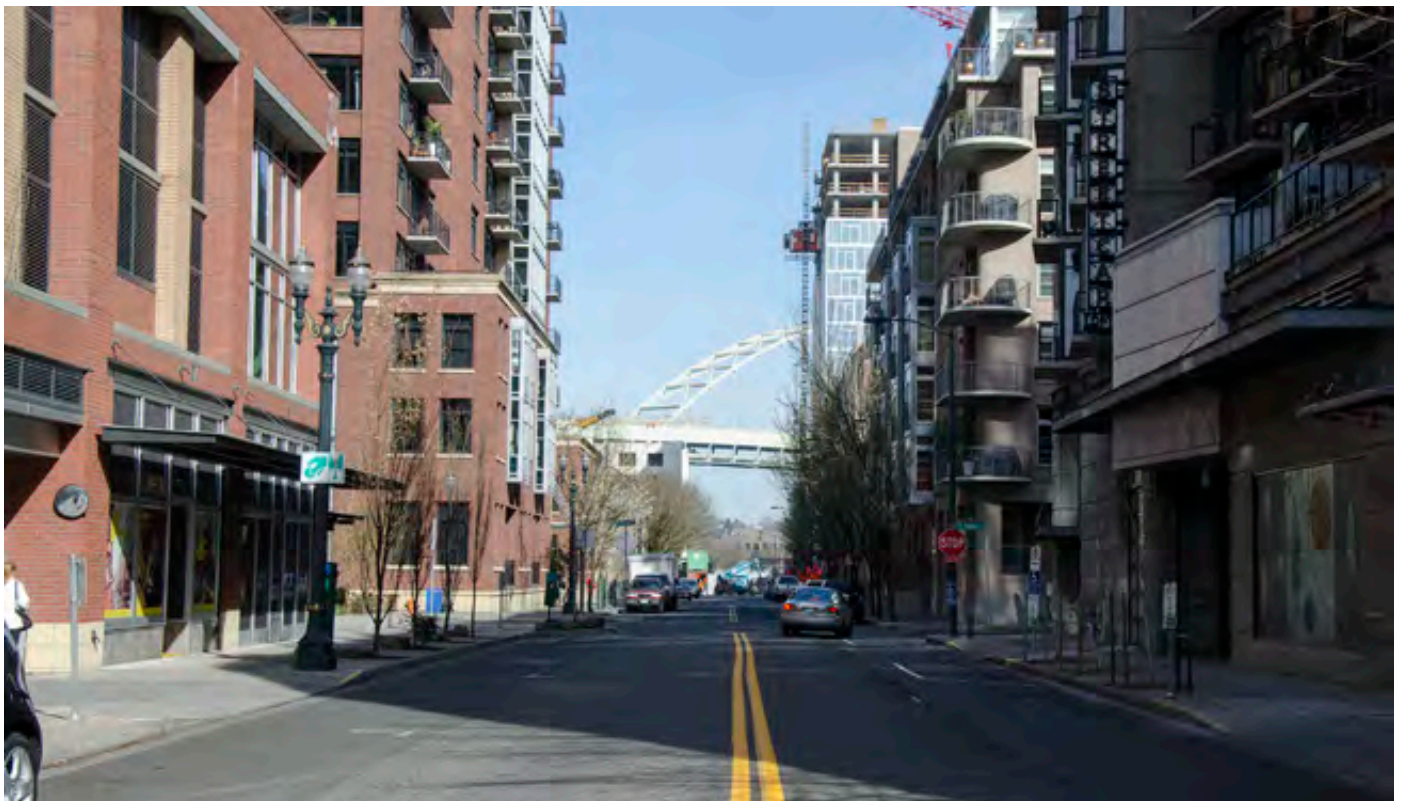
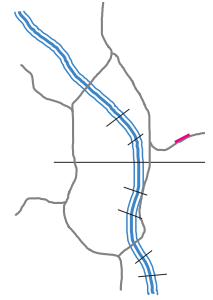


Photo captured from NW Lovejoy Street and NW 12th Avenue

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: NE 16TH AVENUE UNDER INTERSTATE 84 RAMP,
LOOKING WEST



**View Terminus
Focal Point:** Portland State Office Building dome

Description: This view street looks west along NE 16th Avenue toward the Portland State Office Building dome. The view street begins on NE 16th Avenue under the Interstate 84 off-ramp and extends west to the dome. This two-way view street has striped bike lanes, auto lanes and a sidewalk on the south side.

- Management Considerations:**
- Vegetation encroaches on the view from both sides; vegetation management could open up the view.
 - Location under the off-ramp feels unsafe.

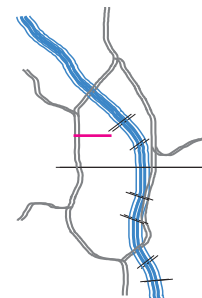
Old SRI Code: Gateway 49



Looking west from NE 16th Avenue under I-84 ramp

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: NW JOHNSON STREET AND NW 15TH AVENUE,
LOOKING EAST



View Terminus Union Station clock tower
Focal Point:

Description: This view street extends east along NW Johnson Street from NW 15th Avenue to the Union Station clock tower. Street trees (primarily during leaf-on) and the post office partially obscure the view. Redevelopment of the post office site will affect this view. This two-way view street does not have separated bike lanes but is a designated Neighborhood Greenway. There are sidewalks on both sides of the street though the clock tower is most visible from the crosswalk, slightly south of center.

- Management Considerations:**
- Street trees partially obscure the view of the tower.
 - The post office site partially blocks a view of the tower; development of the site will affect this view.
 - NW Johnson Street is a designated Neighborhood Greenway.

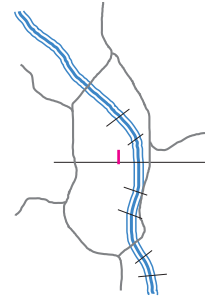
Old SRI Code: N/A



Photo captured from NW Johnson Street and NW 15th Avenue

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: NW 4TH AVENUE FROM NW GLISAN STREET TO SW ANKENY STREET

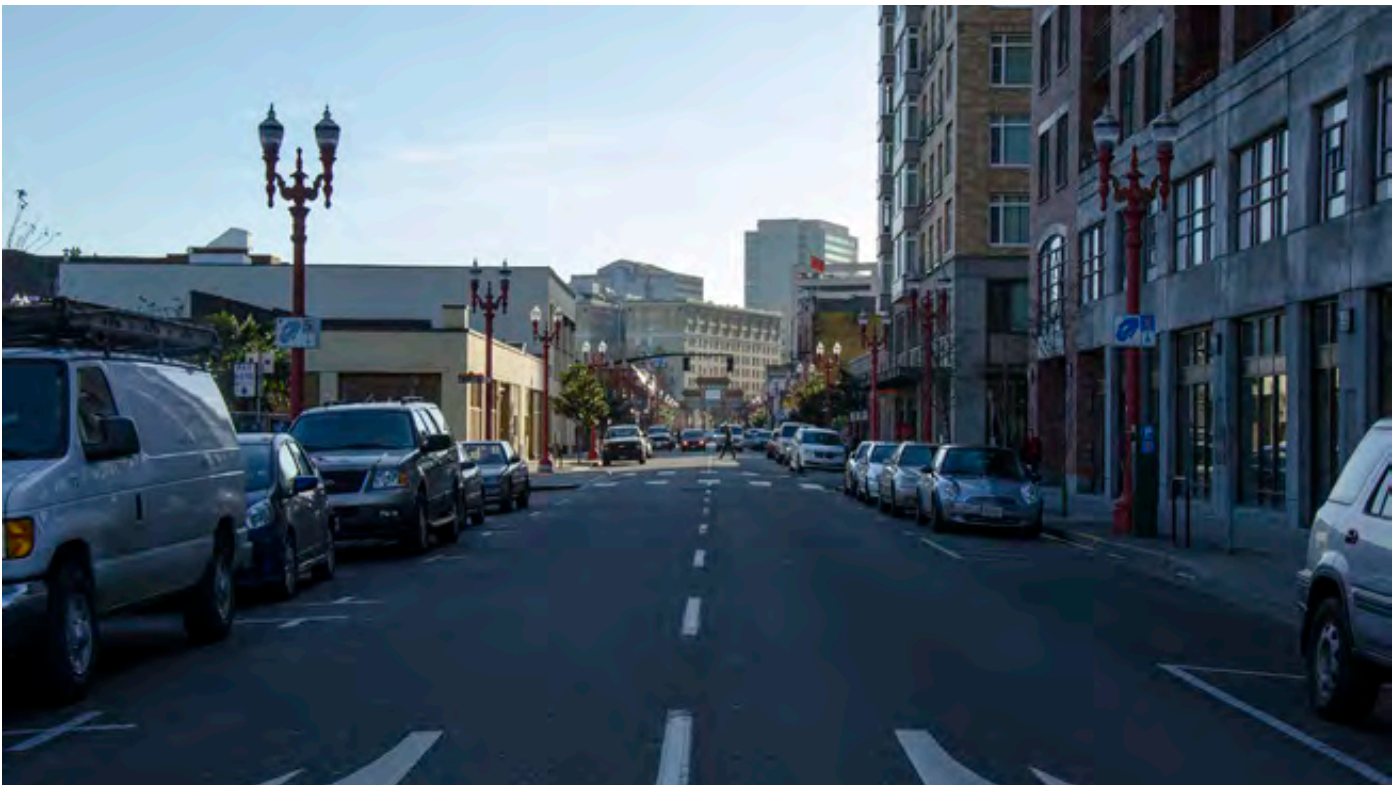


View Terminus Focal Point: Chinatown Gate (Hung Far Low sign is also visible)

Description: The best view of the Chinatown Gate is from the south side, looking north; however, due to the reorientation of the street grid south of W Burnside Street, the view street to the Chinatown Gate can only extend south one block, to SW Ankeny Street. The Chinatown Gate is also visible from the north, looking south from NW Glisan Street against the flow of automobile traffic. The full extent of this view street extends south down NW 4th Avenue from NW Glisan Street to the gate at W Burnside Street and then one block further to SW Ankeny Street. The Hung Far Low sign on the corner of NW Couch Street and NW 4th Avenue is also visible. There are no designated bike lanes but there's parking and sidewalks on both sides of the street.

- Management Considerations:**
- The best view of the Chinatown Gate is from south of the gate but the view street in that direction can only extend back one block.
 - There's a longer view street north of the gate, looking against the flow of traffic.

Old SRI Code: N/A



Looking south from NW Glisan Street and NW 4th Avenue

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: NW 6TH AVENUE AND W BURNSIDE STREET,
LOOKING NORTH



View Terminus Union Station clock tower
Focal Point:

Description: This view street extends north along NW 6th Avenue from W Burnside Street to the Union Station clock tower. The view of the clock tower is partially obscured by street trees during leaf-on; there is a clearer view of the tower during leaf-off. NW 6th Avenue is one of two primary transit corridors in the Central City. Bus, light rail, and automobile traffic flows toward the tower; there are no designated bike lanes. Though there are sidewalks on both sides of the street, the tower is best seen from the crosswalk.

- Management Considerations:**
- Street trees partially obscure the view of the tower; there's a clearer view of the tower during leaf-off.
 - NW 6th Avenue is part of Portland's Transit Mall.

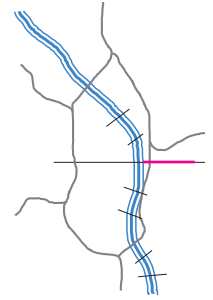
Old SRI Code: N/A



Photo captured from W Burnside Street and NW 6th Avenue

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: E BURNSIDE STREET AND NE 12TH AVENUE, LOOKING WEST



**View Terminus
Focal Point:** U.S. Bancorp Tower, West Hills

Description: This view street extends west on E Burnside Street from NE 12th Avenue. The U.S. Bancorp Tower and the West Hills in the background constitute the terminal focal points; both are located across the river such that the view street extends beyond E Burnside Street. Street trees along E Burnside Street frame the view of the tower and hills but also disrupt the continuity of the ridgeline. This view was included in the 1989 Scenic Resources Inventory as VC24-51. The one-way flow of bicycle and automobile traffic on E Burnside Street goes against this view. There are sidewalks on both sides of the street; however, the view is best seen from the crosswalk.

**Management
Considerations:**

- Street trees on the left and right frame the view of the U.S. Bancorp Tower and West Hills but also disrupt the continuity of the ridgeline.

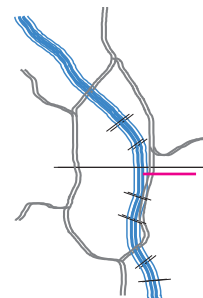
Old SRI Code: VC24-51



Looking west from E Burnside Street and NE 12th Avenue

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: SE ANKENY STREET AND SE 12TH AVENUE, LOOKING WEST



View Terminus Focal Point: U.S. Bancorp Tower, West Hills

Description: This view street extends west on SE Ankeny Street from SE 12th Avenue. The U.S. Bancorp Tower and the West Hills in the background constitute the terminal focal points; both are located across the river such that the view street extends beyond SE Ankeny Street. Street trees along SE Ankeny Street frame the view of the tower and hills but also disrupt the continuity of the ridgeline. This two-way view street is also a designated Neighborhood Greenway. There are sidewalks on both sides of the street.

- Management Considerations:**
- Street trees on the left and right frame the view of the U.S. Bancorp Tower and West Hills but also disrupt the continuity of the ridgeline.
 - SE Ankeny Street is a designated Neighborhood Greenway.

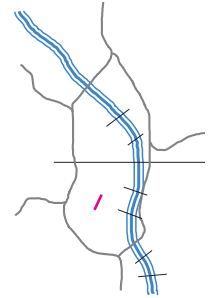
Old SRI Code: N/A



Photo credit: from SW 12th Avenue and SE Ankeny Street

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: SW BROADWAY FROM SW TAYLOR STREET TO SW JEFFERSON STREET



View Terminus Focal Point: Portland sign on the Arlene Schnitzer Concert Hall

Description: This view street extends along SW Broadway from SW Jefferson Street to SW Taylor Street. The view terminus for this view is the Portland sign on the Arlene Schnitzer Concert Hall and is located in the center of the view street extent. The bottom of the sign is obscured by street trees during leaf-on; however, the full extent of the sign is visible during leaf-off. The view looking north from SW Broadway and SW Jefferson Street has a clearer view of the Portland sign but goes against the flow of bicycle and automobile traffic; the view looking south from SW Taylor Street, with the flow of traffic, is more obscured by street trees. Though there are sidewalks on both sides of the street, the full extent of the sign is best seen from the eastern sidewalk.

- Management Considerations:**
- Street trees partially obscure the Portland sign.
 - The terminus focal point for this view street is in the middle of the full view extent.
 - This section of SW Broadway is part of the Broadway Unique Sign District.

Old SRI Code: N/A



Looking north from SW Broadway and SW Jefferson Street

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: SW 5TH AVENUE AND SW TAYLOR STREET, LOOKING SOUTH



View Terminus Focal Point: Portlandia statue on the Portland Building

Description: This view street extends south down SW 5th Avenue from SW Taylor Street. The view is of the Portlandia statue located above the entrance to the Portland Building on SW 5th Avenue between SW Main Street and SW Madison Street. Portlandia is best seen during leaf-off; during leaf-on, street trees almost entirely obscure the statue, even from up close. SW 5th Avenue is part of the Portland Transit Mall. Automobile, bus, and light rail traffic flow one-way toward the statue. There are no designated bike lanes but there are wide sidewalks on both sides of the street.

Management Considerations:

- This is a seasonal view street; street trees almost entirely block a view of Portlandia during leaf-on.
- SW 5th Avenue is part of Portland's Transit Mall.

Old SRI Code: N/A

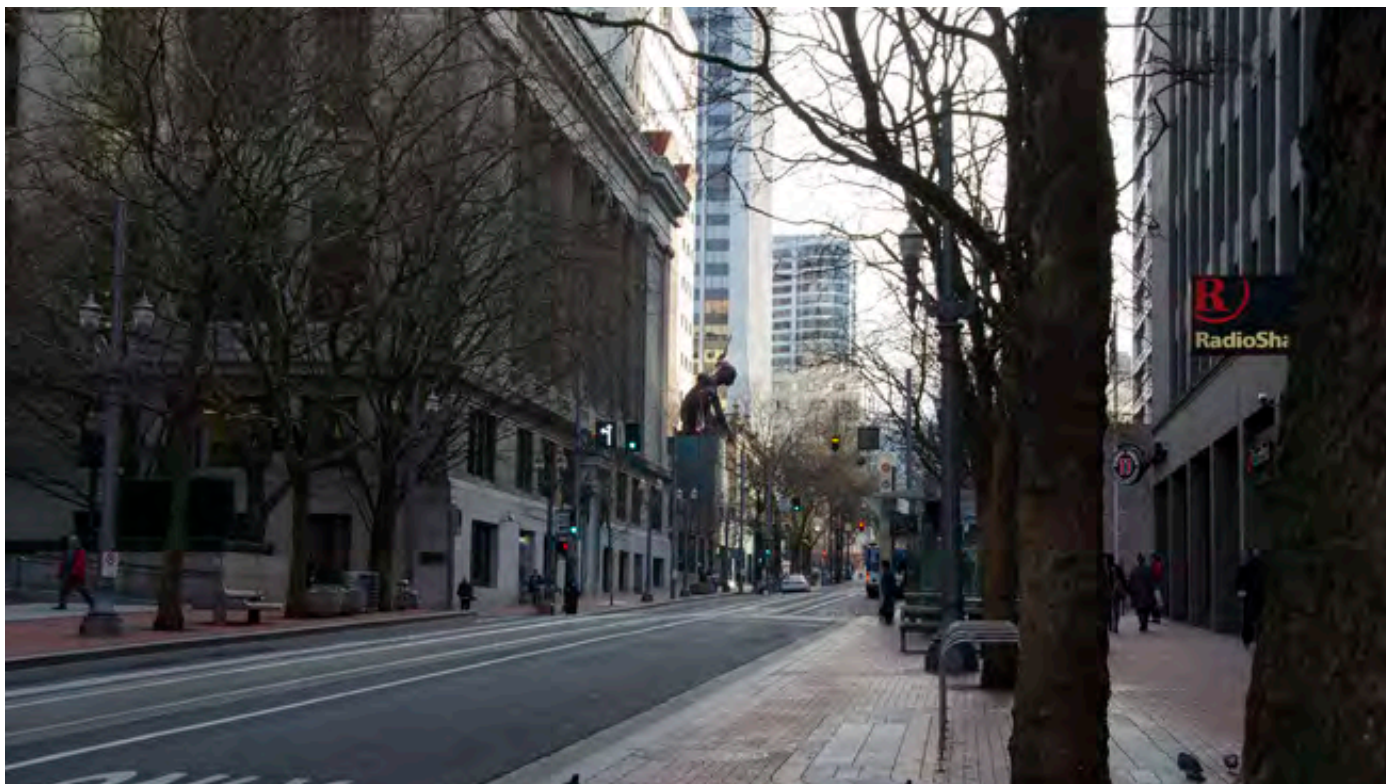
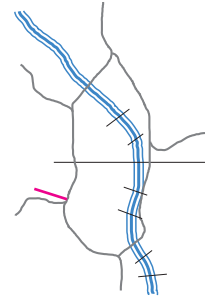


Photo captured from SW 5th Avenue and SW Taylor Street

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: SW JEFFERSON STREET AND SW 14TH AVENUE,
LOOKING WEST



**View Terminus
Focal Point:** Vista Bridge and West Hills

Description: This view street offers a view of the Vista Bridge with the West Hills in the background. The view street extends west to the hills along SW Jefferson Street from SW 14th Avenue. Vegetation and overhead utilities partially obscure the view. The view of the Vista Bridge would likely be less obscured during leaf-off. Bicycle and automobile traffic flow toward the Vista Bridge on this one-way view street. There is a designated bike lane and sidewalks on both sides of the street, though the view is best seen from the crosswalk.

- Management Considerations:**
- Vegetation partially obscures the view of Vista Bridge.
 - Overhead utilities are discordant.
 - SW Jefferson Street curves as you head west; height limits along SW Jefferson would be needed to protect this view street.

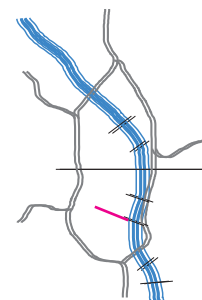
Old SRI Code: VB23-14



Looking west from SW 14th Avenue and SW Jefferson Street

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: SW MADISON STREET AND SW PARK AVENUE,
LOOKING SOUTHEAST



View Terminus Hawthorne Bridge tower
Focal Point:

Description: This view street extends southeast along SW Madison Street from the plaza and steps by the Art Museum just west of SW Park (9th) Avenue to the Hawthorne Bridge tower. This is a seasonal view street; the tower can only be seen from as far back as SW Park Avenue during leaf-off. During leaf-on, street trees block the view of the tower from this location and the view street only extends back to SW 2nd Avenue. Visibility of the tower aids in wayfinding. Automobile traffic flows toward the bridge tower on this one-way view street. Though there are no designated bike lanes as far back as SW Park Avenue, there is a bike lane beginning at SW 4th Avenue. There are sidewalks on both sides of the street but the tower is best seen from the crosswalk.

Management Considerations:

- Street trees partially obscure the bridge tower; the tower is more visible during leaf-off.

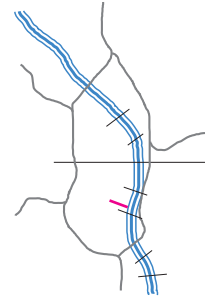
Old SRI Code: N/A



Photo taken from SW 2nd Avenue and SW Main Street

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: SW SALMON STREET AND SW 4TH AVENUE,
LOOKING SOUTHEAST



**View Terminus
Focal Point:** Salmon Street Springs

Description: Salmon Street Springs is visible at the end of SW Salmon Street from as far back as SW Broadway; however, it does not become a prominent focal terminus until SW 4th Avenue. Thus, this view street extends southeast along SW Salmon Street from SW 4th Avenue to Salmon Street Springs in Waterfront Park. SW Salmon Street is a highly trafficked street and automobiles frequently block the view of the springs. Automobile traffic on this one-way street flows toward the Springs. There are no designated bike lanes but there are sidewalks on both sides of the street.

**Management
Considerations:**

- Cars/trucks in traffic lanes block the view of Salmon Street Springs.

Old SRI Code: VC24-52



Looking southeast from SW 4th Avenue and SW Salmon Street

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: SE SALMON STREET AND SE 12TH AVENUE, LOOKING WEST



View Terminus Focal Point: West Hills, Wells Fargo Center (leaf-off); KOIN Center visible off-center

Description: This view street extends west on SE Salmon Street from SE 12th Avenue. The view terminates at the West Hills, across the river, thus, the view street extends beyond SE Salmon. Street trees completely obscure a view of the Wells Fargo Center during leaf-on; however, during leaf-off, the Wells Fargo Center is a strong focal terminus. The KOIN Center is also visible off-center. SE Salmon Street is a two-way street and a designated Neighborhood Greenway. There are sidewalks on both sides of the street but the view is best seen from the crosswalk.

- Management Considerations:**
- Street trees completely block a view of the Wells Fargo Center and partially block the West Hills during leaf-on; the Wells Fargo Center and more of the West Hills are visible during leaf-off.
 - SE Salmon Street is a designated Neighborhood Greenway.

Old SRI Code: N/A

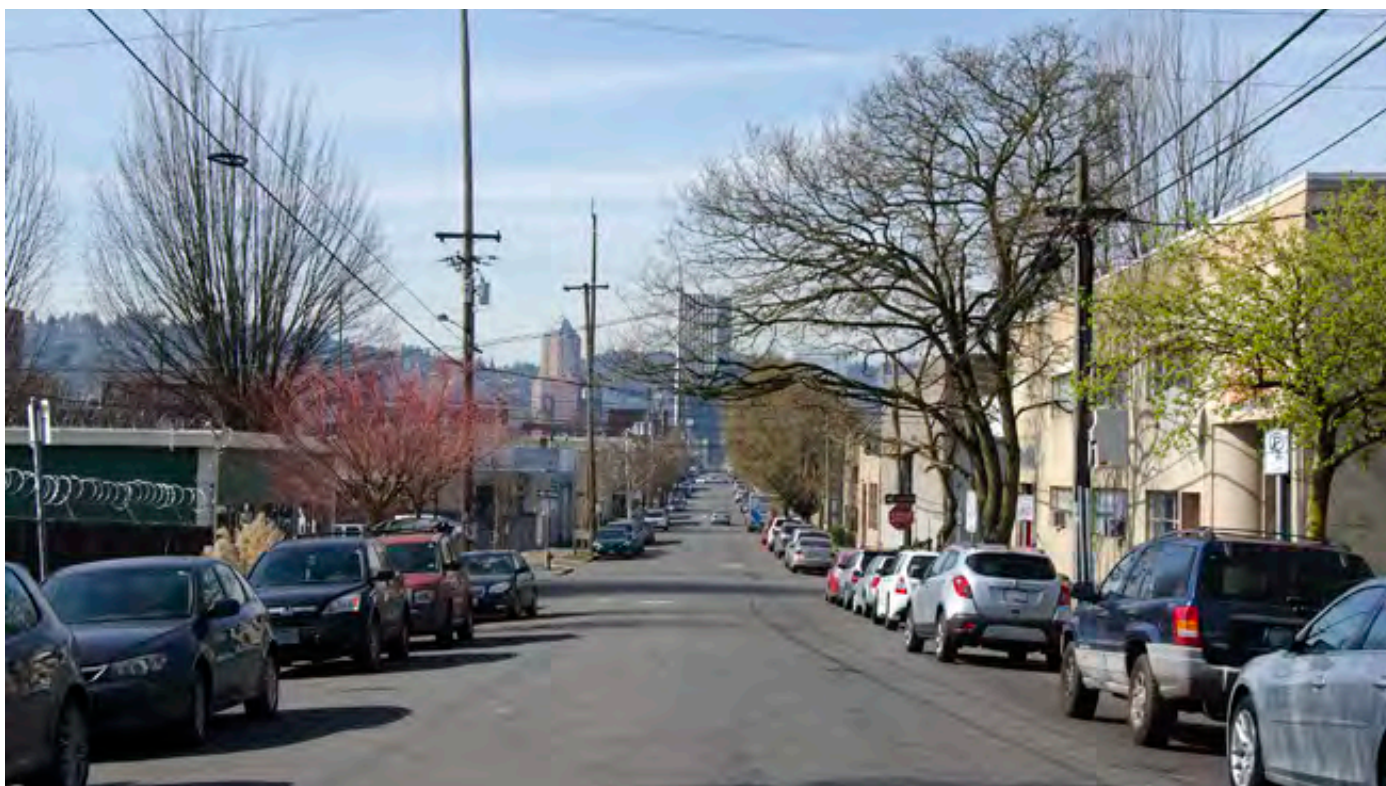
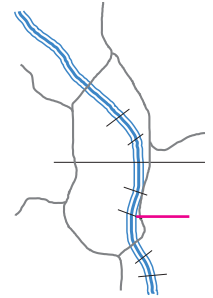


Photo credit from SE 12th Avenue and SE Salmon Street

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: SE MADISON STREET AND SE 12TH AVENUE, LOOKING WEST



View Terminus Focal Point: KOIN Center, West Hills; Wells Fargo Center visible off-center

Description: This view street extends west on SE Madison Street from SE 12th Avenue. The view extends to the KOIN Center with the West Hills in the background; the Wells Fargo is also visible off-center. These focal points are all located on the west side of the river, thus, the view street extends beyond SE Madison Street. The presence of multiple overhead utilities is discordant to the view. This one-way view street flows with the view and has a designated bike lane. There are sidewalks on both sides of the street but the view is best seen from the crosswalk.

- Management Considerations:**
- Overhead utilities are discordant.
 - SE Madison Street directly connects to the Hawthorne Bridge.

Old SRI Code: N/A



Photo credit: from SE 12th Avenue and SE Madison Street

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: SE DIVISION STREET AND SE 11TH AVENUE, LOOKING WEST



View Terminus Tilikum Crossing, West Hills
Focal Point:

Description: This view street extends west along SE Division Street from SE 11th Avenue. The termini of the view include the West Hills and Tilikum Crossing. There are many discordant elements that interfere with the view including utility lines, street lights, and street signs. SE Division Street is a two-way street but does not have designated bike lanes. There's parking and sidewalks on both sides of the street.

- Management Considerations:**
- Discordant utility lines, street lights, and street signs obscure the view of Tilikum Crossing.
 - Street trees on the left cut off the west side of Tilikum Crossing.

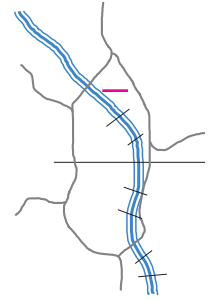
Old SRI Code: N/A



Looking west from SE 11th Avenue and SE Division Street

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: N TILLAMOOK STREET AND ONE BLOCK EAST OF N KERBY AVENUE, LOOKING WEST

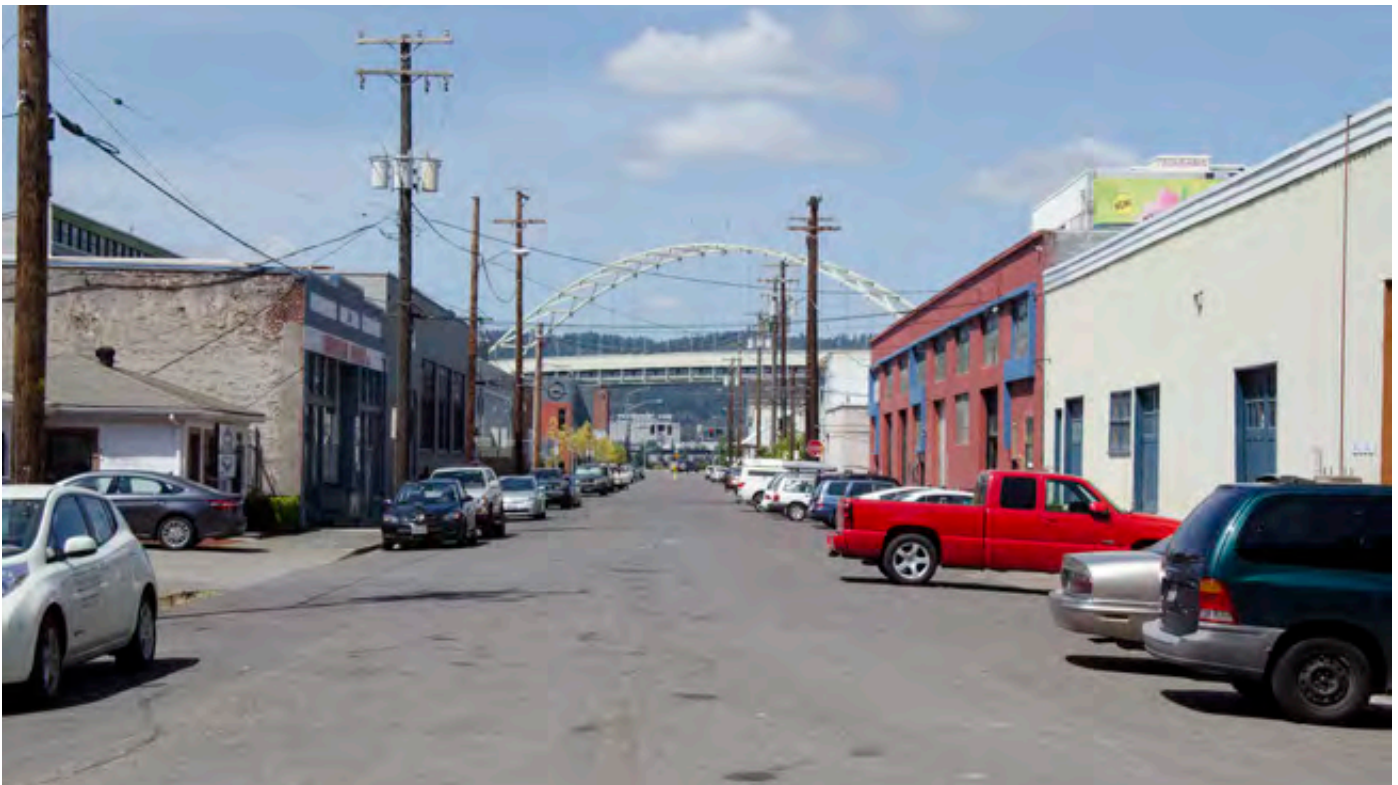


View Terminus Fremont Bridge, Forest Park
Focal Point:

Description: This view street extends west on N Tillamook Street from one block east of N Kerby Avenue. The view terminates at the Fremont Bridge with Forest Park visible in the background. N Tillamook Street is a two-way street. There is a sidewalk on the south side of the street and a partial sidewalk on the north side of the street, but the view is best seen from the middle of the street.

- Management Considerations:**
- Overhead utilities are discordant.
 - This view street begins at a dead end one block east of N Kerby Avenue.

Old SRI Code: N/A



Looking west on N Tillamook Street from one block east of N Kerby Avenue

SCENIC RESOURCES INVENTORY | VIEW STREET

NAME: SW 1ST AVENUE AND SW PINE STREET,
LOOKING NORTHEAST



**View Terminus
Focal Point:** Ankeny Square, Skidmore Fountain, Historic Reed Building

Description: This view street extends northeast on SW 1st Avenue terminating at the Skidmore Fountain in Ankeny Square. The historic New Market Theater can be seen on the left. This view street, located within the National Historic Landmark Skidmore Historic District, is cobblestone-lined. The Skidmore Fountain is Portland's first public art. The MAX line runs along this section of SW 1st Avenue. Automobiles are not allowed on the block between SW Ash and SW Ankeny Streets and are only allowed headed southbound on the block between SW Pine and SW Ash Streets. There are sidewalks on both sides of the street but the view is best from the middle of the crosswalk.

- Management
Considerations:**
- Overhead MAX lines are discordant.
 - Street trees on left side block view of historic New Market Theater during leaf-on.
 - This section of SW 1st Avenue is in the Skidmore Historic District.

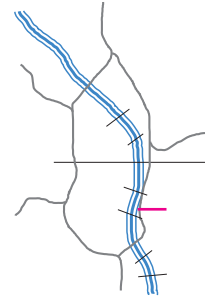
Old SRI Code: N/A



Photo captured east on SW 1st Avenue from SW Pine Street

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: SE SALMON STREET AND SE MARTIN LUTHER KING JUNIOR BOULEVARD



Description: This river access way extends west on SE Salmon Street from SE Martin Luther King Junior Boulevard. Though the Willamette River itself cannot be seen, prominent Downtown buildings, particularly the Wells Fargo Center, which is centered down the middle of the right-of-way, indicate visibility to the west side and, thus, the presence of the river. SE Salmon Street connects to the Greenway Trail/Eastbank Esplanade and terminates at a large viewing platform. It is a two-way street and a designated Neighborhood Greenway. There are sidewalks on both sides of the street.

- Management Considerations:**
- SE Salmon Street is a designated Neighborhood Greenway.
 - Additional wayfinding elements would help orient a traveler toward the river.

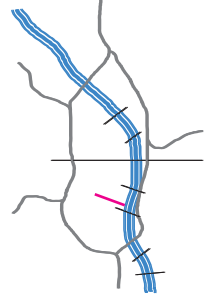
Old SRI Code: N/A



Looking west from SE Martin Luther Kind Junior Boulevard and SE Salmon Street

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: SW SALMON STREET FROM SOUTH PARK BLOCKS



Description: This river access way extends southeast along SW Salmon Street from the South Park Blocks to Salmon Street Springs in Waterfront Park. Salmon Street Springs becomes increasingly visible as one moves from SW Broadway toward the river. SW Salmon Street is a highly trafficked street and automobiles frequently block the view of the springs. Automobile traffic on this one-way street flows toward the Springs. There are no designated bike lanes but there are sidewalks on both sides of the street.

- Management Considerations:**
- Cars/trucks in traffic lanes block the view of Salmon Street Springs.
 - Additional wayfinding elements would help orient a traveler toward the river.

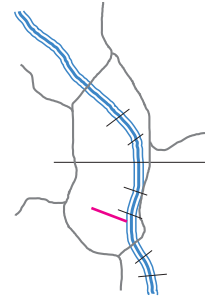
Old SRI Code: VC24-52



View looking east down SW Salmon Street from South Park Blocks

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: SW COLUMBIA STREET FROM SOUTH PARK BLOCKS



Description: This river access way extends southeast along SW Columbia Street from the South Park Blocks. Starting at roughly SW 6th Avenue, a view of the palm tree planter at the Hawthorne Bowl becomes visible, with the river itself becoming visible around SW 4th Avenue. This is a one-way street toward the river. There are no designated bike lanes but there are sidewalks on both sides of the street.

Management Considerations:

- Additional wayfinding elements would help orient a traveler toward the river.

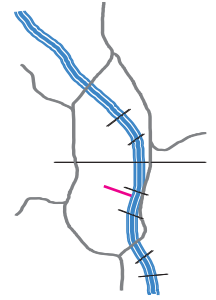
Old SRI Code: N/A



Looking southeast down SW Columbia Street from the South Park Blocks

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: SW MORRISON STREET FROM SW BROADWAY



Description: This river access way extends southeast along SW Morrison Street from the west side of Pioneer Courthouse Square at SW Broadway to the river. The lawn of Waterfront Park is visible at the terminus and helps orient the traveler toward the river. SW Morrison Street is a one-way street with the flow of traffic going away from the river. The light rail line runs along SW Morrison Street. There are no bike lanes but there are sidewalks on both sides of the street.

- Management Considerations:**
- The flow of traffic is away from the river.
 - The light rail line runs along this section of SW Morrison Street.

Old SRI Code: N/A

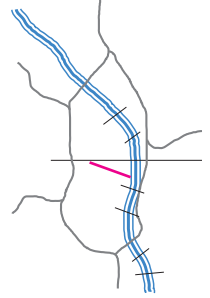


Photo taken looking east down SW Morrison Street from SW 6th Avenue (placeholder for SW Broadway)

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: SW OAK STREET FROM W BURNSIDE STREET

Description: This river access way extends southeast along SW Oak Street from W Burnside Street to the river. SW Oak Street is a one-way street away from the river. There is a one-way bike lane headed away from the river and sidewalks on both sides of the street.



- Management Considerations:**
- The flow of traffic is away from the river.
 - Streetscape improvements are planned for SW Oak Street.

Old SRI Code: N/A

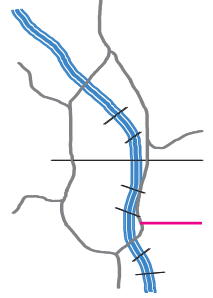


Looking southeast down SW Oak Street from W Burnside

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: SE CLAY STREET FROM SE LADD AVENUE

Description: This river access way extends west along SE Clay Street from SE Ladd Avenue. SE Clay Street is a designated Neighborhood Greenway and connects directly to the Greenway Trail/Eastbank Esplanade just south of the Hawthorne Bridge. There are sidewalks on both sides of the street.



Management Considerations:

- SE Clay Street is a designated Neighborhood Greenway.
- There is a direct connection to the Hawthorne Bridge bicycle/pedestrian ramps one block north of where SE Clay Street meets the Greenway Trail/Eastbank Esplanade.

Old SRI Code: N/A

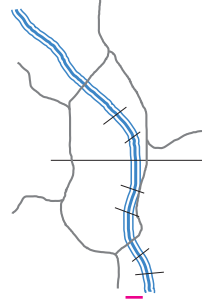


Placeholder for SE Clay Street from SE Ladd Avenue (placeholder for SE Ladd Avenue)

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: SW unnamed ROAD FROM SW MACADAM AVENUE

Description: This river access way extends east down SW Unnamed Road from SW Macadam Avenue to the river. The area is under development.



Management Considerations:

- This area of South Waterfront is still under development.

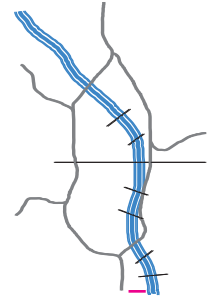
Old SRI Code: N/A



Looking east down SW Unnamed Road from SW Moody Avenue bike path (placeholder)

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: SW GAINES STREET FROM SW MACADAM AVENUE



Description: This river access way extends east down SW Gaines Street from SW Macadam Avenue to the river. SW Gaines Street terminates at a developed viewpoint along the South Waterfront stretch of the Greenway Trail. The flow of traffic is two-way. There are no bike lanes but there are sidewalks on both sides of the street.

Management Considerations:

- There is a steep hill along SW Gaines Street between SW Macadam Avenue and SW Moody Avenue, which allows good visibility toward the river and Ross Island.
- There are special building height restrictions along this section of SW Gaines Street.

Old SRI Code: N/A

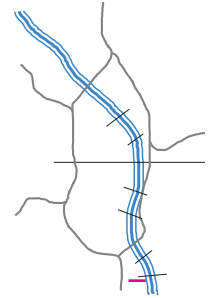


Photograph looking down SW Gaines Street from SW Macadam Avenue

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: SW GIBBS STREET FROM SW MACADAM AVENUE

Description: This river access way extends east down SW Gibbs Street from SW Macadam Avenue to the river. There is a developed viewpoint along the Greenway Trail at the terminus of SW Gibbs Street.



Management Considerations:

- This area of South Waterfront is still under development.

Old SRI Code: N/A

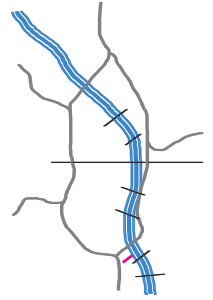


Looking east on SW Gibbs Street from SW Moody Avenue

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: SW MEADE STREET FROM SW MOODY AVENUE

Description: This river access way extends east down SW Meade Street from SW Moody Avenue to the river. The area is under development.



Management Considerations:

- This area of South Waterfront is still under development.

Old SRI Code: N/A

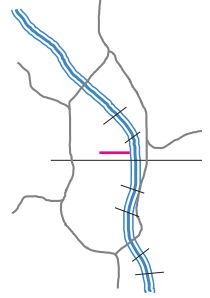


Placeholder for a photograph of SW Meade Street from SW Bond Avenue (placeholder for SW Moody)

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: NW FLANDERS STREET FROM NORTH PARK BLOCKS

Description: This river access way extends east down NW Flanders Street from the North Park Blocks to the river. NW Flanders Street is two-way between the North Park Blocks and NW 3rd Avenue and one-way away from the river between NW 3rd Avenue and NW 1st Avenue. There are no bike lanes but there is a sidewalk on both sides of the street.



Management Considerations:

- Streetscape improvements are planned for NW Flanders Street.
- NW Flanders Street currently ends at NW 1st Avenue and does not connect directly to the river or Greenway Trail.
- The block of NW Flanders Street between NW 4th Avenue and NW 3rd Avenue is designed as a “festival” street, which provides a shared pedestrian and automobile environment.

Old SRI Code: N/A

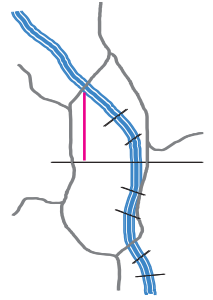


Looking east on NW Flanders Street from NW 6th Avenue (placeholder photo)

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: NW 12TH AVENUE FROM W BURNSIDE STREET

Description: This river access way extends north along NW 12th Avenue from W Burnside Street to NW Quimby Street. The area north of NW Quimby Street is under development.



Management Considerations:

- The area north of NW Quimby Street is under development.
- For NW 12th Avenue to connect to the river, it would have to be extended north of NW Quimby Street. There would also need to be crossings at the railroad tracks and across NW Naito Parkway, with a final connection to the river through the developments along the east side of NW Naito Parkway.

Old SRI Code: N/A

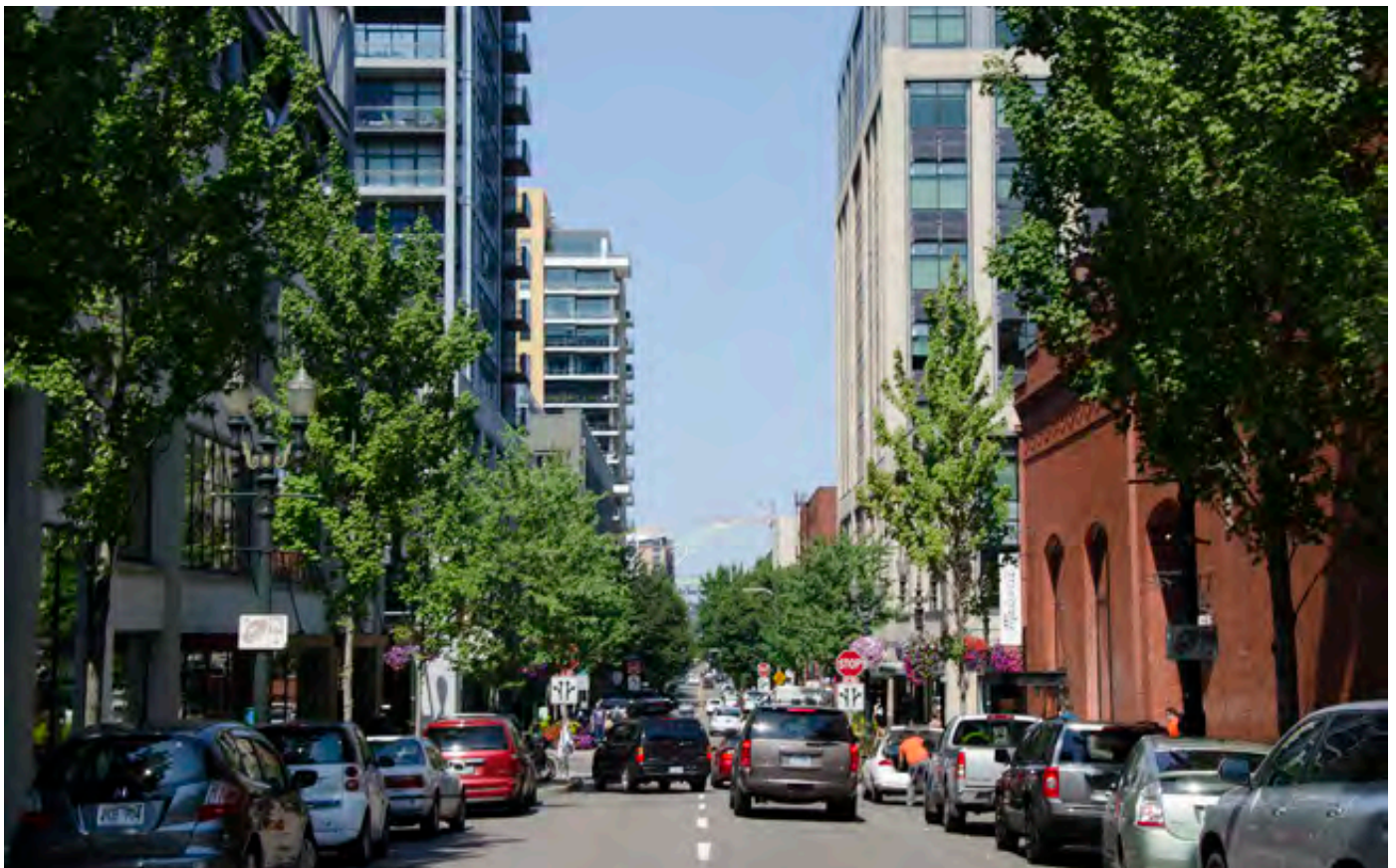
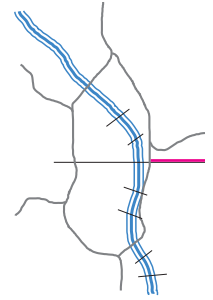


Photo by G. Smith on NW 12th Avenue from W Burnside Street

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: E BURNSIDE STREET FROM SE SANDY BOULEVARD



Description: This river access way extends west along E Burnside Street from SE Sandy Boulevard to the river. E Burnside Street rises up over Interstate 5 and the railroad tracks and becomes the Burnside Bridge as it approaches the river. There is a staircase connecting the south sidewalk along E Burnside Street with the Eastbank Esplanade. There is no way to access the river or Eastbank Esplanade from the north side of E Burnside.

Management Considerations:

- E Burnside Street only connects to the Eastbank Esplanade from the south sidewalk; there is no connection from the north sidewalk.
- The connection to the Eastbank Esplanade is via a long staircase; however, there appears to be some sort of ADA lift.

Old SRI Code: N/A

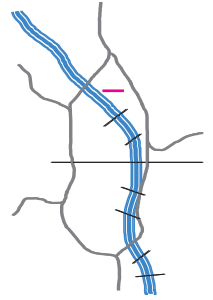


Looking west on E Burnside Street from SE Sandy Boulevard

SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

NAME: N TILLAMOOK STREET FROM N KERBY AVENUE

Description: This river access way extends west down N Tillamook Street from N Kerby Avenue. Currently, there is no connection to the river between N River Street and the river.



Management Considerations:

- Currently, there is no connection to the river between N River Street and the river.

Old SRI Code: N/A



Photo taken from east of N Kerby Avenue looking west down N Tillamook Street

5. SCENIC CORRIDORS

5.a. Approach and Methodology

A scenic corridor is a linear transportation feature, including but not limited to a road, rail, trail or waterway that is valued for its aesthetic qualities and accessed by car, bus, bike, train, foot, wheelchair or boat. A scenic corridor is differentiated from other transportation infrastructure by the presence of multiple views, viewpoints, visual focal points or scenic sites located along the corridor. The views may be interspersed with vegetation, built structures, or other obstructing features of the surrounding environment. There may be pull-outs, pedestrian refuges or designated viewpoints along the corridor where travelers can safely stop and move out of the travel lanes to enjoy a particularly nice view.

In the 1989 *Scenic Resource Inventory Map*, scenic drives (roads) and scenic waterways were identified. The 1991 *Scenic Resources Protection Plan* grouped scenic drives and waterways and called them scenic corridors. This inventory expands scenic corridors to include those two subsets as well as other forms of travel.

In order to produce an inventory of scenic corridors, the following approach was followed:

1. Map existing inventoried scenic corridors
2. Identify other scenic corridors
3. Document scenic corridors
4. Designate scenic corridors

Unlike views and viewpoints, where even those with a very low evaluation score remained in the inventory, scenic corridors underwent two screenings to determine if the corridor should be included in this inventory.

1. Map Existing Scenic Corridors

The *Scenic Resource Inventory Map* (1989) and *Scenic Resources Protection Plan* (1991) identified one scenic drive and one scenic waterway that have visual relationship to the Central City: SW Terwilliger Boulevard and the Willamette River.

SW Terwilliger Boulevard extends from SW Barbur Boulevard in the south to SW Sam Jackson Park Road in the north. There are multiple viewpoints along the scenic drive that are of, or across the Central City; however, the drive itself is not within the Central City. Therefore, this inventory does not include the SW Terwilliger Boulevard scenic drive itself; however, it does include the viewpoints located along the scenic drive that are of or across the Central City.

The Willamette River is a scenic waterway. A portion of that scenic waterway, from the Ross Island Bridge in the south to the Fremont Bridge in the north is within the Central City and included in this inventory.

2. Identify other Scenic Corridors

Staff identified potential scenic corridors. Linear transportation features that met all of the following criteria were included for documentation and further evaluation for inclusion in the inventory:

1. The corridor is publically owned and accessible to the general public either by car, bus, train, bike, foot, wheelchair or boat;
2. The corridor is at least 0.5 mile in length within the Central City (it may extend beyond the Central City boundaries);
3. There is at least one previously-documented scenic viewpoint that is developed with features that allow travelers to move out of traffic to enjoy the view, such features include an automobile pull-out, a pedestrian refuge or a bump-out; and
4. There is a combination of three or more of the following previously-documented scenic resources located along the corridor:
 - a. Developed viewpoints,
 - b. Visual focal points that are located immediately adjacent to the corridor, or
 - c. Scenic sites that are located immediately adjacent to the corridor.

It should be noted that this inventory update focused only on *scenic* corridors. Many travel corridors may serve as corridors for other reasons (e.g., pedestrian access, way finding, commercial corridors) and have many elements along the corridor that are visually interesting. However, that alone does not mean they are *scenic* corridors. To be a *scenic* corridor, the corridor must meet all of the above criteria.

3. Document Scenic Corridors

Staff took the approach of documenting all existing and potential scenic corridors in the Central City. The approach was chosen because the previous scenic resource plan didn't use a standard set of criteria for inclusion in the inventory and staff were not able to determine if any potential scenic corridors were missed.

Data Collection

Staff drove, walked, biked or navigated nearly all existing and potential scenic corridors. The field assessment elements that were documented included:

- Type of corridor: road, rail, trail, path, river, stream
- Types of transportation modes corridor accommodates
- One-way or two-way direction of travel

- Location of start and terminus of the scenic corridor within the Central City. Some scenic corridors may extend beyond the boundaries of the Central City; those portions of the corridor will need to be updated during subsequent plan projects.
- Approximate length of scenic corridor within the Central City. Again, some scenic corridors may extend beyond the boundaries of the Central City; those portions of the corridors will need to be updated during subsequent plan projects.
- Types and description of the scenic resources located along the corridor that qualify it for inclusion in this inventory.

Photographs

Photographs were taken along with the field assessment elements. All photographs were taken on a Nikon D7000 camera with a Nikon AF-S DX NIKKOR 18-105mm f/3.5-5.6G ED VR lens using the raw NEF format. The camera was set to the landscape scene function. A standard setting of 35mm was used. Due to safety concerns, it was not always feasible for staff to set up the tripod and take a standardized set of photographs for scenic corridors. Instead, photos were taken from safe locations where staff could get out of traffic or when it was possible for the passenger to take a photo from within a vehicle or boat. Because it was not always possible to take pictures while travelling (especially by bike), staff supplemented the photographs with Google Earth images and indicated as such in a footnote.

4. Designate Scenic Corridors

All scenic corridors that met the first screen were documented and photographs were taken. The photographs were then used to evaluate each scenic corridor to determine which would remain in this inventory. This evaluation was performed by city staff and verified by the project consultant.

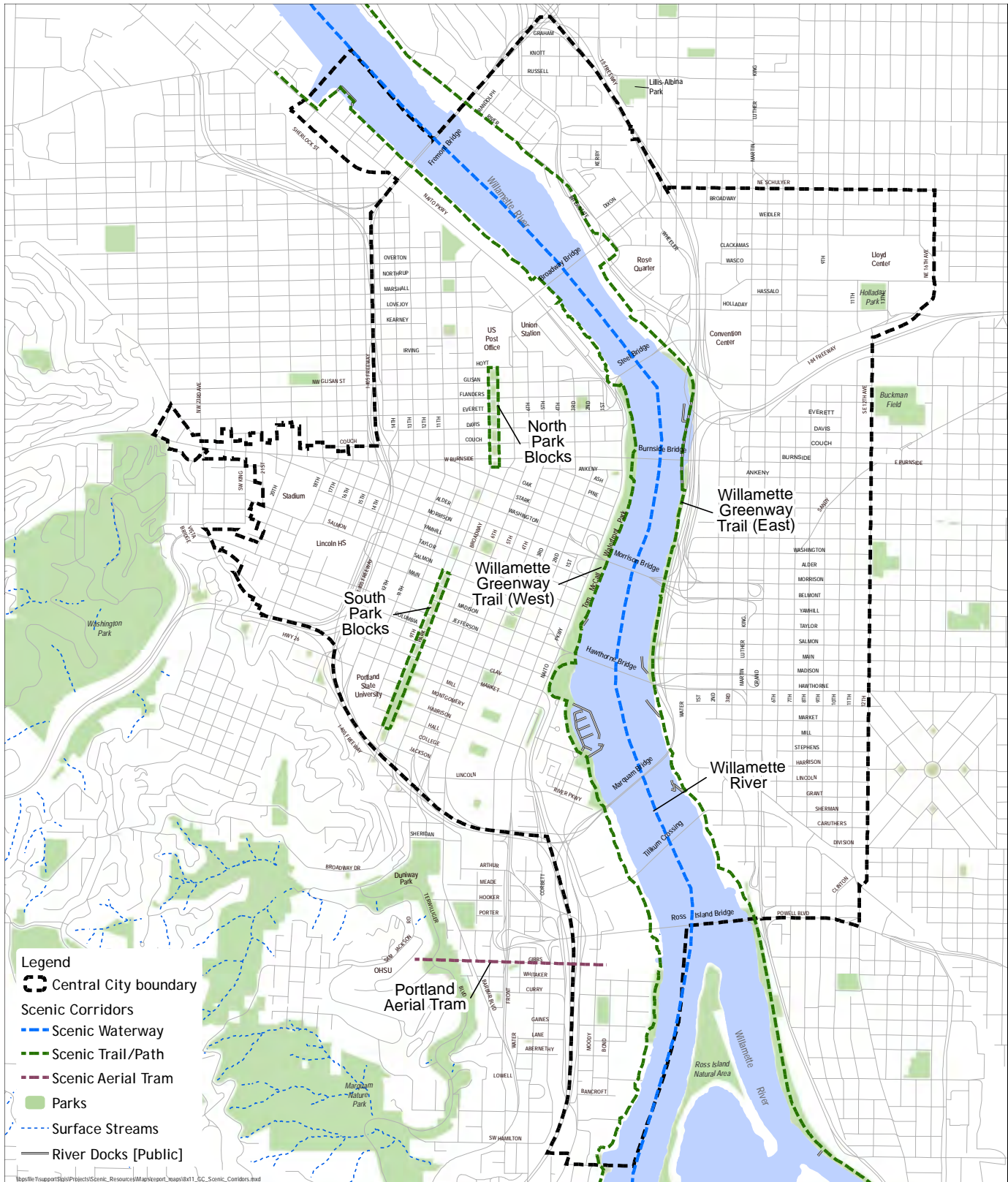
Evaluation Criteria

- 1. Scenic Qualities** - There are visual features, besides the formal viewpoints or scenic sites that add to the scenic quality of the corridor. Landscaping or natural vegetation lines portions of the corridor; open water is visible from the corridor; or historic buildings or cultural resources are located along the corridor.
- 2. Uniqueness** – The scenic corridor is unique in Portland or within the neighborhood or district. There are views and features present along the corridor that can only be seen in this location. The scenic resources located along the corridor create an identity that helps define the neighborhood or district.
- 3. Predominance** – There are a predominance of scenic resources and visual features that contribute to the scenic quality of the corridor. This is a subjective evaluation. It is based on whether most of the corridor appears scenic to the viewer or if the viewer is just traveling to a particular viewpoint or scenic site.

5.b. Scenic Corridors Results

There are six scenic corridors in the Central City. Some of the scenic corridors extend beyond the Central City; however, those areas are not included in this inventory. Map 11 shows each scenic corridor.

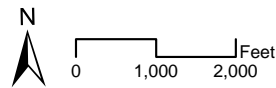
MAP 11: SCENIC CORRIDORS



Central City Scenic Resources - Scenic Corridors

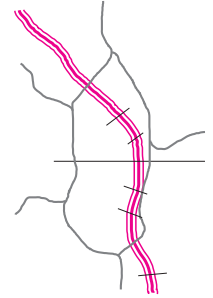
February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System



SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

NAME: WILLAMETTE RIVER -
Scenic Waterway



Description: The Willamette River runs through the entirety of the City of Portland, from Powers Marine Park in the south to Kelley Point Park in the north. The Central Reach of the Willamette River (the section passing through Central City) stretches from the northern tip of Ross Island in the south to the Fremont Bridge in the north. Many types of boating activities take place in the Willamette River including cruises, motor boating, canoeing, kayaking, rowing, and dragon boating. Paddle boarding and swimming are also becoming popular activities. All of these ways of traveling along the Willamette River afford a series of scenic views of bridges, public parks, skylines, the riverbank, and distant hills.

Management Considerations:

- During the expert panel review, experts remarked that much of the riverbank in the Central Reach lacks natural vegetation and that, if present, natural vegetation could contribute to the overall scenic quality. This is partially due to the presence of the mile-long seawall on the west bank and close proximity of Interstate 5 on the east bank. Both the seawall and I-5 constrain the river and detract from the scenic quality.

Ownership: 56% public; 44% private

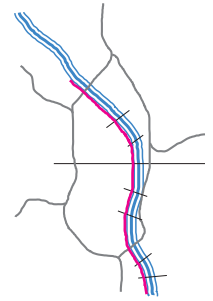
Transportation Mode: Boating, swimming, paddle boarding



The Willamette River - view from the Steel Bridge

SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

NAME: GREENWAY TRAIL WEST -
Scenic Trail/Path



Description: The Greenway Trail along the west bank of the Willamette River includes the Willamette River Greenway Trail, Waterfront Park Trail, and South Waterfront Greenway Trail. Currently, there are some gaps in the trail; however, a complete Greenway Trail is outlined in the Willamette Greenway Plan and future development projects along the riverbank will fill in the gaps. The Greenway Trail is a multi-use trail for bicyclists and pedestrians. Skateboarding, roller skating, running, and traveling by personal transporter (e.g., Segway) also occur. The Greenway Trail is ADA accessible from multiple locations. Traveling along the Greenway Trail affords views of the Willamette River, riverbank vegetation, public parks, bridges, skylines, public art, and distant mountains and hills.

Management Considerations:

- Currently, there are gaps in the Greenway Trail between downtown and South Waterfront as well as downtown and the northern section of the Greenway Trail.
- Much of the trail through downtown is along the seawall with no riparian vegetation.

Ownership: Portland Parks & Recreation

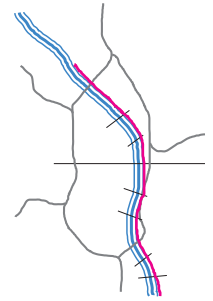
Transportation Mode: Biking, walking, running, skating, personal transporter, wheelchair



The Greenway Trail (west) through Waterfront Park - view from the Steel Bridge

SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

NAME: GREENWAY TRAIL EAST/EASTBANK ESPLANADE -
Scenic Trail/Path

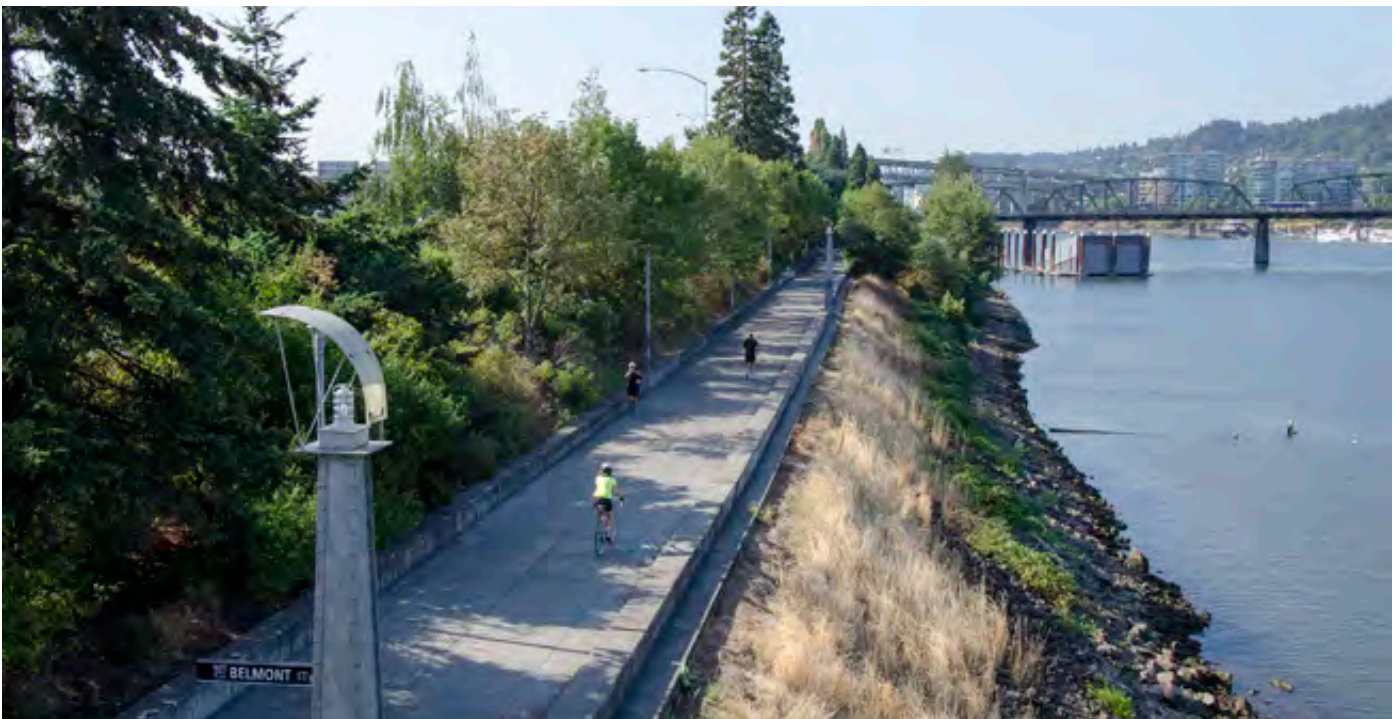


Description: The Greenway Trail along the east bank of the Willamette River includes the Willamette River Greenway Trail, Eastbank Esplanade, and Springwater Corridor on the Willamette. Currently, there are some gaps in the trail; however, a complete Greenway Trail is outlined in the Willamette Greenway Plan and future development projects along the riverbank will fill in the gaps. The Greenway Trail is a multi-use trail for bicyclists and pedestrians. Skateboarding, roller skating, running, and traveling by personal transporter (e.g., Segway) also occur. The Greenway Trail is ADA accessible from multiple locations. Traveling along the Greenway Trail affords views of the Willamette River, riverbank vegetation, public parks, bridges, skylines, public art, and distant mountains and hills.

- Management Considerations:**
- It's difficult to access the Eastbank Esplanade between the Steel Bridge and SE Salmon Street due to the presence of I-5.
 - The current trail does not extend north of the Steel Bridge.
 - There are gaps in the Greenway Trail (east) between SE Caruthers Street and the Springwater Corridor.

Ownership: Portland Parks & Recreation

Transportation Mode: Biking, walking, running, skating, personal transporter, wheelchair

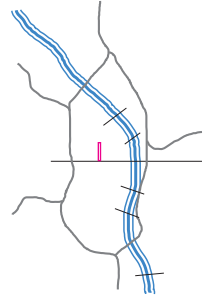


The Greenway Trail (east)/Eastbank Esplanade - view from the Morrison Bridge

SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

NAME: NORTH PARK BLOCKS -
Scenic Trail/Path

Description: The North Park Blocks are bounded between NW Park Avenue and NW 8th Avenue and extend along a five-block stretch from W Burnside Street in the south to NW Glisan Street in the north. Large American elms line the street edge of the North Park Blocks along with rows of bigleaf maples and black locusts. Park amenities include multiple pieces of artwork, a basketball court, a bocce court, and a playground as well as numerous benches, ornamental light fixtures, and water fountains. The North Park Blocks contain an inner path for pedestrians within the park blocks themselves. Automobiles can travel along the length of the North Park Blocks on the outer edge, with one-way traffic heading north on NW Park Avenue and south on NW 8th Avenue.



Management Considerations:

- Adding additional mid-block crosswalks in line with the inner pedestrian trails or other pedestrian-oriented intersection treatments could improve the pedestrian experience.

Ownership: City of Portland

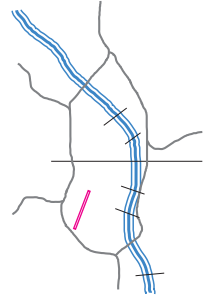
Transportation Mode: Walking, biking, automobile



The North Park Blocks

SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

NAME: SOUTH PARK BLOCKS -
Scenic Trail/Path



Description: The South Park Blocks extend along a twelve-block stretch of SW Park Avenue from SW Salmon Street in the north to SW Jackson Street in the south. The southern half of the South Park Blocks are located within the PSU campus area. The Park Blocks are lined with trees; a majority are large elms which provide a tree canopy over the blocks. Other trees include northern red oaks, sugar maples, lindens, European beeches, hawthorns, honey locusts, Oregon white oaks, ashes, a sycamore, and an ailanthus. The South Park Blocks are also home to two Heritage Trees, a London planetree at SW Main Street and a European beech in front of the PSU Library. Park amenities include multiple statues and fountains as well as numerous benches, ornamental light fixtures, water fountains, and a playground. The South Park Blocks have an inner pedestrian path as well as a sidewalk on the outer edge.

Management Considerations:

- Adding additional mid-block crosswalks in line with the inner pedestrian trails or other pedestrian-oriented intersection treatments could improve the pedestrian experience.

Ownership: City of Portland

Transportation Mode: Walking, biking, automobile

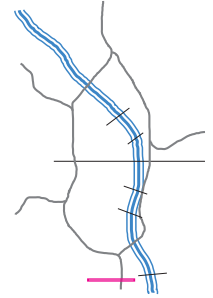


The South Park Blocks

SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

NAME: PORTLAND AERIAL TRAM -
Scenic Aerial Tram

Description: The Portland Aerial Tram connects the South Waterfront to Marquam Hill; the lower terminal is located at SW Moody Avenue and SW Gibbs Street while the upper terminal is located on the Oregon Health & Science University campus. Traveling 3,300 linear feet at 22 miles per hour, the tram ride takes approximately four minutes each way and rises for a total elevation gain of 500 feet. The ride offers unbeatable views of Portland's many bridges, downtown skyline, Willamette River, and buttes as well as magnificent views of Mt St Helens, Mt Adams, Mt Hood and the eastern foothills.



Management Considerations:

- The Portland Aerial Tram costs \$4.35 round-trip and operates on a load-n-go principle; trams typically depart every 6 minutes.

Ownership: City of Portland

Transportation Mode: Tram



View from the Portland Aerial Tram

6. VISUAL FOCAL POINTS

6.a. Approach and Methodology

A visual focal point is a feature or element of the natural or built environment that serves as an aesthetically pleasing or interesting object of a view. In order to produce an inventory of visual focal points that can be evaluated, the following approach was followed:

1. Identify visual focal points
2. Document visual focal points
3. Identify Visual Focal Points

The 1989 *Scenic Views, Sites and Drives Inventory* referenced a number of visual focal points drawn from previous documents, most notably Portland Bureau of Transportation's *Encroachments in the Public Right-of-Way* City-wide policy adopted June 10, 1982. However, the 1989 inventory did not include a clear definition of visual focal points nor did it include any specific criteria.

New development has occurred in the Central City and surrounding area since the previous scenic resources plans were adopted. Some of these new developments might be considered as visual focal points. Other visual focal points may have been overlooked in the original inventories. Still other focal points may no longer be visible due to development or overgrown vegetation.

As part of the scenic resources inventory update for the Central City, the project consultants identified experts to score views based on a number of criteria. The experts were asked to list primary and secondary visual focal points for those views that included focal points that significantly contributed to the overall quality of the view. In addition, during field visits, staff documented primary and secondary focal points of the views and view streets.

2. Document Visual Focal Points – Field Visits

All of the potential visual focal points, except those located far from Portland (e.g., Mt Hood, Mt St Helens), received a field visit during which information was documented and photographs were taken. In many cases, the visual focal points corresponded with the primary focal features of a scenic view or the focal terminus of a view street.

Data Collection

The field assessment elements that were documented included:

- Address or location of visual focal point
- Primary address or location from where visual focal point is being viewed
- Character of the visual focal point (natural, manmade)

- Description of visual focal point
- Discordant elements

Additional elements documented in the office included:

- Ownership of visual focal point
- Status on other lists (e.g., landmark status, listed/protected historic or cultural resource)

Photographs

In many cases, a photograph, or many photographs (in the case of Mt Hood), were taken during the field assessment for viewpoints or view streets. The remaining visual focal points that were not photographed during the previous field visits were photographed separately using the same methodology as was used for viewpoints and view streets.

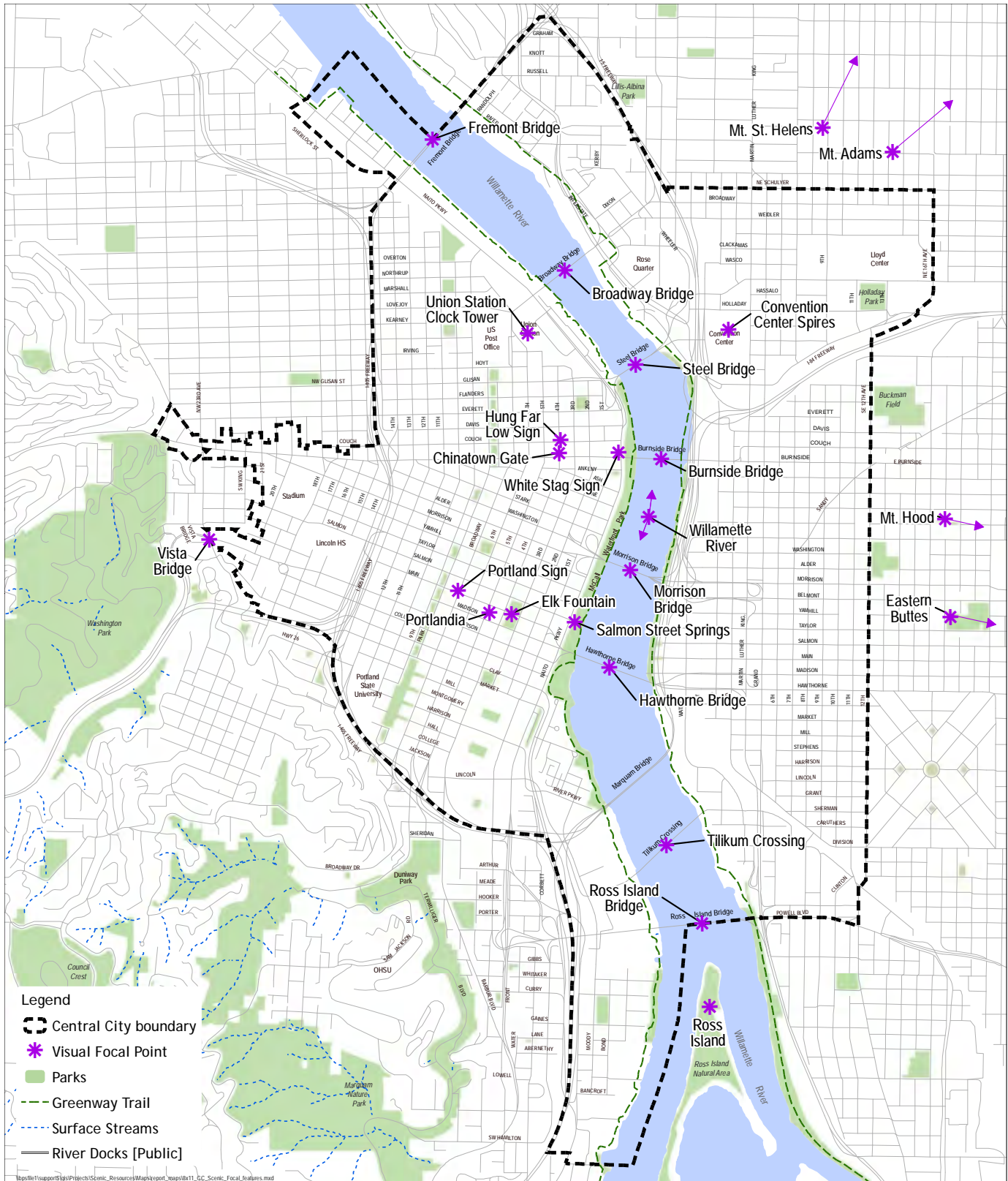
A minimum of one photograph of the visual focal point was taken. The photograph was taken such that the entire focal point was captured. If necessary, additional photos were taken to better capture the focal point from multiple angles or to capture the full extent of the focal point.

6.b. Visual Focal Points Results

Visual focal points are the primary focal features identified for the views and view streets. In addition, some visual focal points from the 1989 *Scenic Views, Sites and Drives Inventory* may also be included. The visual focal points for the Central City are:

- | | |
|-------------------------------|----------------------------------------------------------|
| 1. Fremont Bridge | 14. Mt Hood |
| 2. Broadway Bridge | 15. Mt St Helens |
| 3. Steel Bridge | 16. Mt Adams |
| 4. Burnside Bridge | 17. Willamette River |
| 5. Morrison Bridge | 18. Portland Sign (on the Arlene Schnitzer Concert Hall) |
| 6. Hawthorne Bridge | 19. Convention Center Spires |
| 7. Tilikum Crossing | 20. Portlandia |
| 8. Ross Island Bridge | 21. Elk Fountain |
| 9. Vista Bridge | 22. Hung Far Low Sign |
| 10. White Stag Sign | 23. Ross Island |
| 11. Chinatown Gate | 24. West Hills |
| 12. Salmon Street Springs | 25. Eastern Buttes |
| 13. Union Station Clock Tower | |

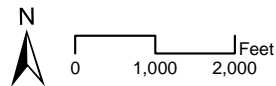
MAP 12: VISUAL FOCAL POINTS



Central City Scenic Resources - Visual Focal Points

February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System



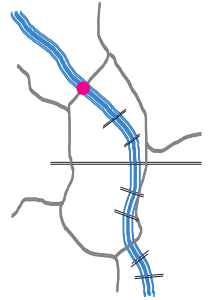
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: FREMONT BRIDGE

Location: Willamette River mile 11.1

Ownership: Oregon Department of Transportation

Status on other Lists: Designated peregrine falcon nest (Oregon Aerie 26)



The Fremont Bridge from NW 12th Avenue and NW Lovejoy Street



The Fremont Bridge from the Greenway Trail (west)



The Fremont Bridge from the Broadway Bridge

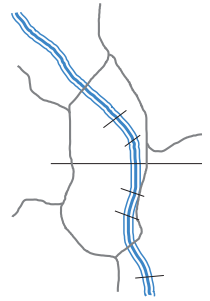
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: BROADWAY BRIDGE

Location: Willamette River mile 11.7

Ownership: Multnomah County

Status on other Lists: City of Portland Historic Landmarks; National Register of Historic Places (2012)



The Broadway Bridge from the Greenway Trail (west)



The Broadway Bridge from the Steel Bridge

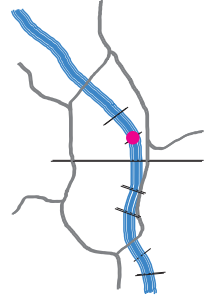
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: STEEL BRIDGE

Location: Willamette River mile 12.1

Ownership: Union Pacific Railroad

Status on other Lists:



The Steel Bridge from the Broadway Bridge



The Steel Bridge from the Greenway Trail (west)



The Steel Bridge from the Eastbank Esplanade

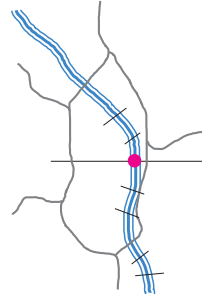
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: BURNSIDE BRIDGE

Location: Willamette River mile 12.4

Ownership: Multnomah County

Status on other Lists: City of Portland Historic Landmark; National Register of Historic Places (2012)



The Burnside Bridge from the Greenway Trail (west)



The Burnside Bridge from the Eastbank Esplanade circa 1988



The Burnside Bridge from the Eastbank Esplanade

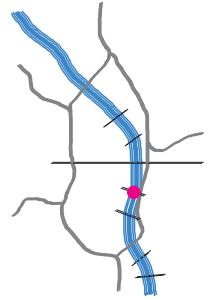
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: MORRISON BRIDGE

Location: Willamette River mile 12.8

Ownership: Multnomah County

Status on other Lists: City of Portland Historic Landmark; National Register of Historic Places (2012)



The Morrison Bridge from the Hawthorne Bridge



The Morrison Bridge from the Burnside Bridge at night



The Morrison Bridge from the Greenway Trail (west)

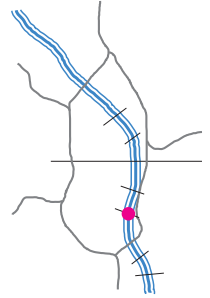
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: HAWTHORNE BRIDGE

Location: Willamette River mile 13.1

Ownership: Multnomah County

Status on other Lists: City of Portland Historic Landmark, National Register of Historic Places (2012)



The Hawthorne Bridge from the Greenway Trail (west)



The Hawthorne Bridge from the Greenway Trail (west) at Salmon Street Springs



The Hawthorne Bridge from The Greenway Trail (west) at SW Clay Street

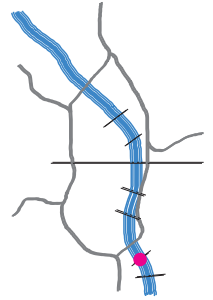
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: TILIKUM CROSSING

Location: Willamette River mile 13.X

Ownership: TriMet

Status on other Lists:



Tilikum Crossing from the Greenway Trail (east) at SE Caruthers Street



Tilikum Crossing from South Waterfront



Tilikum Crossing from the Ross Island Bridge

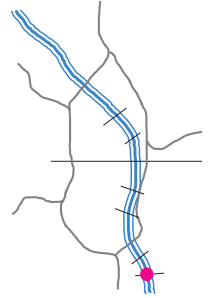
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: ROSS ISLAND BRIDGE

Location: Willamette River mile 14.0

Ownership: Oregon Department of Transportation

Status on other Lists:



The Ross Island Bridge from Springwater Corridor



The Ross Island Bridge from Springwater Corridor circa 1988



The Ross Island Bridge from Tilikum Crossing

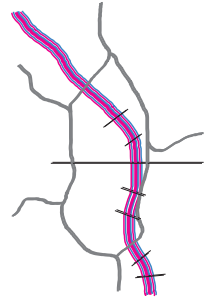
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: WILLAMETTE RIVER

Location: Willamette River mile 0 to 18 (Willamette River within Portland)

Ownership: 56% public; 44% private

Status on other Lists: American Heritage River; Navigable Waterway



The Willamette River from Tilikum Crossing



The Willamette River from Riverscape Pier



The Willamette River from the Burnside Bridge

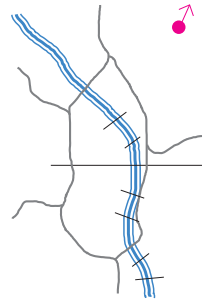
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: MT ST HELENS

Location: Gifford Pinchot National Forest (46°11'28"N 122°11'40"W)

Ownership: U.S. Forest Service

Status on other Lists: Mount St Helens National Volcanic Monument, Gifford Pinchot National Forest



Mt St Helens from the Zoo Train platform



Mt St Helens from the Portland Aerial Tram OHSU terminal



Mt St Helens from SW Terwilliger Boulevard

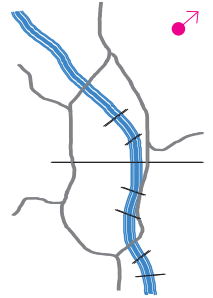
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: MT ADAMS

Location: Gifford Pinchot National Forest (46°12'09"N 121°29'27"W)

Ownership: U.S. Forest Service (western side); Yakima Nation (eastern side)

Status on other Lists: Mount Adams Wilderness, Gifford Pinchot National Forest



Mt Adams from SW Terwilliger Boulevard



Mt Adams from the International Rose Test Garden



Mt Adams from the International Rose Test Garden

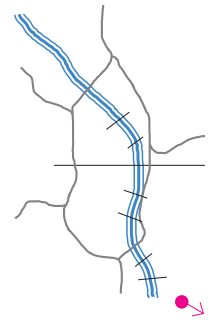
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: MT HOOD

Location: Mount Hood National Forest (45°22'25"N 121°41'45"W)

Ownership: U.S. Forest Service

Status on other Lists: Mount Hood National Forest



Mt Hood from Veterans Hospital



Mt Hood from the Greenway Trail (west) at Salmon Street Springs



Mt Hood from Pittock Mansion

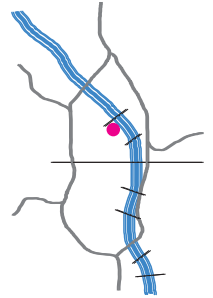
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: UNION STATION CLOCK TOWER

Location: 800 NW 6th Avenue

Ownership: Portland Development Commission

Status on other Lists: City of Portland Historic Landmark; National Register of Historic Places (1975)



Union Station clock tower from NW 6th Avenue and NW Hoyt Street



Union Station clock tower from the pedestrian bridge at Union Station



Union Station clock tower from the Broadway Bridge

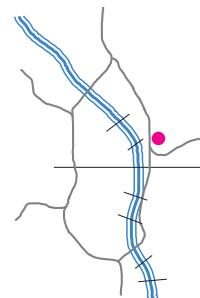
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: OREGON CONVENTION CENTER SPIRES

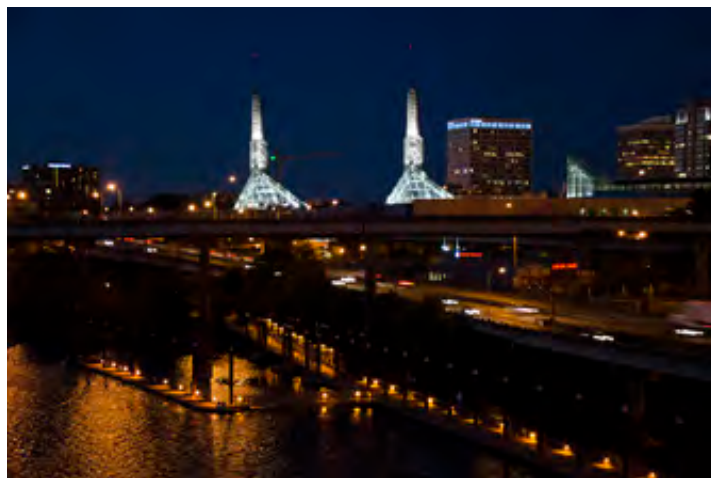
Location: 777 NE Martin Luther King Boulevard

Ownership: Metro

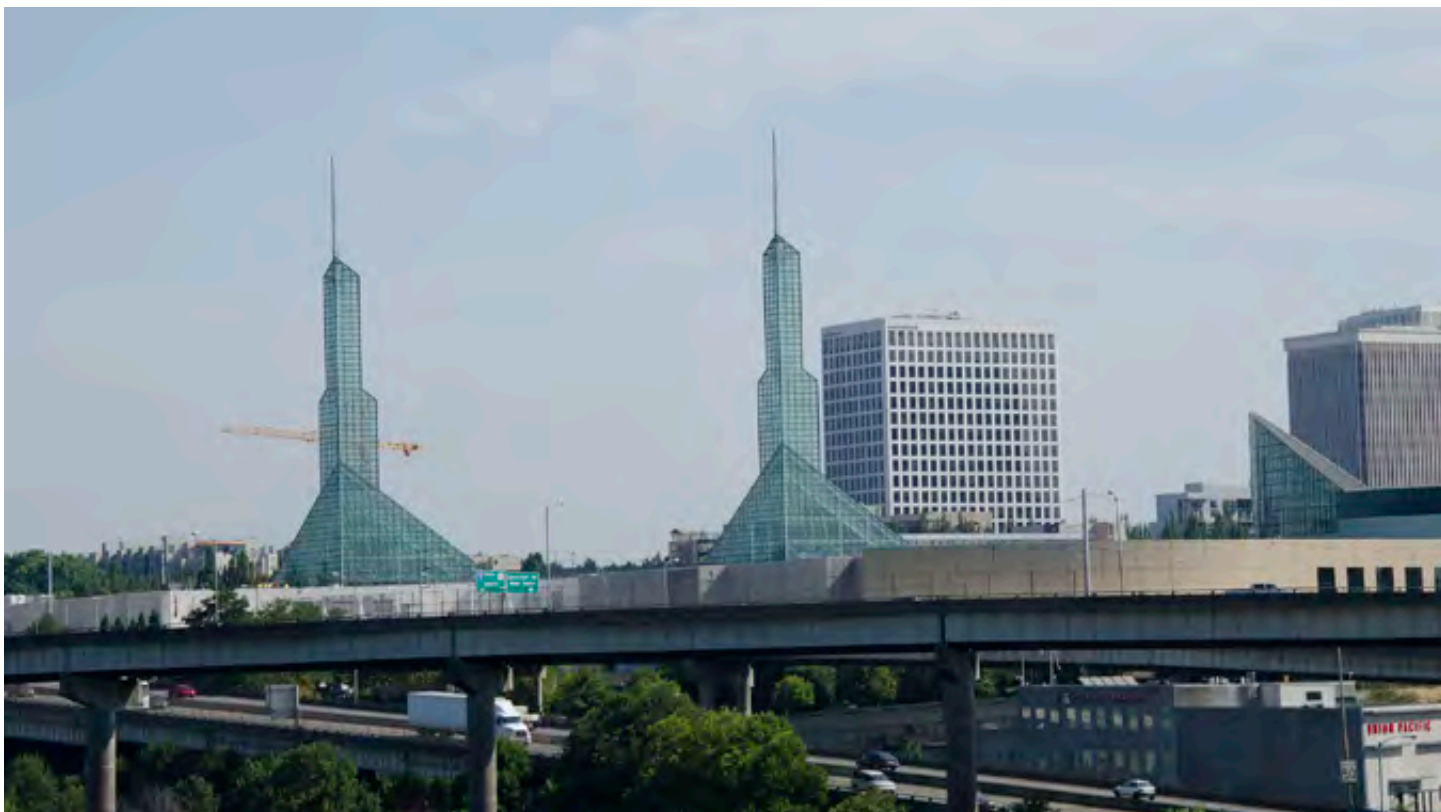
Status on other Lists:



Oregon Convention Center spires from the Steel Bridge



Oregon Convention Center spires from the Burnside Bridge at night



Oregon Convention Center spires from the Burnside Bridge

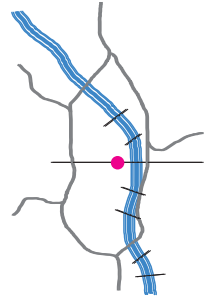
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: CHINATOWN GATE

Location: W Burnside Street and NW 4th Avenue

Ownership: City of Portland

Status on other Lists: Located in the National Register of Historic Places New Chinatown/Japantown Historic District and the New China/Japantown Unique Sign District



Chinatown Gate from W Burnside Street and SW 4th Avenue



Chinatown Gate from NW 4th Avenue and NW Couch Street



Chinatown Gate from W Burnside Street and SW 4th Avenue

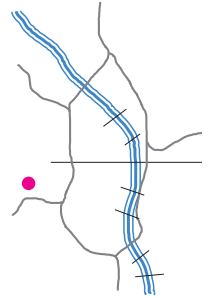
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: VISTA AVENUE VIADUCT (VISTA BRIDGE)

Location: SW Vista Avenue over SW Jefferson Street

Ownership: City of Portland

Status on other Lists: City of Portland Historic Landmark; National Register of Historic Places (1984)



Vista Avenue Viaduct from SW Sherwood Boulevard



Vista Avenue Viaduct from SW Jefferson Street and SW 14th Avenue



Vista Avenue Viaduct from SW Sherwood Boulevard

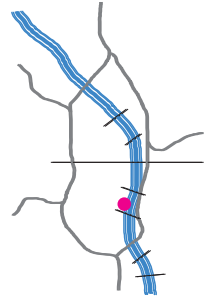
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: SALMON STREET SPRINGS

Location: Tom McCall Waterfront Park by SW Salmon Street and SW Naito Parkway

Ownership: City of Portland

Status on other Lists:



Salmon Street Springs



Salmon Street Springs from SW Naito Parkway and SW Salmon Street



Salmon Street Springs from Greenway Trail (west)

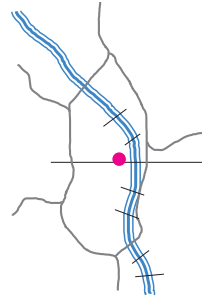
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: HUNG FAR LOW SIGN

Location: Corner of NW 4th Avenue and NW Couch Street

Ownership: Jo Anne Hong (building owner); Portland Development Commission (funded restoration)

Status on other Lists: Located in National Register of Historic Places New Chinatown/Japantown Historic District and New China/Japantown Unique Sign District



The Hung Far Low sign from NW 5th Avenue and NW Couch Street



The Hung Far Low sign from NW 4th Avenue and NW Davis Street



The Hung Far Low sign from NW Couch Street at NW 4th Avenue

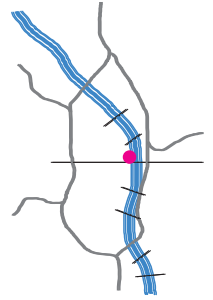
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: WHITE STAG SIGN

Location: NW Naito Parkway between W Burnside Street and NW Couch Street

Ownership: City of Portland

Status on other Lists: City of Portland Historic Landmark; Located within the National Register of Historic Places Skidmore/Old Town Historic District



The White Stag sign from the Burnside Bridge



The White Stag sign from the Burnside Bridge at night



The White Stag sign from the Burnside Bridge

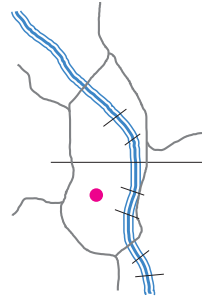
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: PORTLAND SIGN

Location: Corner of SW Broadway and SW Main Street

Ownership: Metro (Portland Center for the Performing Arts)

Status on other Lists: City of Portland Historic Landmark (building); National Register of Historic Places (building); Located in Broadway Unique Sign District



The Portland sign from SW Broadway and SW Yamhill Street



The Portland sign from SW Broadway between SW Jefferson and Madison Streets



The Portland sign on the Arlene Schnitzer Concert Hall from SW Broadway and SW Madison Street

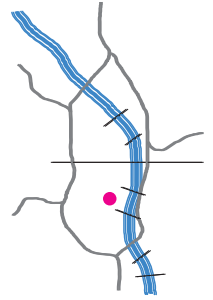
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: ELK FOUNTAIN (THOMPSON ELK)

Location: SW Main Street between SW 3rd Avenue and SW 4th Avenue

Ownership: City of Portland

Status on other Lists: City of Portland Historic Landmark



The Elk Fountain from SW Main Street and SW 4th Avenue



The Elk Fountain from SW Main Street and SW 4th Avenue



The Elk Fountain from SW Main Street and SW 4th Avenue

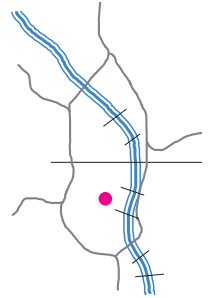
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: PORTLANDIA

Location: SW 5th Avenue between SW Main Street and SW Madison Street

Ownership: City of Portland

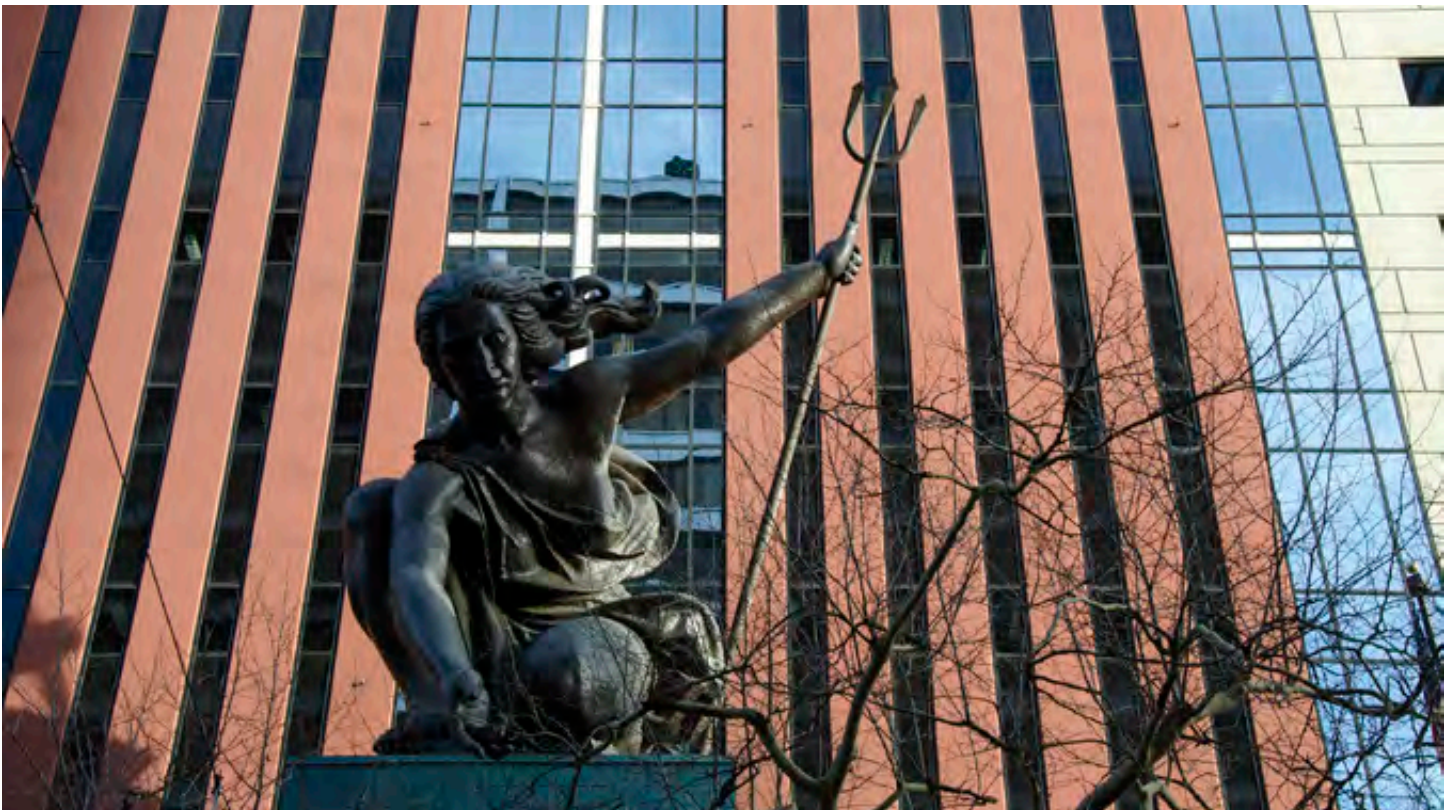
Status on other Lists: National Register of Historic Places (building)



Portlandia statue from SW 5th Avenue and SW Taylor Street



Portlandia statue from SW 5th Avenue and SW Madison Street



Portlandia statue on the Portland Building from SW 5th Avenue

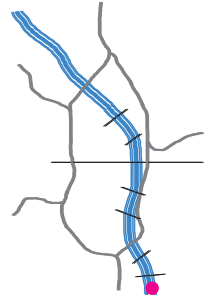
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: ROSS ISLAND

Location: Willamette River mile 15

Ownership: Ross Island Sand and Gravel, City of Portland, Port of Portland

Status on other Lists: Insert text here



Ross Island from the Ross Island Bridge



Ross Island from the South Waterfront Greenway Trail at SW Curry Street



Ross Island from the Greenway Trail (west) at SW Unnamed Road

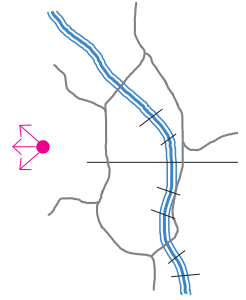
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: WEST HILLS

Location: Western border of Multnomah County

Ownership:

Status on other Lists:



The West Hills from N Winning Way and N Flint Avenue



The West Hills from SE 12th Avenue and SE Ankeny Street



The West Hills from the Steel Bridge

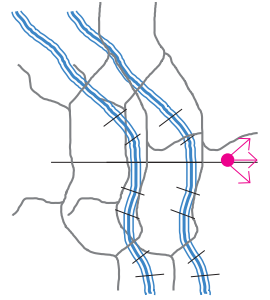
SCENIC RESOURCES INVENTORY | VISUAL FOCAL POINT

NAME: EASTERN BUTTES

Location: East of Portland

Ownership: Varies

Status on other Lists: Rocky Butte Scenic Drive Historic District - U.S. National Register of Historic Places (1991), Rocky Butte Natural Area, Rocky Butte State Park; Powell Butte Nature Park; Kelly Butte Natural Area; Boring Lava Field



Mt Tabor, Kelly Butte, Powell Butte, and Mt Scott from SW Broadway Drive



Rocky Butte, Mt Tabor, Kelly Butte, and Powell Butte from OHSU Kohler Pavilion



Mt Tabor, Kelly Butte, Powell Butte, and Mt Scott from OHSU Kohler Pavilion, upper level

7. SCENIC SITES

7.a. Approach and Methodology

A scenic site is a single geographic destination that is valued for its aesthetic qualities. A scenic site provides or relates to a pleasing or beautiful view of natural or built scenery. Trails, roads and bridges are excluded from the definition of a scenic site.

1. Identify scenic sites
2. Document scenic sites

1. Identify Scenic Sites

The 1989 *Scenic Views, Sites and Drives Inventory* included 10 scenic sites in Portland: Leach Botanical Garden, Bishop's Close, Berry Botanical Garden, The Grotto, Reed College, Johnson Lake, Beggar's Tick Marsh, Water Tower at NE Rose Parkway, Open Space at NE 148th and NE Halsey, and Shriner's Hospital. However, none of these 10 sites are within the Central City boundary nor are any positioned such that they have views of the Central City that could be blocked by development or vegetation within the Central City.

With the exception of Leach Botanical Garden, the scenic sites inventory conducted for the *Scenic Views, Sites and Drives Inventory* excluded parks and open spaces currently designated as Open Space (OS) or County Community Service (CS) for parks, cemeteries, or golf courses. In addition, the *Scenic Views, Sites and Drives Inventory* contained both publicly and privately owned scenic sites, though, because of the nature of their use, all were subject to some kind of land use review. Other than the above guidelines, the *Scenic Views, Sites and Drives Inventory* did not include a clear definition of scenic sites or a set of clear, specific criteria used for selecting scenic sites.

Since the 1989 *Scenic Views, Sites and Drives Inventory*, new development has occurred in the Central City and surrounding area. Some of these new developments might be considered as scenic sites. Other scenic sites may have been overlooked in or excluded from the original inventories.

Considering the above factors, staff identified a set of potential scenic sites, drawing from both the previously designated scenic sites as well as new development. Staff used the following criteria to produce a list of potential scenic sites.

Criteria for Inclusion

1. The site must be located on public property, within a right-of-way or on property that is accessible to the general public.
2. The site must serve as a destination for the public to enjoy unique and high quality scenery, natural or manmade.

3. The site must contain an assortment of dominant elements that either:
 - a. Relate to the surrounding scenery by providing multiple views and viewpoints; or
 - b. Provide within the site scenery such as a mix of visual focal features, natural or landscaped vegetation, unique architecture or art and sculptures.
4. The site must lead the viewer to expect more if her/his vantage point is changed; there is a sense of diversity and mystery that leads the viewer to move around the site to view different aesthetic elements; and
5. The site must be located within the Central City.

City parks, in whole or part, may be included if a portion of the park is maintained for its scenic qualities. For example, Rocky Butte includes multiple maintained viewpoints, where vegetation is managed to protect views of visual focal features. Another example, the Lan Su Chinese Garden is a landscape maintained for visual enjoyment, but does not include views of the surrounding scenery. There are many other parks that include visually pleasing scenery but are not specifically maintained to preserve the visual qualities; those are not included as scenic sites.

2. Document Scenic Sites – Field Visits

All potential scenic sites received a field visit, during which information was documented and photographs were taken.

Data Collection

The field assessment elements that were documented included:

- Address or location of scenic site
- Character of the scenic site (natural, manmade)
- Discordant elements

Additional elements were documented back in the office. These included:

- Ownership of scenic site
- Status on other lists (ex. protected open space)

Photographs

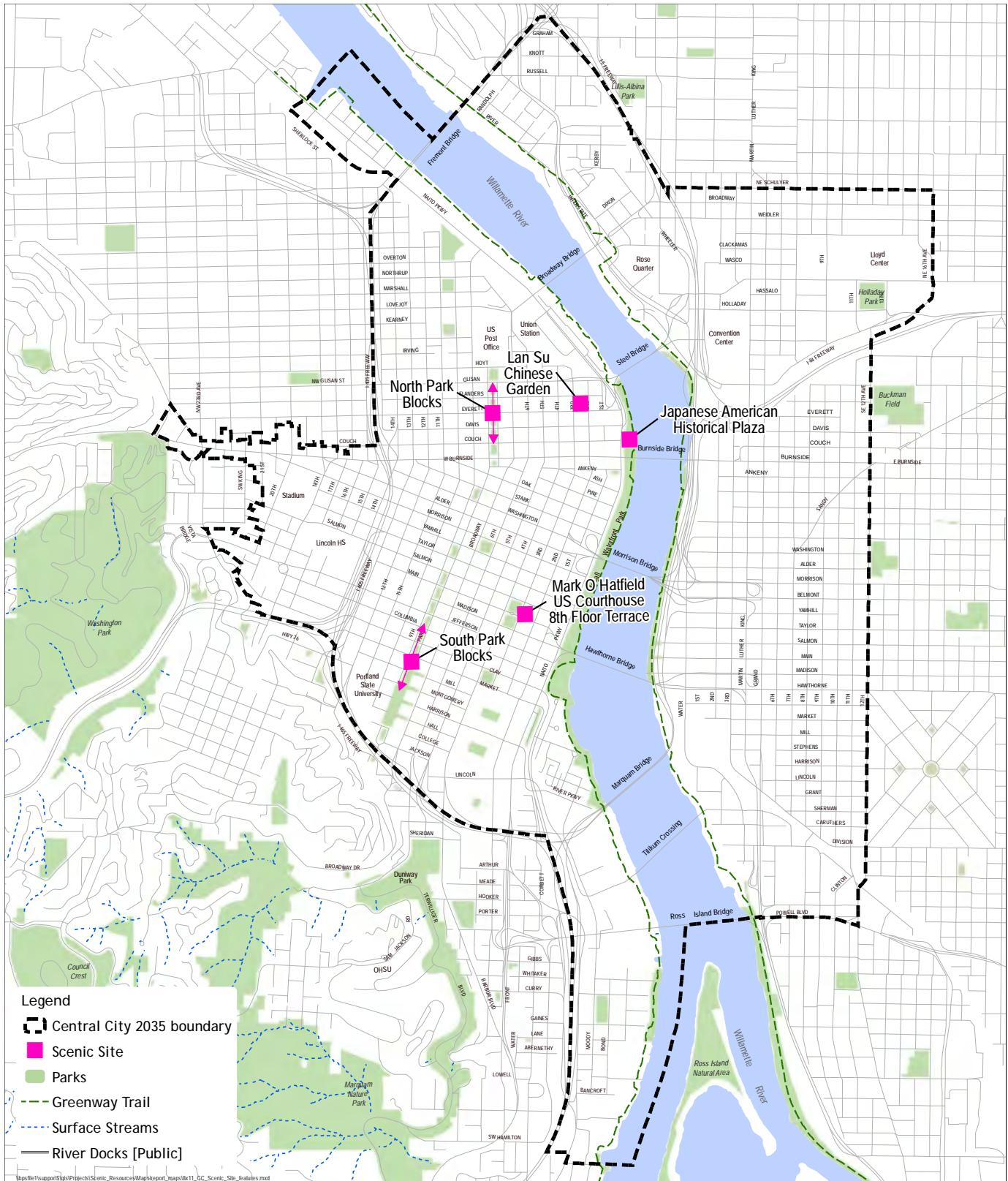
A minimum of one photograph of the scenic site was taken using the same methodology as was used for viewpoints. The photograph was taken such that the general feel of the scenic site was captured. If necessary, additional photos were taken to better capture the scenic site from multiple vantage points.

7.b. Scenic Sites Results

There are five scenic sites in the Central City:

1. North Park Blocks
2. Lan Su Chinese Garden
3. Japanese American Historical Plaza
4. Mark O Hatfield US Courthouse 8th Floor Rooftop Terrace
5. South Park Blocks

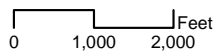
MAP 1: CENTRAL CITY SCENIC RESOURCES INVENTORY AREA



Central City Scenic Resources - Scenic Sites

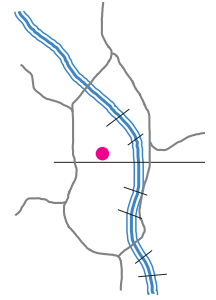
February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System



SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

NAME: NORTH PARK BLOCKS



Description: The North Park Blocks extend along a five-block stretch between NW Park Avenue and NW 8th Avenue from W Burnside Street in the south to NW Glisan Street in the north. Large American elms line the street edge of the North Park Blocks along with rows of bigleaf maples and black locusts. Park amenities include multiple pieces of artwork, a basketball court, a bocce court, and a playground as well as numerous benches, ornamental light fixtures, and water fountains.

- Management Considerations:**
- The large elm trees will eventually die and a decision will have to be made as to what to replace them with.
 - Additional artwork and landscaped gardens could contribute to the scenic quality of the site.

Ownership: City of Portland

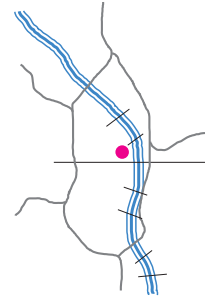
Status on other lists: N/A



North Park Blocks

SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

NAME: LAN SU CHINESE GARDEN



Description: The Lan Su Chinese Garden is located in Portland’s historic Old Town Chinatown neighborhood and is bounded by NW Everett Street, NW Flanders Street, NW 3rd Ave, and NW 2nd Ave. Built by Chinese artisans from Portland’s sister city Suzhou (home of China’s famous ancient gardens), it’s among the most authentic Chinese gardens outside of China. The garden contains hundreds of plant species native to China, more than fifty specimen trees, many rare and unusual shrubs and perennials, and curated collections of Magnolia, Peony, Camellia, Rhododendron, Osmanthus, and bamboo. In addition to being a beautiful botanical garden, the garden also includes several sculptural limestone Tai Hu rocks, decorative wooden reliefs, Chinese-style architecture, an 8,000 square foot lake, and 51 leak windows which allow visitors to see the view “leaking” through as they meander through the garden.

Management Considerations:

- An entrance fee is required (\$9.50 for adults).

Ownership: City of Portland (contracts with Lan Su Chinese Garden non-profit to operate and maintain garden)

Status on other lists: N/A

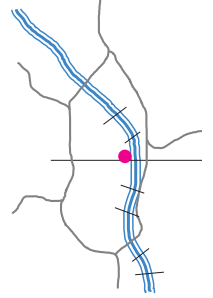


Lan Su Chinese Garden (Image Credit: InSapphoWeTrust)

SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

NAME: JAPANESE AMERICAN HISTORICAL PLAZA

Description: The Japanese American Historical Plaza is located at the northern end of Tom McCall Waterfront Park, spanning from north of the Burnside Bridge to south of the Steel Bridge. Designed by the late Robert Murase, the plaza is lined with 100 ornamental cherry trees and includes multiple bronze columns that tell the story of the Japanese American experience. The cherry trees (sakura) were planted in 1990 to commemorate the Japanese Americans that were deported to inland internment camps during World War II. The plaza also includes twelve granite stones with poetry and a sculpture on the north end that commemorates the Sister City relationship between Sapporo, Japan and Portland. The Japanese American Historical Plaza has become the go-to destination to view cherry blossoms in Portland.



Management Considerations:

- An entrance fee is required (\$9.50 for adults).

Ownership:

City of Portland (contracts with Lan Su Chinese Garden non-profit to operate and maintain garden)

Status on other lists:

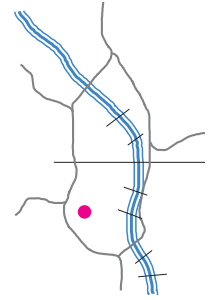
N/A



Photo Caption

SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

NAME: SOUTH PARK BLOCKS



Description: The South Park Blocks extend along a twelve-block stretch of SW Park Avenue from SW Salmon Street in the north to SW Jackson Street in the south. The southern half of the South Park Blocks are located within the PSU campus area. The Park Blocks are lined with trees; a majority are large elms which provide a tree canopy over the blocks. Other trees include northern red oaks, sugar maples, lindens, European beeches, hawthorns, honey locusts, Oregon white oaks, ashes, one sycamore, and one ailanthus. The South Park Blocks are also home to two Heritage Trees, a London planetree at SW Main Street and a European beech in front of the PSU Library. Park amenities include multiple statues and fountains as well as numerous benches, ornamental light fixtures, water fountains, and a playground.

Management Considerations:

- The large elm trees will eventually die and a decision will have to be made as to what to replace them with.

Ownership: City of Portland

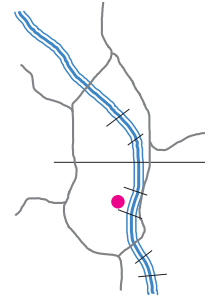
Status on other lists: Two trees on Heritage Tree list; National Register of Historic Places (pending)



South Park Blocks

SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

NAME: MARK O. HATFIELD U.S. COURTHOUSE 8 STORY ROOFTOP TERRACE SCULPTURE GARDEN



Description: Located on the block bounded by SW Salmon Street, SW Main Street, SW 2nd Avenue and SW 3rd Avenue, the Mark O. Hatfield U.S. Courthouse includes a two-level rooftop terrace that houses a collection of sculptures by Tom Otterness. These sculptures were commissioned as part of the General Services Administration’s Arts in Architecture program. The terrace also includes landscaped areas with benches and paperbark maples planted in rows. The terrace overlooks Lowndale and Chapman Square Parks, with views of various downtown buildings and the Willamette River as well. The terrace is open to the public but there are no signs indicating the presence or location of the terrace and all visitors must go through security screening upon entering the building; thus, the site is not easily accessible.

Management Considerations:

- Photo identification is required to enter the building and cameras must be checked at the front desk, though cell phone cameras are allowed.
- Elevator and ADA access are from the 9th floor.

Ownership: United States Government

Status on other lists: N/A



Mark O. Hatfield U.S. Courthouse Rooftop Terrace



The view down SW Madison Street from SW Park Avenue circa 1988.

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City of Portland Bureau of Planning. *Central City Plan District*. 1988.

City of Portland Bureau of Planning. *Scenic Resources Inventory Map*. March 1989.

City of Portland Bureau of Planning. *Scenic Resources Protection Plan*. April 1991.

City of Portland Bureau of Planning. *Scenic Views, Sites and Drives Inventory*. March 1989.

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MIG, Inc. and Ribe. *Portland City Center Scenic Views Best Practices Technical Memo*. July 2014

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- <http://www.town.ithaca.ny.us/conservation-board>
- Smith, M. Personal contact

London, United Kingdom

- Regional Planning Guidance Note 3: Supplementary Guidance for London Strategic Planning Advice on High Buildings and Strategic Views in London, 1999

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- Meyer, M. Personal contact

Cincinnati, Ohio

- <http://www.cincinnati-oh.gov/planning/linkservid/F9A7EE5B-D7B2-2156-2C9B2E720E725B56/showMeta/0/>

Vancouver, British Columbia

- <http://vancouver.ca/home-property-development/protecting-vancouvers-views.aspx>
- <http://vancouver.ca/docs/planning/view-protection-guidelines.pdf>
- Bringham, S. 2012. The Cult Of The View: Comparing and Evaluating the Effectiveness of View Corridor Protection in Montréal and Vancouver. Master's Thesis, Urban and Regional Planning, Queen's University, Kingston, Ontario

Seattle, Washington

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Valencia, Spain

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- http://www.sf-planning.org/ftp/general_plan/I5_Urban_Design.htm#URB_CPN_1_1
- Perry, N. Personal contact

Denver, Colorado

- <https://www.denvergov.org/zoning/OtherRegulations/ViewPlanes/tabid/432623/Default.aspx>

Napa County, California

- <http://www.countyofnapa.org/planning/>
- Planning@countyofnapa.org. Personal contact

Austin, Texas

- <ftp://ftp.ci.austin.tx.us/LURTraining/Capitol%20View%20Corridors.pdf>
- <http://www.preservationaustin.org/advocacy/capitol-view-corridors/>
- http://www.preservationaustin.org/uploads/Capitol_View_Corridors_map1.pdf

Honolulu, Hawaii

- Honolulu Department of Planning and Permitting. Personal contact

Auckland, New Zealand

Mississippi National River Park and Recreation Area

- Mississippi National River and Recreation Area Visual Resource Viewshed Analysis NPS, February 14
- Schwarzler, K. Personal contact

APPENDIX A: VIEWS AND VIEWPOINTS

STATISTICAL ANALYSIS

The evaluation of views and viewpoints was performed to determine the quality and importance of features of the view and the degree of viewpoint development, accessibility and use. The methodology was developed by Rob Ribe (Professor, Department of Landscape Architecture, University of Oregon) and Dean Apostol (Project Manager, Moore Iacofano Goltsman, Inc.)

Expert Review of the Views

A group of seven experts were identified by the project consultants and provided a stipend by the Bureau of Planning and Sustainability (BPS) to evaluate and score photographs of the views. The evaluation methodology was developed by the project consultant to: (1) help Portland prioritize views of greater scenic quality for potential protection; and (2) help identify specific attributes of certain views that are important to retain.

Photographs were grouped into river views (views with water as a significant visual focal point in the foreground) and upland views (all other views). These two sets were separated to reduce bias, since research shows that people favor views with water over those without. Thus, mixing river and upland views could have resulted in a negative scoring bias among the upland views. The river views were also expected to have less variability in scenic quality due to the similar strong presence of water in most of them, which would also likely reduce the importance of distant features beyond the water in affecting differences in scenic quality.

To evaluate the views, the project consultants identified a group of experts who each conducted their evaluations independently. Experts with training in landscape aesthetics and visual landscape assessment methods are often employed to rate alternative landscapes in studies of scenic values and impacts (Vining and Stephens 1986). The reliability of experts in representing public perceptions has been questioned (Daniel and Vining 1986). Average ratings across larger groups of experts produce more valid and reliable assessments against public perceptions, with measures of these criteria improving as the number of experts grows from at least two up to as many as nine, with at least five experts optimal (Palmer 2000). Using experts to evaluate scenic views has proven reasonably reliable in assessments of urban scenery (Ewing et al. 2006), when experts focus on more formalistic landscape criteria (Clay et al. 2004), when instructions describe the criteria to be rated very carefully and specifically (Otero Pastor et al. 2007), and when these steps can be successfully translated into an online survey to evaluate landscapes/scenes (Roth 2006). A recent study of the priority of landscape views for protection employed an expert panel with acceptable validity and reliability in measuring public perceptions (Atkin and Celik 2013).

Experts chosen for this process included landscape architects and/or other scenic resource experts, urban designers, and those familiar with Portland and Portland culture. In addition, the group of experts included diversity in gender, age, ethnic background, and geographic location. Experts included:

- **Brad Cownover** is the head landscape architect for Region 6 of the U.S. Forest Service, headquartered in Portland, Oregon. Mr. Cownover manages the scenic resource program for the Forest Service in Oregon and Washington. He is the former director of scenic conservation services for Scenic America, and is one of the nation's leading authorities on scenic resources.
- **Jurgen Hess** is a landscape architect retired from the U.S. Forest Service who resides in Hood River, Oregon. He was the Head Land Planner for the Columbia Gorge National Scenic Area and has many years of experience in scenic resource management.
- **Lloyd Lindley** is a consulting landscape architect and urban designer. He is Past Chair of the City of Portland Design Commission and served as co-chair of the Central City 2035, North/Northeast Quadrant stakeholder advisory committee. He has also served on the Urban Forestry Commission, the American Society of Landscape Architects Urban Design Review Committee (Portland), and the Portland American Institute of Architects Urban Design Committee. Mr. Lindley is a Fellow of the American Society of Landscape Architects and an adjunct professor at the University of Oregon.
- **Paul Morris** is a landscape architect previously based out of Portland who now serves as President and CEO of Atlanta Beltline Inc. in Georgia. He has 30 years of experience in a wide array of projects, and was a founding partner in McKeever-Morris, a Portland planning and landscape architecture firm. Mr. Morris is a Fellow and Past President of the American Society of Landscape Architects.
- **Kate Schwarzler** is a landscape architect and principal at OTAK, a multi-disciplinary consulting firm. She is based in Denver, Colorado, but lived in Portland for several years. Ms. Schwarzler has more than 15 years of experience, and her expertise in visual resource management includes visual analysis and mitigation plans, and large-scale scenic resource inventories for public lands.
- **Ethan Seltzer** is a professor of Urban Studies and Planning at Portland State University. He is a recognized authority in the subjects of regional planning, regional development, and the region of Cascadia. Mr. Seltzer served as the founding director of the Portland Metropolitan Studies, director of the Toulon School of Urban Studies and Planning, and as president of the City of Portland Planning Commission.
- **Judy Bluehorse Skelton** is a Senior Instructor in the Indigenous Nations Studies program at Portland State University. She is author of six collections of essays for teachers, including *Native America: A Sustainable Culture* (1999), and *Lewis & Clark Through Native American Eyes* (2003). She wrote and recorded 24 segments on Health & Healing and Sacred Landscapes for *Wisdom of the Elders* radio programs, airing on Public Broadcasting and AIROS (American Indian Radio on Satellite). Ms. Skelton received the Oregon Indian Education Association's award for Outstanding Indian Educator in 2006, and she serves on the boards of the Urban Greenspaces Institute, Portland Parks, and the Native American Community Advisory Council.

Printed books of photographs were sent to each expert in order to assure consistency in how the photo appeared. Each expert rated the scenes according to the methodology and definitions provided to them, which are described below. They entered their ratings into an online data collection form.

Each expert received two separate printed books of photographs that included sheets of colored stickers. The upland photo packet was received first, and the river packet followed a week later. Photos were taken with varying camera lens focal lengths and each scaled to a letter- or tabloid-sized page. The goal was to provide the best representative full-horizontal-cone view from the viewpoint for evaluation purposes. The photos were numbered so that experts could correlate them to the online survey. The experts were asked to make sure they matched the hard copy photo to the same number on the online survey form. Thumbnail images were provided on the online survey form for reference purpose.

The photographs were presented for rating in a random order, with each view assigned a numerical code. Some views were left out due to field factors, which could include temporary blocking of a view (e.g., temporary fencing), lack of access (e.g., photos from Tilikum Crossing were not accessible due to construction) and/or weather constraints. For those reasons, the experts did not review every view. The views that were not evaluated by the experts were assigned a rank by the project consultants by extrapolating the expert evaluation results for similar views.

Experts were instructed to make their ratings only with regard to the quality of the views depicted in the photographs. They were also instructed that a separate process would assess the value of the viewpoints themselves with regard to access, amenities, and use.

The experts were asked to provide ratings based upon their primary first impression of the qualities observed in each view. On average, each view's ratings were to take no more than one minute (the survey was intended to avoid having panelists over-analyze each photograph). The experts were instructed to avoid deliberation about the detailed composition or nuance of a view or the particular meaning or history of elements that are not widely known or recognized. The purpose of this was to focus the assessment on scenic values that can be readily appreciated by the general public.

The photographs were designed to document the full horizontal scope of each view. Most views were bound on both sides by a feature, such as a building or vegetation, which created a break in the extent of the view. The full vertical scope of some foreground features, such as bridges, was not necessarily fully depicted within each photograph due to camera lens constraints. In these cases, the experts were asked to 'complete' the images in their mind's eye when rating such views.

In addition, some photos were digitally enhanced to make distant mountains more visible, or, in some cases, the outline of mountains was drawn in to better reflect how the views appear in the field. This was done to make up for atmospheric condition that may have made distant features too faint to pick up in the printed photos, even though they were clearly visible to the naked eye. In all cases, these enhancements were clearly noted on the photographs.

Some photos were taken through construction or other fencing (e.g., safety fencing on a bridge). The experts were asked to try to ignore fencing in the picture and focus on the elements of the view.

The photographs were taken at representative photographic positions that offer interesting views with depth and scope that are safely available to pedestrians, bicyclists, or drivers. Many of the views were designated in a previous inventory, as noted earlier in this document. Whenever possible, the photograph was taken from the original position. Some of the photographs, therefore, include a street, parking lot or vacant lot, or vegetation that has grown up in the immediate foreground. In these cases, the experts were asked to rate the views accounting for the extent to which the average viewer would focus beyond the immediate foreground but might still be aesthetically affected by it.

The experts were provided definitions of the criteria to be rated, and instructed to read the definitions carefully and do their best to follow them. They were also allowed to employ a wide range of rating values for each criterion across all the views in order to determine levels of each criterion among the views.

Accordingly, before starting to rate the views, the experts were asked to quickly flip through all the photos to gain a sense of the diversity of views and to help frame their intuitive standards for rating all the criteria. The experts were also asked to rate the views based on the criteria in the standard order presented for each scene in the online survey beginning with the overall criteria followed by more detailed attributes. They were also asked to place colored stickers on the photos to identify highly discordant features for all the views as well as primary and secondary focal features, and contributing skyline, ridge top, water, and vegetation features for those criteria they rated seven or higher.

Below are the criteria used to rate the views. The experts were asked to rate each image on a scale of 0-10 for each criterion, with 10 being the highest rating possible and 0 meaning that specific criterion was not present in the view. The first three criteria of the whole scene are the same for both upland and river views; some of the additional criteria of features within the views differed between upland and river views.

Upland View Criteria

For the upland photo set, the experts were first asked to rate three criteria of the whole scene:

- 1. Universal Scenic Quality** – This criterion refers to the scenic beauty of the view in an urban context. This is the instantaneous basic visual appeal that anyone from anywhere would find in the view irrespective of where in the world the view might be found. How much does the content and composition of the view draw one’s aesthetic attention and enjoyment, invite one to pause or rest a bit and look, to stop thinking or worrying about other matters, to remember the view, or to come back again (perhaps with another person).
- 2. Essence/Iconic of Portland** – This criterion refers to the degree to which a view includes or expresses distinctive and unique content specific to Portland and how it sits in its local or regional landscape setting. This local expression may be simple and intuitively noticed just from visual cues in the view so that it will very likely be appreciated by outside visitors. Or, appreciation of the essence of Portland in a view might require some basic and generally held knowledge of the city’s history, landscape evolution, cultural identities or collective sense of place. A view that is iconic of Portland because it is often employed in media about the city would be a clear case of high essence of Portland.

3. Portland Imageability - This criterion tends to combine both of the above criteria, with the added dimension of strong place identification. An imageable view helps orient the viewer and helps her/him understand where she/he is in relation to a commonly shared mental map of Portland. Imageability refers, in part, to the degree that a view includes readily recognizable features and patterns (such as nodes, landmarks, paths and districts) that generate positive notice, activate strong place identification and emotional attachment, and secure “placement” in the world. (“Imageability” is more place-specific than “universal scenic quality” which would apply to a view just as well if it were found in another city.)

Next, experts were asked to rate seven criteria of features within the upland views:

- 1. Focal Features** - Elements of the view that draw the eye by virtue of scale, distinction, iconic attraction, and/or how the composition of the view leads the eye to them.
- 2. Scenic Depth** - The extent to which a view is enhanced by the clear presence of, and interesting relationships among, two or three different distance zones, i.e. foreground and middle-ground and/or background; and/or because linear perspective or scenic composition effectively draws the eye into the view.
- 3. Scenic Scope** - The extent to which the width of the horizontal cone of vision of a view and/or the spatial extent of landscape area visible enhances a view’s quality.
- 4. Urban Skyline** - The extent to which the form and interest of the shapes, colors and tops of an assemblage of buildings enhances a view’s quality.
- 5. Water** - The extent to which evident water features enhance a view’s quality.
- 6. Distant Vegetation** - The extent to which trees in the middle ground and/or urban-forest or forest cover in the background enhances a view’s quality.
- 7. Horizon and Ridge Tops** - The extent to which an uninterrupted length of horizon or ridge top (near or far) contributes to a view’s quality by clearly defining landform(s), including mountains, and/or helping to define the extent of distant background landscape seen in the view.

Experts were given the chance to write in any other important features of each upland view that were not covered by the previous criteria.

River View Criteria

For the river photo set, the experts were asked to rate the same three criteria of the whole view as the upland set:

- 1. Universal Scenic Quality** – This criterion refers to the scenic beauty of the view in an urban context. This is the instantaneous basic visual appeal that anyone from anywhere would find in the view irrespective of where in the world the view might be found. How much does the content and composition of the view draw one’s aesthetic attention and enjoyment, invite one to pause or rest a bit and look, to stop thinking or worrying about other matters, to remember the view, or to come back again (perhaps with another person).

- 2. Essence/Iconic of Portland** – This criterion refers to the degree to which a view includes or expresses distinctive and unique content specific to Portland and how it sits in its local or regional landscape setting. This local expression may be simple and intuitively noticed just from visual cues in the view so that it will very likely be appreciated by outside visitors. Or, appreciation of the essence of Portland in a view might require some basic and generally held knowledge of the city’s history, landscape evolution, cultural identities or collective sense of place. A view that is iconic of Portland because it is often employed in media about the city would be a clear case of high essence of Portland.
- 3. Portland Imageability** - This criterion tends to combine both of the above criteria, with the added dimension of strong place identification. An imageable view helps orient the viewer and help her/him understand where she/he is in relation to a commonly shared mental map of Portland. Imageability refers, in part, to the degree that a view includes readily recognizable features and patterns (such as nodes, landmarks, paths and districts) that generate positive notice, activate strong place identification and emotional attachment, and secure “placement” in the world. (“Imageability” is more place-specific than “universal scenic quality” which would apply to a view just as well if it were found in another city.)

Next, experts were asked to rate five criteria of features within the river views:

- 1. Focal Features** - Elements of the view that draw the eye by virtue of scale, distinction, iconic attraction, and/or how the composition of the view leads the eye to them.
- 2. Urban Skyline** - The extent to which the form and interest of the shapes, colors and tops of an assemblage of buildings enhances a view’s quality.
- 3. Form of Water Surface Boundaries** - The extent to which the shores of the Willamette River enhance a view’s quality by virtue of how the edges of the river follow interesting forms, create perspective depth, or are well framed by shore structures.
- 4. Vegetation** - The extent to which trees in the foreground and/or urban-forest or forest cover in the background enhances a view’s quality.
- 5. Horizon and Ridge Tops** - The extent to which an uninterrupted length of horizon or ridge top (near or far) contributes to a view’s quality by clearly defining landform(s), including mountains, and/or helping to define the extent of distant background landscape seen in the view.

Experts were given the chance to write in any other important features of the river view that were not covered by the previous criteria.

If experts selected a rating of seven or higher for focal features, urban skyline, water, vegetation, or horizon/ridge tops, they were asked to place a color-coded dot on the photograph to indicate the specific area that was important to the quality of the view. Experts were also asked to list primary and, if applicable, secondary focal points of the view. In addition, experts were asked to list any highly discordant elements and to indicate the location of those highly discordant elements by placing a color-coded dot on the highly discordant element(s) in each photo.

Viewpoint Evaluation

Along with the view itself, it is important to evaluate the point from which the view is observed. City staff performed an evaluation of each viewpoint using the following criteria:

- 1. Developed Viewpoint** – This was documented during field visits. A location may be developed in general, but if it is not developed specifically as a viewpoint it did not receive points under this criterion. A developed viewpoint would include at least one of the following improvements: pedestrian refuge or bump-out, automobile pull-out, bench, viewing telescopes, etc. A developed viewpoint indicates public investment in that location as a viewpoint.
 - Developed as a viewpoint = 1 point
 - Not developed as a viewpoint = 0 points

- 2. Viewpoint Accessibility** – This was documented during field visits and was based on the staff experience accessing the viewpoint. Access that is possible by car, bike, and foot was documented along with whether the viewpoint had adjacent parking and whether there was a transit stop within two blocks of the viewpoint.
 - Low accessibility = 0 points – the viewpoint is difficult to find and can only be accessed well by one mode of transportation.
 - Moderate accessibility = 0.5 point – the viewpoint is either difficult to find but can be accessed well by multiple modes of transportation, or the viewpoint is easy to find but can only be accessed well by one mode of transportation.
 - High accessibility = 1 point – the viewpoint is easy to find and can be accessed well by multiple modes of transportation.

- 3. Amount of Use as a Viewpoint** – This was documented during field visits and was based on observations during the field visits as well as professional knowledge regarding the use of different destinations in Portland. It is important to note that a viewpoint may have high use, but not as a viewpoint. For example, Tom McCall Waterfront Park has very high use; however, not all of the viewpoints in the park have high use as a viewpoint. To receive a score of 1, the viewpoint must be a destination for taking in a view. For example, people travel to Pittock Mansion specifically for the view of the city and Mt Hood. However, people using the Eastbank Esplanade may stop anywhere along it to enjoy views of the river, bridges and downtown skyline but the entire Eastbank Esplanade is not a destination viewpoint.
 - Low use as a viewpoint = 0 points (e.g., SW 2nd and Salmon’s view of Salmon Street Springs)
 - Moderate use as a viewpoint = 0.5 point (e.g., the Eastbank Esplanade’s view of the city skyline)
 - High use as a viewpoint = 1 point (e.g., Pittock Mansion’s view of Mt Hood and the city skyline)

Score, Rank and Group Views and Viewpoints

As previously explained, river views tended to receive higher scores than upland views. This is because river views contain water and research shows that people favor views with water over those without. Thus, the methodology used to rank river views was different than that used to rank upland views.

Upland Views

Scoring Methodology for Upland Views

The total score for upland views is the average expert score for universal scenic quality plus the staff scores for the viewpoint.

Expert scores of the three criteria that served to rate whole upland views (universal scenic quality, essence/iconic of Portland and Portland imageability) had the potential to serve, either by themselves or in combination, as the basis for producing an overall score for the views. To determine which of these criteria to use, and among which experts, a reliability coefficient (coefficient of determination) was calculated across all the experts for each of these three qualities. These coefficients are called “average correlations” in Figure 1 and appear there underneath each colorful correlation matrix.

Each of these reliability coefficients reveals whether the corresponding rating criterion was rated similarly enough across all the experts so that their collective (average) judgment represents a valid measurement of a quality in the views that would tend to be similarly perceived by other experts or the public. A high enough reliability coefficient indicates that this condition is met.

A reliability coefficient was also calculated for each expert within their ratings of each single quality against the ratings of the same quality across the other experts. (These appear down the right-hand edge of Figure 1 in the columns labeled “average by expert.”) These coefficients measure whether each expert showed their own peculiar bias in scoring the corresponding criterion across all different views. If an expert’s own reliability coefficient is too low, his/her ratings of the quality are not a proxy for the score of other experts or the perceptions of the general public.

The result for upland views was that only scores for *universal scenic quality* had reliable results (a reliability coefficient greater than 0.50). The two other criteria had unreliable results (a reliability coefficient less than 0.50). It is hard to pinpoint exactly why the results were so unreliable; however, it may be because:

- The number of criteria the experts were asked to use was overwhelming and made it difficult for the review to apply the criteria consistently across all of the views;
- The review inadvertently compared views to each other; and/or
- There may be inherent personal preference towards what one considers scenic.

In addition, one expert (identified as expert #4) had consistently unreliable scores indicating she/he was not rating the same criterion as was instructed; her/his results showed too much bias. In other words, the results were showing that that expert's preferences were skewing her/his results. This expert's ratings were therefore deleted from further analysis of *upland* views (her/his results are still included in the analysis of river views).

FIGURE 1: Reliability Analysis of the Experts' Scores Figure 1: Reliability Analysis of the Experts' Scores

PEARSON PRODUCT MOMENT CORRELATION MATRIX OF RATINGS

UPLAND VIEWS **UNIVERSAL SCENIC QUALITY**

	Expert 1	Expert 2	Expert 3	Expert 4	Expert 5	Expert 6	Expert 7	Average by Expert
Expert 1	1.00	0.75	0.73	0.16	0.53	0.78	0.72	0.61
Expert 2	0.75	1.00	0.72	0.29	0.58	0.76	0.62	0.62
Expert 3	0.73	0.72	1.00	0.38	0.62	0.65	0.62	0.62
Expert 4	0.16	0.29	0.38	1.00	0.31	0.30	0.27	0.29
Expert 5	0.53	0.58	0.62	0.31	1.00	0.60	0.41	0.51
Expert 6	0.78	0.76	0.65	0.30	0.60	1.00	0.63	0.62
Expert 7	0.72	0.62	0.62	0.27	0.41	0.63	1.00	0.55

Average Correlation with Expert 4 Included = 0.54
 Average Correlation without Expert 4 = 0.59

PEARSON PRODUCT MOMENT CORRELATION MATRIX OF RATINGS

UPLAND VIEWS **ESSENCE/ICONIC OF PORTLAND**

	Expert 1	Expert 2	Expert 3	Expert 4	Expert 5	Expert 6	Expert 7	Average by Expert
Expert 1	1.00	0.60	0.48	0.18	0.41	0.60	0.55	0.47
Expert 2	0.60	1.00	0.65	0.19	0.47	0.63	0.51	0.51
Expert 3	0.48	0.65	1.00	0.34	0.60	0.57	0.46	0.52
Expert 4	0.18	0.19	0.34	1.00	0.38	0.32	0.20	0.27
Expert 5	0.41	0.47	0.60	0.38	1.00	0.57	0.41	0.47
Expert 6	0.60	0.63	0.57	0.32	0.57	1.00	0.42	0.52
Expert 7	0.55	0.51	0.46	0.20	0.41	0.42	1.00	0.43

Average Correlation with Expert 4 Included = 0.45
 Average Correlation without Expert 4 = 0.49

PEARSON PRODUCT MOMENT CORRELATION MATRIX OF RATINGS

UPLAND VIEWS **PORTLAND IMAGEABILITY**

	Expert 1	Expert 2	Expert 3	Expert 4	Expert 5	Expert 6	Expert 7	Average by Expert
Expert 1	1.00	0.49	0.43	0.17	0.37	0.61	0.53	0.43
Expert 2	0.49	1.00	0.52	0.20	0.43	0.57	0.50	0.45
Expert 3	0.43	0.52	1.00	0.28	0.60	0.56	0.38	0.46
Expert 4	0.17	0.20	0.28	1.00	0.27	0.31	0.29	0.25
Expert 5	0.37	0.43	0.60	0.27	1.00	0.57	0.41	0.44
Expert 6	0.61	0.57	0.56	0.31	0.57	1.00	0.46	0.51
Expert 7	0.53	0.50	0.38	0.29	0.41	0.46	1.00	0.43

Average Correlation with Expert 4 Included = 0.43
 Average Correlation without Expert 4 = 0.46

Key to Colors:

	Highly acceptable reliability indicator.	$r > .70$
	Acceptable reliability indicator.	$r = .60 - .69$
	Marginally acceptable reliability indicator.	$r = .50 - .59$
	Marginally unacceptable reliability indicator.	$r = .40 - .49$
	Unacceptable reliability indicator.	$r < .40$

Without the unreliable scores, the reliability coefficient for universal scenic quality across all remaining experts was recalculated and the result was a higher reliability value of 0.59. The other criteria, essence/ iconic of Portland and Portland imageability, remained unreliable with or without the unreliable expert's scores. Therefore, only the universal scenic quality score was used to determine total scores for the upland views.

The total score for a viewpoint is the experts' average score for universal scenic quality (without the unreliable expert) plus the three viewpoint evaluation scores (developed viewpoint, viewpoint accessibility, and amount of use as a viewpoint). Each view/viewpoint could receive a total score of 13 points, 10 for universal scenic quality and three for the viewpoint.

Ranking Methodology for Upland Views

Upland views, in combination with their associated viewpoints, were assigned a rank based on the results of the experts' view evaluation and staff's viewpoint evaluation. Ranking the upland views is a way to organize the data into views/viewpoints that are higher quality, include more diversity and are well used as compared to views/viewpoints that are lower quality with less diversity and are not well used.

To assign each upland view a rank, the total scores were divided into three tiers based on natural breaks. The three tiers were identified as follows:

Upland View Ranks

TIER I (high): 7.6 - 11.2 (n=17)

TIER II (medium): 4.6 - 7.5 (n=28)

TIER III (low): 0 - 4.5 (n=21)

River Views

For the river views, the same calculation of reliability coefficients revealed that none of the ratings by the experts, or by the three criteria of the whole view across several experts, were acceptably reliable. Here too the ratings of universal scenic quality were the most reliable across all experts, but still below 0.50. This result is likely because the river views are all of very similar scenic quality, dominated by water, and the scores of all qualities were largely random amplifications of very small, essentially imperceptible differences between the views. In other words, nearly all river views scored relatively high; therefore, the statistical analysis is misleadingly magnifying the small differences between the views. Because of this, the same approach to produce an overall score and rank for upland views could not be used for the river views.

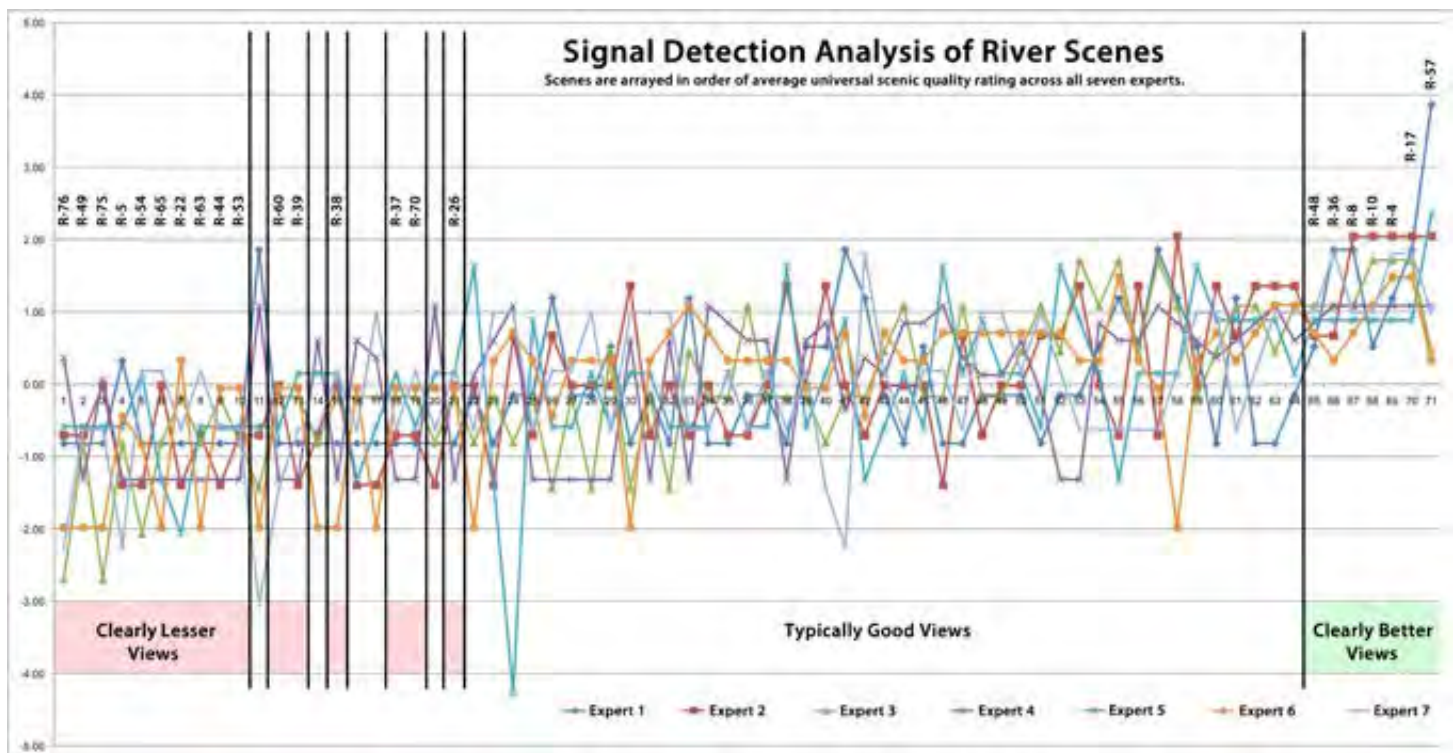
An alternative approach was proposed by the project consultant to identify which river views are of slightly higher scenic value and which are of slightly lower scenic value among all the very similar views. A signal detection method (Figure 2) was employed across the experts' scores of universal scenic quality, which had the highest reliability, to identify scenes that are meaningfully different (McNicol 2005, Swets 2014). Higher

scenic quality views required that all seven experts rate the view above their own average rating for all the other views. Lesser scenic quality views required that all seven experts rate the view either below or only slightly above their own average rating for all of the other views.

Grouping Methodology for River Views

River views that were consistently rated to have higher than average universal scenic quality by all experts were assigned to Group A. River views that were consistently scored to have lower than average universal scenic quality by all experts and had no positive normalized ratings that were more than slightly positive were assigned to Group C. The remainder of the views, all of which had mixed ratings and were rated to have approximately average universal scenic quality, were assigned to Group B.

FIGURE 2: Signal Detection for the Experts’ Scores of River Views



Extrapolating Rankings

Staff were not able to send some views from specific viewpoints to the experts for evaluation for one of the following reasons:

- The viewpoint was not accessible due to construction. This included views from the new Tilikum Crossing and views from along the Greenway Trail in South Waterfront.
- The view from the viewpoint was not documented due to weather or time constraints. Photos of views that were sent to the experts were only taken on completely sunny days and during the leaf-on season. Therefore, some views were not photographed prior to the expert review. (Photo documentation was made during or after the expert review).

- The view from the viewpoint was completely obscured by vegetation. Many existing viewpoints in the southwest hills, particularly along Terwilliger Drive, have overgrown vegetation that is blocking the view. The view from that viewpoint, taken during the leaf-off season, was added to the inventory after expert review.

In all situations, staff determined that it is important to keep the views/viewpoints in the inventory for future potential protection. When construction is completed, the viewpoints that are being developed as part of the construction will be open to the public. In the case of overgrown vegetation, vegetation management could re-establish the view.

It is not possible to extrapolate scores from the individual criteria from one viewpoint to the next because the results of the experts' scores for most of the detailed scenic composition criteria were unreliable. Therefore, the project consultant took a different approach to rank or group the views that were not evaluated by the experts.

The project consultant looked at the highest and lowest ranked/grouped views for both upland and river views to find common focal points, features or characteristics of the views that likely caused the experts to score the view high or low. The consultant found that the commonalities among high and low scored views for both river and upland were strong enough that they provide a good predictive framework for ranking/grouping additional views.

Commonalities of higher ranked upland views included:

- Great depth of field out to 50 or more miles (20 of 22 highly rated upland views)
- Presence of certain focal features: 20 have skyline, Mt Hood, river, and/or bridges prominently featured; bridges and the urban skyline are notable as favored features
- All but 3 have natural vegetation in view
- All are seen from viewpoints at comparatively mid to high elevation
- Natural, semi-natural, or well landscaped areas are in most of the highly rated upland views, often framing the view
- The foreground is always free of discordance

Commonalities of higher grouped river views included:

- Depth of field at least to middle ground distances (5 miles)
- Presence of upland terrain features, such as the West Hills or Cascades as a backdrop or focal feature
- Presence of one or more strong focal features, such as urban skyline, bridges, Mt Hood, and/or the West Hills
- Presence of natural or semi natural vegetation

- Wide angle, or panoramic views
- Higher elevation viewpoints

Common characteristics of low rated views, both upland and river views, were the absence of the above commonalities. Nearly every low ranked/grouped view:

- Lacked depth of field
- Was from a low vantage point
- Did not have a clear focal point (or if it had one it was well off to the side)
- Had little or no natural vegetation
- Had discordant features in the foreground, such as fencing, roads, utility lines, plain looking concrete piers, or construction debris(note - vegetation is not considered a discordant feature because vegetation could be removed)

When performing the extrapolation, the consultant also referred to the original instructions sent to the experts. The experts were asked to:

- ‘Complete’ the vertical extent of the images in their mind’s eye when scoring each view.
- Ignore construction fencing in the picture and focus on the elements of the view beyond the fencing.
- Rate the views accounting for the extent to which the average viewer would focus beyond discordant features in the immediate foreground (e.g., overgrown vegetation, roads/rail lines) but might still be aesthetically affected by it.

The project consultant reviewed representative photos taken near the viewpoints that were not accessible due to construction and photos of views taken during or after the experts’ reviews. When the view had many commonalities with the higher ranked/grouped views it was assigned to Tier I for upland or Group A for river views. When the view had very few or no commonalities with the higher ranked/grouped views it was assigned to Tier III for upland or Group C for river views. The remaining views were assigned a default rank of Tier II for upland or Group B for river views.

APPENDIX B: SCENIC RESOURCES CODE INDEX

There are three major 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), two other documents identified views and viewpoints:

1. *Central City Plan* (1988)
2. *Willamette Greenway Plan* (1987)

These plans are more specific to the Central City and Willamette River waterfront area. Viewpoints identified in the *Central City Plan* were given a code of CCPV and a number; the number did not relate to a ranking or evaluation. Viewpoints identified in the *Willamette Greenway Plan* were simply given a code of GVP, with no number.

The following table presents the new CCSRI 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.

Appendix C: Scenic Resources Inventory ID Code Crosswalk

2015 SRI ID Code	2016 SRI ID Code (if different)	Viewpoint Address/Location	1988 Central City Plan, Willamette Greenway Plan ID Code	1991 Scenic Resources Protection Plan ID Code	2014 Expert Panel Review ID Code	Viewpoint Status	Notes
CC_N01		N Russell St under I-5 overpass			U-35	new	
CC_N02		Lillis Albina Park - West Edge			U-67	new	
CC_N03		N Commercial at Lillis Albina park			U-17	new	
CC_N04		Lillis Albina Park, south side by parking		VC 17-04	U-34	existing	
CC_N05		N Lewis and Tillamook			U-33	new	
CC_N06 (removed)		Blanchard site parking lot			U-22	new	Included in expert review; determined to not meet the criteria as a viewpoint
CC_N07		N Larrabee between N Dixon & N Hancock		VB 17-06	U-42	existing	Photo sent to expert panel was from the east side of Larrabee because west side of street has no sidewalk; photo re-taken from west side at a later date
CC_N08 (removed, duplication)		N Dixon & N Larrabee			U-36	new	Initially staff included this location as a new point but through research determined that this location is a duplication of CC_N07
CC_N09		N Winning & N Flint			U-43	new	
CC_N10		N Larrabee & N Winning			U-28	new	
CC_N11		Broadway Bridge, north side, east		VB 24-32	R-8	existing	
CC_N12		N Larrabee & N Interstate			U-44	new	
CC_N13		N Drexler & N Interstate			U-45	new	
CC_N14		Thunderbird site		VC 24-47	R-3	existing	
CC_N15		Steel Bridge, north side, east of center			R-66	new	
CC_NE01		NE 12th Ave I-84 overpass, west side, north		VC 24-16	U-16	existing	
CC_NE02		NE Lloyd Blvd, west of 11th			U-48	new	
CC_NE03		NE 12th Ave I 84 overpass, west side, south			U-46	new	
CC_NE04		Greenway viewpoint at Peace Park		VC 24-06	R-1	existing	
CC_NE05		NE Lloyd Blvd, west of 9th			U-47	new	
CC_NE06		Greenway Trail developed VP above Eastbank Esplanade			R-58	new	
CC_NE07		Steel Pedestrian Bridge - Lower level			R-65	new	
CC_NE08		Eastbank Esplanade, south of Steel Bridge	CCPV26, GVP		R-43	existing	
CC_NE09		NE MLK & I-84 overpass			U-49	new	
CC_NE10		Duckworth Dock			Not included	new	Dock was closed to public during summer 2014; reopened in winter 2015
CC_NE11		Burnside Bridge, North side, center	CCPV24	VB 24-28	R-45	existing	
CC_NW01		Dock at NW Front & Riverside			R-26	new	
CC_NW02		Greenway Trail, Under Fremont Bridge	GVP		R-39	existing	
CC_NW03 (retired)		NW Front at Fremont Bridge		Gateway 44	U-24	existing	Photo was included in the expert review; then proposed to be retired

CC_NW04	Greenway Trail, south of Fremont Bridge	CCPV32, GVP	R-20	existing	
CC_NW05	The Fields - NW Quimby & NW 11th		U-27 (A,B)	new	
CC_NW06	The Fields Park, east trail		U-50	new	
CC_NW07	Greenway Trail between Fremont and Broadway Bridges, N pt.		R-37	new	
CC_NW08	The Fields Park, southeast trail		U-65	new	
CC_NW09	Greenway Trail between Fremont and Broadway Bridges, S pt		R-38	new	
CC_NW10	The Fields - NW Overton & NW 11th		U-64	new	
CC_NW11	Broadway Bridge, Center, Northside	CCPV31	R-36	existing	
CC_NW12	Broadway Bridge, center, south side	CCPV30	R-35	existing	
CC_NW13	Greenway Trail, just N of Broadway Bridge		R-63	new	
CC_NW14	Broadway Bridge, south side, west of center		R-7	relocated	Relocated from north to south side of bridge for better view of mountain and panorama
CC_NW15	Greenway Trail just south of Broadway Bridge		R-64	new	
CC_NW16	Greenway Trail between Broadway and Steel Bridges	CCPV29	R-14	existing	
CC_NW17	Pedestrian bridge b/w railyards development and union station - east		U-53	new	
CC_NW18	Ped bridge between yards development and station - west		U-21	relocated	Relocated from railyards, which are private property, to pedestrian bridge over railyards
CC_NW19	Center of Steel Bridge - North side	CCPV28	R-41	existing	
CC_NW20	Upper deck Steel Bridge, south side, center	CCPV27	R-42	existing	
CC_NW21	NW Glisan and 4th		U-52	new	
CC_NW22	Greenway Trail south of Steel Bridge		R-27	new	
CC_NW23	Greenway Trail at stairs between NW Everett and Davis	CCPV25	R-44	existing	
CC_NW24	Greenway at NW Couch		R-70	new	
CC_SE01	Burnside Bridge, South Side, Center	CCPV23	R-46	existing	
CC_SE02	Eastbank Esplanade, south of Burnside Bridge	CCPV22	R-19	existing	
CC_SE03	Eastbank Esplanade at SE Washington		R-69	new	
CC_SE04	Eastbank Esplanade between SE Washington and Alder		Not included	new	Three very similar photos were taken (SE03, SE04 and SE05), one was sent to experts; other two extrapolated
CC_SE05	Eastbank Esplanade at SE Alder		Not included	new	Three very similar photos were taken (SE03, SE04 and SE05), one was sent to experts; other two extrapolated
CC_SE06	Morrison Bridge, north side, eastern bulbout	CCPV20	R-47	relocated	Relocated from center of bridge to pedestrian refuge to the east of center
CC_SE07	Morrison Bridge, south side, eastern bulbout		R-68	new	
CC_SE08	Eastbank Esplanade, just south of SE Belmont St		R-17	existing	
CC_SE09	Eastbank Esplanade at SE Yamhill		R-4	existing	

CC_SE10		Eastbank Esplanade at SE Salmon		VB 24-25	R-10	relocated	Relocated from between Taylor and Yamhill to SE Salmon St developed viewpoint
CC_SE11		Eastbank Esplanade, just north of Hawthorne Bridge	CCPV17, GVP		R-23	existing	
CC_SE12		East Greenway Trail at Holman Dock	CCPV13		R-52	existing	
CC_SE13		East Greenway Trail north of Marquam Bridge		VC 24-10	R-2	existing	
CC_SE14		SE Stephens & SE 3rd		VB 24-49	U-23	relocated	Relocated from Station L, which is private property, to ROW at SE Stephens & 3rd
CC_SE15		East Greenway Trail south of Marquam Bridge - OMSI north point	CCPV11		R-53	existing	
CC_SE16		East Greenway Trail bw Marquam and Tilikum - OMSI middle point			R-74	new	
CC_SE17		East Greenway Trail - OMSI south point			R-67	new	
CC_SE18		Tilikum Crossing - Northeast Pedestrian Bumpout			not included	new	Under construction at time of expert review; results extrapolated
CC_SE19		Greenway Trail East at SE Caruthers	CCPV8		R-28	existing	
CC_SE20		MLK Viaduct above Caruthers			U-55	new	
CC_SE21		Tilikum Crossing - Southeast Pedestrian Bumpout			R-30	new	
CC_SE22		East Greenway Trail between Division and Ivon			R-29	new	
CC_SE23		MLK Viaduct above Division			U-54 (A,B)	new	
CC_SE24		Ross Island Bridge, Center, north side	CCPV4, CCPV5		R-55, R-56	existing	Two views; R-55 is looking north, R-56 is looking south
CC_SE25		Brooklyn Community Garden - SE Franklin	GVP	VB 31-05	U-15	relocated	Relocated from corner of SE Franklin and McLoughlin to Brooklyn Community Garden; experts reviewed photo prior to relocation
CC_SE26		Springwater Corridor, south of Ross Island Bridge			R-72	new	
CC_SE27		Springwater Corridor - SE Franklin/Haig, middle bench			Not included	new	Photo taken during leaf-off; results extrapolated
CC_SE28		Springwater Corridor - SE Franklin/Haig, south point		VB 31-24	R-73	existing	
CC_SE29		Springwater Corridor - SE Rhone St, north bench			Not included	new	Photo taken during leaf-off; results extrapolated
CC_SE30		Springwater Corridor - SE Rhone St, south seating area			Not included	new	Photo taken during leaf-off; results extrapolated
CC_SW01		Greenway Trail at SW Ankeny (just S of Burnside Bridge)	CCPV21, GVP	VB 24-26	R-22	existing	
CC_SW02		SW Park Pl park entrance - monument top of stairs		VC 23-04	U-8	existing	
CC_SW03		Rose Garden, picnic tables			U-7	new	
CC_SW04		Rose Garden, near telescope		VC 23-24	U-41	existing	
CC_SW05		Rose Garden, top of stairs above gazebo		VM 23-08	U-59	existing	
CC_SW06		Japanese Garden			U-58	new	
CC_SW07		SW Sherwood Blvd above reservoir			U-31	new	

CC_SW08		Morrison bridge, south side, western bulbout	CCPV19		R-48	existing		
CC_SW09		Rose Garden by restrooms and garden store - northern point			Not included	new		Photo retaken during leaf-off revealed a view of Mt Adams; results extrapolated
CC_SW10		Rose Garden by restrooms and garden store - southern point			U-60	new		
CC_SW11		Greenway Trail at SW Morrison		VM 24-46	R-6	relocated		
CC_SW12		Zoo platform at Rose Garden		VP 23-22	U-3	existing		
CC_SW13		SW Vista Ave, south of Market		VP 23-27	U-37	existing		
CC_SW14		SW Market St above 20th		VC 23-28	U-39	existing		
CC_SW15		Vista Bridge		VM 23-18	U-13	existing		
CC_SW16		SW Vista Ave, north of Montgomery			Not included	new		Photo taken during leaf-off; results extrapolated
CC_SW17		Greenway Trail at Salmon Springs	CCPV18	VM 24-45, VB 24-31	R-71, R-16 (A,B)	existing		This is a large viewpoint with multiple vantages from which to enjoy different views.
CC_SW18		SW Mill Street Terrace		VC 22-26	U-38	existing		
CC_SW19		SW Montgomery Dr, north of Carter Ln		VC 23-30	Not included	existing		Photo retaken during leaf-off; results extrapolated
CC_SW20 (combined with CC_SW17)		Greenway at Salmon Springs			R-5			Included in expert review; however this point is part of the larger CC_SW17 viewpoint. SW17 is retained and SW20 is removed.
CC_SW21		SW Montgomery Dr at Frank Knight Property		VC 23-29	Not included	existing		Photo retaken during leaf-off; results extrapolated
CC_SW22 (combined with CC_SW17)		Greenway at Salmon Springs			R-49			Included in expert review; however this point is part of the larger CC_SW17 viewpoint. SW17 is retained and SW22 is removed.
CC_SW23		Hawthorne Bridge, North side, west of center		VB 24-37	R-13	existing		
CC_SW24		SW Upper Hall, just south of hairpin turn		VP 24-01	U-4	existing		
CC_SW25		Hawthorne Bridge South side, center	CCPV15		R-51	existing		
CC_SW26		Hawthorne Bridge, North side, center	CCPV16		R-50	existing		
CC_SW27		Greenway Trail north of Hawthorne Bowl	GVP	VB 24-24	R-9	relocated		Relocated to developed viewpoint north of Hawthorne Bowl
CC_SW28		Hawthorne Bowl palm trees	GVP	VB 24-35	R-15	relocated		Relocated to the landscape feature with palm trees and seating
CC_SW29		Greenway Trail at end of SW Clay	CCPV14, GVP	VB 24-34	R-24	existing		
CC_SW30		SW 18th between Jackson and Clifton		VC 23-31	U-40	existing		
CC_SW31		SW Cardinell Dr, at top of steps		VC 24-53	not included	existing		
CC_SW32		Riverplace south public dock, end of dock	CCPV29	VB 24-33, VB 24-09, VC 24-43	R-12 (A,B)	existing		Three existing viewpoints were located at the end of the dock, all documented now as one viewpoint with two views
CC_SW33		SW Rivington		VC 24-54	not included	existing		
CC_SW34		Lovejoy Fountain			not included	new		
CC_SW35		Greenway Trail, south of Riverplace	CCPV12, GVP		R-25	existing		

CC_SW36		Greenway Trail at SW Montgomery Street Gardens							R-59 (A,B)	new	
CC_SW37		SW Lincoln and Pedestrian Walkway							not included	new	
CC_SW38		Greenway Trail bw SW Montgomery & Hall							R-18	existing	
CC_SW39 (retired)		SW Spring							not included	existing	Unclear if this viewpoint is on public or private property; staff could not fully access the site due to steep slope and overgrown vegetation
CC_SW40	CC_SW39	Greenway Trail at end of SW Hall							R-60	new	
CC_SW41	CC_SW40	Greenway Trail under Marquam Bridge			CCPV10				R-54	relocated	Relocated to the developed viewpoint under the Marquam bridge
CC_SW42	CC_SW41	SW Davenport at Governor's Park							Not included	existing	Photo taken during leaf-off; results extrapolated
CC_SW43	CC_SW42	Greenway Trail south of Marquam Bridge, north			CCPV9				Not included	existing	Under construction
CC_SW44	CC_SW43	Tilikum Crossing - Northwest Pedestrian Bumpout							Not included	new	Under construction at time of expert review; results extrapolated
CC_SW45	CC_SW44	Greenway Trail, south of Marquam Bridge, south							Not included	existing	Under construction
CC_SW46	CC_SW45	SW Broadway Dr, north of Hoffman							U-12	existing	
CC_SW47	CC_SW46	Tilikum Crossing - Southwest Pedestrian Bumpout							Not included	new	Under construction at time of expert review; results extrapolated
CC_SW48	CC_SW47	SW Terwilliger Boulevard - Duniway Park							Not included	new	Viewpoint added after expert review
CC_SW49	removed	Greenway Trail, north of Tilikum Crossing			CCPV7, GVP				Not included	existing	Under construction
CC_SW50	CC_SW49	SW Terwilliger, north of SW Campus, north view							R-21	new	Under construction at time of expert review; given expert panel review code but photo never taken; removed at a later date
CC_SW51	CC_SW50	SW Terwilliger, north of SW Campus, panoramic							U-10	existing	
CC_SW52	CC_SW51	SW Terwilliger, north of SW Campus, east view							Not included	existing	Photo retaken during leaf-off; results extrapolated
CC_SW53	CC_SW52	Greenway Trail - North of Ross Island Bridge							U-2	existing	
CC_SW54	CC_SW53	Ross Island Bridge, west			CCPV6				Not included	existing	Under construction
CC_SW55	CC_SW54	OHSU Pavilion - Lower Deck							R-33	new	
CC_SW56	CC_SW55	OHSU Pavilion - Upper Deck							Not included	existing	Due to timing and weather this photo was not taken until winter 2015
CC_SW57	CC_SW56	OHSU Tram - North Platform at Top							Not included	existing	Due to timing and weather this photo was not taken until winter 2015
CC_SW58	CC_SW57	SW Terwilliger Boulevard - at SW Campus Drive							U-30 (B)	new	
CC_SW59	CC_SW58	SW Gibbs Street Pedestrian Bridge							Not included	new	Viewpoint added after expert review
CC_SW59	CC_SW59	Greenway Trail at SW Gibbs (Zidell)			CCPV3, GVP				U-56 (A,B, C, D)	new	
									Not included	existing	Under construction at time of expert review; results extrapolated

CC_SW60		OHSU Tram - South Platform at Top					U-30 (A)	new	Due to timing and weather this photo was not taken until winter 2015
CC_SW61		SW Terwilliger Bumpout south of Veterans Hospital					U-57	new	
CC_SW62		SW Terwilliger north of Condor			VP 31-29		U-1	existing	
CC_SW63		Veteran's Hospital - Skybridge			VM 31-21		Not included	relocated	Original location (edge of loading area) completely blocked by vegetation; relocated to skybridge
CC_SW64 (removed)		Veteran's Hospital - 9th Floor Elevator Bay			VM 31-26		Not included	existing	This viewpoint was initially included but based on the field visit the view is south of the Central City, VM 31-26 is outside of the CCSRI boundary
CC_SW65	CC_SW64	SW Terwilliger N of Condor			29		U-5	existing	
CC_SW66	CC_SW65	Greenway Trail at SW Curry					R-75	new	Under construction; experts sent representative photo with construction fencing
CC_SW67	CC_SW66	Caruthers Park - SW Bond at Pennoyer					U-29	new	
CC_SW68	removed	Greenway Trail at SW Pennoyer					R-76	new	Under construction; experts sent representative photo with construction fencing; viewpoint removed in final round
CC_SW69	CC_SW67	Greenway Trail at SW Gaines					R-34	new	Under construction; experts sent representative photo with construction fencing
CC_SW70	CC_SW68	SW Terwilliger Boulevard - at Eagle's Point					Not included	new	Two views added after expert review; results extrapolated
CC_SW71	CC_SW69	Greenway Trail at SW Bancroft			CCPV2		R-57	existing	
	CC_SW70	SW Terwilliger Boulevard at SW Bancroft			View 30		U-6	existing	
	CC_SW71	Greenway Trail at SW Unnamed Road					Not included	new	Added after expert review; results extrapolated
	CC_SW72	Colline Circle at SW Jefferson St					Not included	new	Added after expert review; results extrapolated
Redesignated		SW Salmon, between 3rd and 4th			VC 24-52		Not included		Originally a viewpoint; then redesignated as a view street
Redesignated		NW Johnson & NW 15th					U-51		Originally a viewpoint; then redesignated as a view street
Redesignated		NW 4th and Gisan (Chinatown Gate)					U-61		Originally a viewpoint; then redesignated as a view street
Redesignated		SW Salmon and SW 2nd (Salmon Springs)					U-62		Originally a viewpoint; then redesignated as a view street
Retired		SW Terwilliger Blvd			Viewpoint 74		Not included		No developed viewpoint at this location; two developed viewpoints immediately to the north (CC_SW62 & CC_SW64)

Retired		SW Terwilliger Blvd		Viewpoint 75	Not Included	No developed viewpoint at this location; two developed viewpoints immediately to the north (CC_SW62 & CC_SW64)
Redesignated		SW Madison and Park		VC 24-50	Not Included	Originally a viewpoint; then redesignated as a view street
Redesignated		SE 12th and Sandy and Burnside		VC 24-51	Not Included	Originally a viewpoint; then redesignated as a view street
Retired		SW Montgomery St Stairs		VC 24-44	Not Included	View is completely blocked by development
Retired		South Park Blocks, near SW Jackson St		VM 24-21	Not Included	View is completely blocked by development
Retired		Gazebo at SW Montgomery Street Stairs		VM 24-19	Not Included	View is completely blocked by street trees & trees in Waterfront Park
Retired		NW Lovejoy between 11th and 12th		VM 24-42	Not Included	View is partially blocked by development
Retired		SW Jefferson and I-405 overpass		VM 24-22	U-18	View is partially blocked by development
Redesignated		SW Jefferson and 14th		VB 23-14	U-19	Originally a viewpoint; then redesignated as a view street
Redesignated		NE 16th Dr under I-84 off-ramp			U-25	Originally a viewpoint; then redesignated as a view street
Retired		Greenway at SW Ankeny - west view			U-20	View west from CC_SW01; removed U-20 view of downtown and retained view of river
Retired		Fremont Bridge	CCPV34	VP 17-08	Not Included	Fremont Bridge is only accessible by automobile
Retired		Fremont Bridge	CCPV33	VP 17-08	Not Included	Fremont Bridge is only accessible by automobile
Retired		Ross Island Bridge over SE Grand/McLoughlin		Gateway 52	U-26	Retired - Originally a gateway/ focal point; no significant view or focal features
N/A		Pittcock Mansion		VP 23-12	U-63	Pittcock Mason was included in the Expert Panel set as a control; VP 23-12 is outside of the CCSRI boundary

APPENDIX C: LINE OF SIGHT ANALYSIS

A line of sight was created from all of the Tier I upland views and from Tier II upland or Group A or B river views of the major mountains – Mt Hood, Mt Adams and Mt St Helens – to the primary focal features of the view. The primary focal features were identified during evaluation by experts and by city staff during field visit. The primary focal features include area mountains, buttes and hills, bridges and buildings.

If the primary focal feature of the view was identified as the “downtown skyline” a line of sight was drawn to each of the four most dominant buildings that were visible – U.S. Bancorp Tower, Wells Fargo Center, Park Avenue West Tower and KOIN Center – as representatives of the downtown skyline.

Next an ArcGIS spatial analysis was performed to understand the relationship of the views to each other. Below are detailed explanations of each ArcGIS analysis.

Line of Sight: Intersection (point) Density (Map 1)

A data layer of points was created where the lines of sight intersect each other. ArcGIS Spatial Analyst Point Density Tool was used to calculate the density of the intersecting lines of sight of Tier 1 and select Tier 2 viewpoints. Cell output size was 250 ft x 250 ft, an approximation for a Portland city block. Nearest neighbor cell resampling/smoothing was done using a 500 ft distance, which is approximately two city blocks plus rights-of-way. Class breaks on the map were symbolized using the Quantile method, with 20 classes. Class breaks are for the purposes of visualizing the concentrations only; values are relative. The darker the shading the more lines intersect at or near that point – the more views cross that area.

Line of Sight: Line Density (Maps 2, 3 and 4)

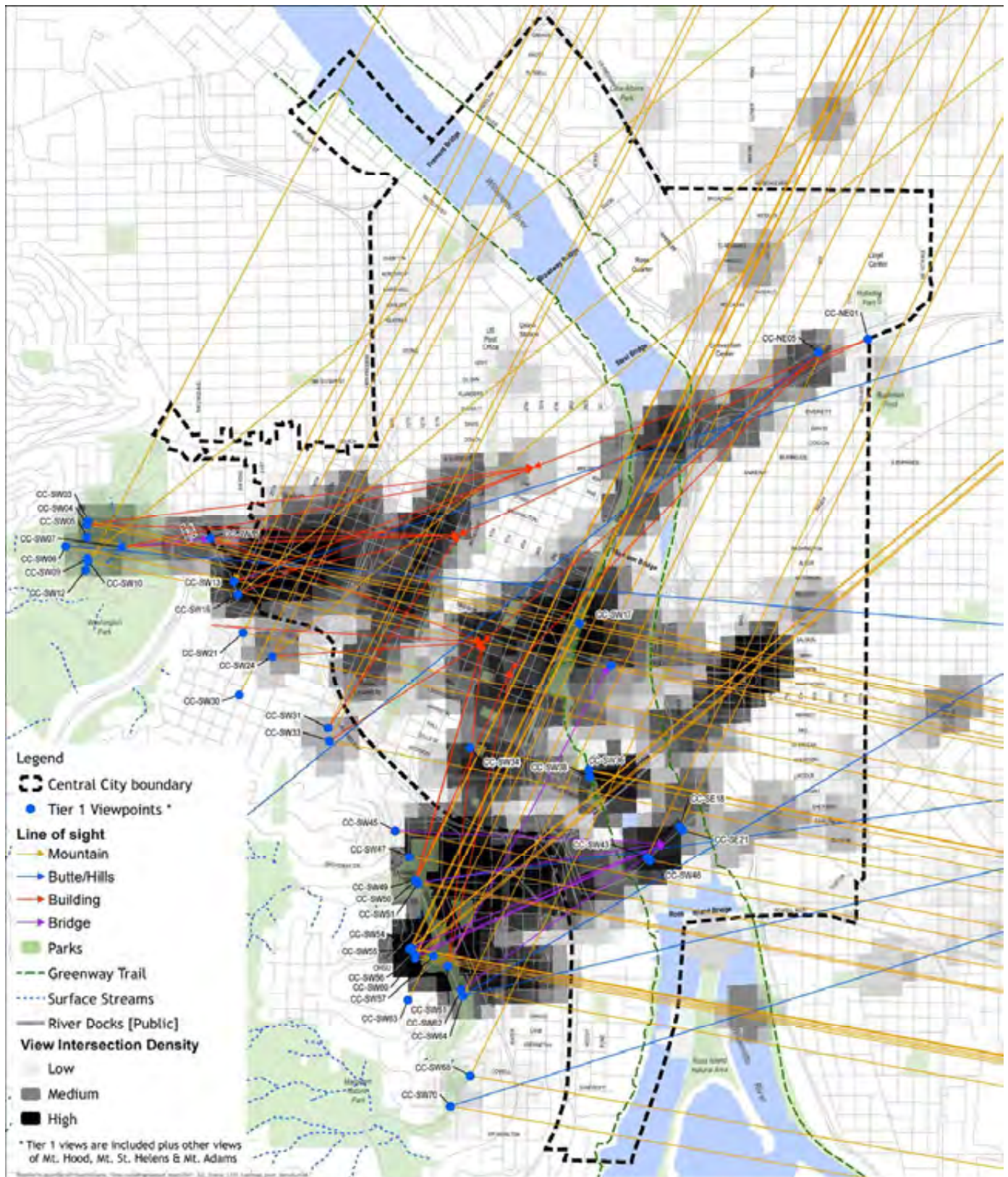
ArcGIS Spatial Analyst Line Density Tool was used to calculate the density of lines of sight. Cell output size was 250 ft x 250 ft, an approximation for a Portland city block. Then, three scenarios were run to determine which would be the most useful for displaying the data. The nearest neighbor cell resampling/smoothing was done using a:

1. 500 ft distance (Map 2)
2. 750 ft distance (Map 3)
3. 1,000 ft distance (Map4)

Class breaks on the map were symbolized using the natural breaks (Jenks) method with 10 classes. Class breaks are for the purposes visualizing the concentrations only; values are relative. The darker the shading the more lines are close together – the more views cross that area.

Staff chose the 750 ft resampling distance as providing an adequate and appropriate level of detail for understanding the relationship between the lines of sight. (Note – The 750 ft resampling distance was rerun in 2017 to reflect the two added views and viewpoints. Map 3 is the original analysis. The updated map is included in the main body of the document.)

MAP 1: LINE OF SIGHT INTERSECTION DENSITY



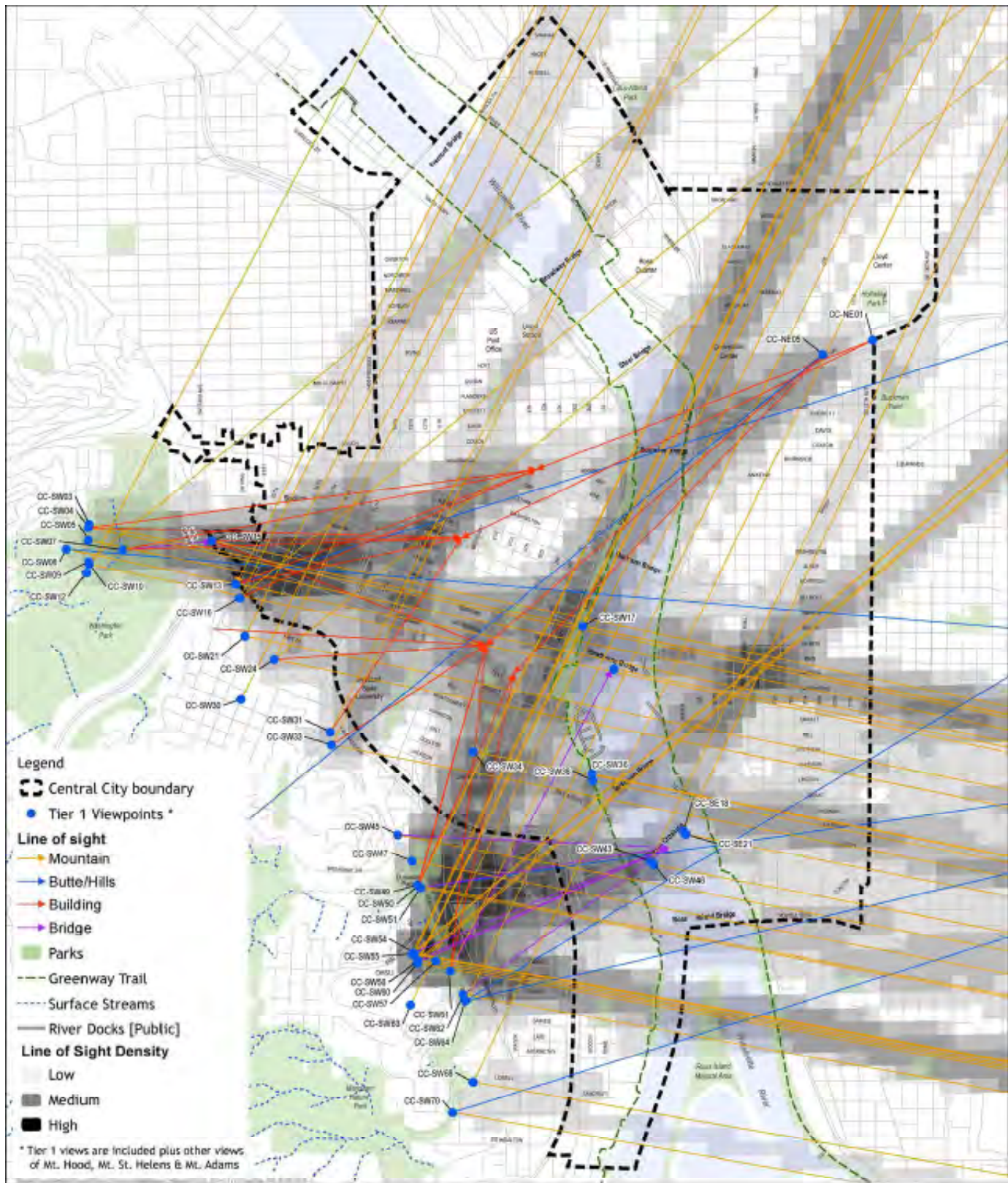
Central City Scenic Resources - Line of Sight Intersection Density

February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System



MAP 2: LINE OF SIGHT LINE DENSITY (500 FT)



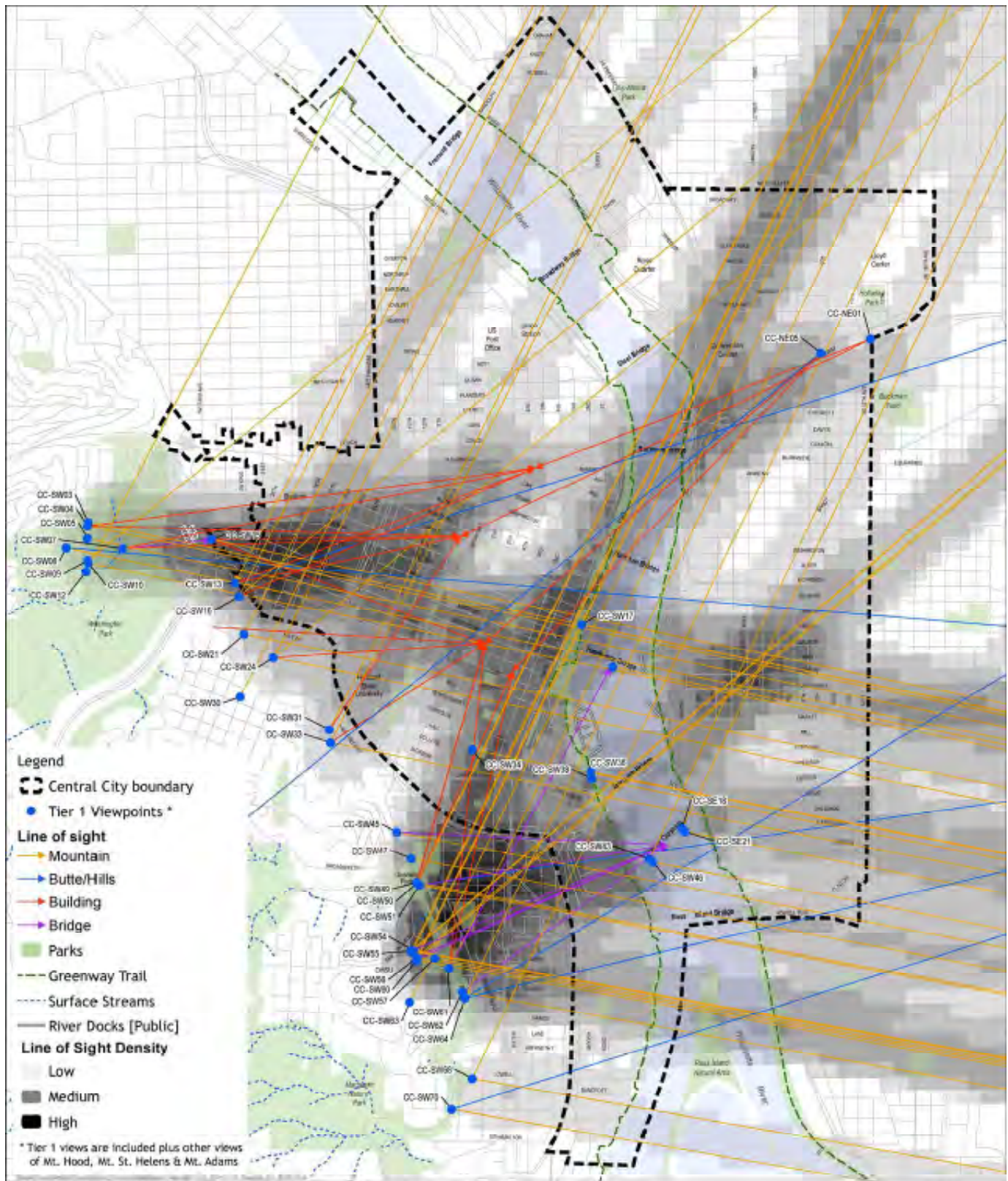
Central City Scenic Resources - Line of Sight Density

February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System



MAP 3: LINE OF SIGHT LINE DENSITY (750 FT)



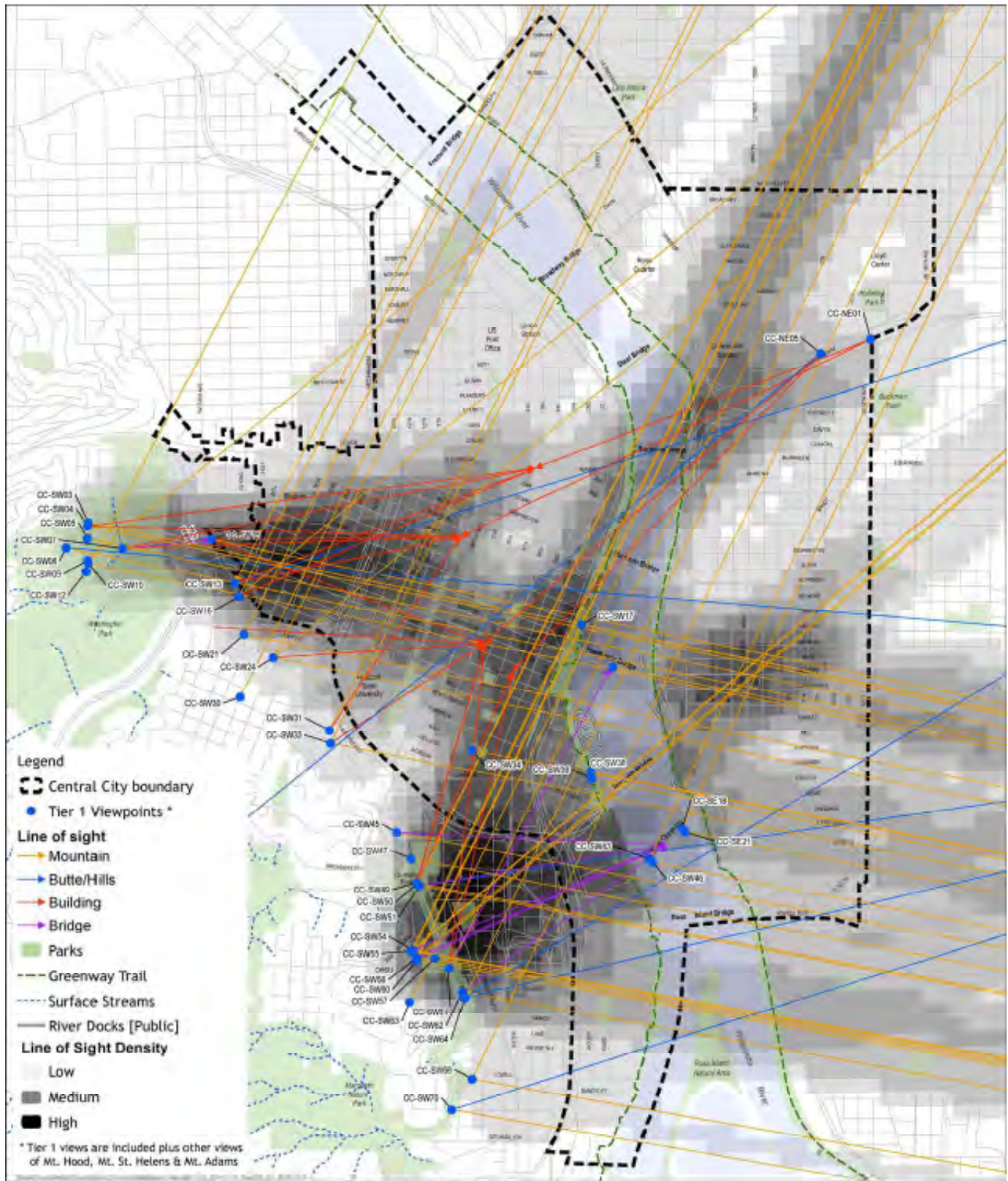
Central City Scenic Resources - Line of Sight Density

February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System



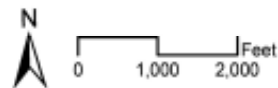
MAP 4: LINE OF SIGHT LINE DENSITY (1,000 FT)



Central City Scenic Resources - Line of Sight Density

February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System



APPENDIX D: RELOCATED, RE-DESIGNATED AND RETIRED VIEWPOINTS

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

1. *Central City Plan* (1988)
2. *Willamette Greenway Plan* (1987)
3. *Scenic Views, Sites and Drives Inventory* (1989)
4. *Scenic Resource Inventory Map* (1989)
5. *Scenic Resources Protection Plan* (1991)

The following map shows all of the existing, relocated, re-designated 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 why each type of change was 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).

Re-designated Viewpoints

- The past plan designated a viewpoint or gateway/focal point where the view is from an intersection looking down a street to a prominent focal terminus. These viewpoints better meet the current definition of a view street and were re-designated as such.

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.

EAST DOWN SW MADISON FROM OR ART INSTITUTE

Old ID: VC24-50

New ID: View Street

Redesignated as a view street. Historically, this view looked east down SW Madison Street from the plaza adjacent to the Oregon Art Institute. The view was of the Hawthorne Bridge towers with a mixture of street wall development: a church, a multifamily structure, office buildings, and the Performing Arts Center. Today, the view remains as a seasonal view; the towers are only visible during leaf-off. This view has been retained in the inventory as a View Street.



Current Photo



Historic Photo

VISTA BRIDGE FROM SW JEFFERSON

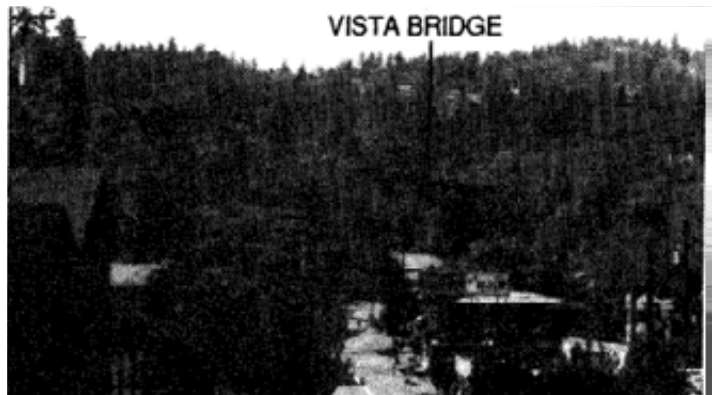
Old ID: VB23-14

New ID: View Street

Redesignated as a view street. Historically, this was a view of the Vista Bridge from SW Jefferson Street and SW 14th Avenue, just west of the I-405 overpass. This view has been retained in the current inventory update as a View Street.



Current Photo



Historic Photo

FIRST INTERSTATE TOWER FROM EAST BURNSIDE

Old ID: VC24-51

New ID: View Street

Redesignated as a view street. Historically, this was described as a view of the First Interstate Tower from East Burnside at the intersection of NE Sandy Boulevard and NE 12th Avenue. It was noted that the West Hills were also visible. Today, the view of the West Hills and tower (now called the U.S. Bancorp Tower) remains and is included in this inventory as a View Street.



Current Photo



Historic Photo

FRONT AVE AT THE FREMONT BRIDGE

Old ID: Gateway 44

New ID: N/A

Retired. Historically, this was Gateway/Focal Point 44. It is assumed that this view is looking south down NW Front Avenue toward the city. This view has been retired because there is no significant view or prominent focal feature.



Current Photo

No historic photo

Historic Photo

W BURNSIDE STREET AT I-405

Old ID: Gateway 45

New ID: N/A

Retired. Historically, this was Gateway/Focal Point 45. It is assumed that this view is looking east down W Burnside Street. This view has been retired because there is no significant view or prominent publicly-owned focal feature.



Current Photo

Historic Photo

No historic photo

SW COLUMBIA AND JEFFERSON STREETS AT 18TH AVE

Old ID: Gateway 46

New ID: N/A

Retired. Historically, this was Gateway/Focal Point 46. It is assumed that this is a view of downtown from the planted traffic circle between SW Jefferson and SW Columbia Streets at SW 18th Avenue. This view has been retired because there is no significant view or prominent publicly-owned focal feature.



Current Photo

Historic Photo

No historic photo

SW 5TH AVENUE AT I-405

Old ID: Gateway 47

New ID: N/A

Retired. Historically, this was Gateway/Focal Point 47. It is assumed that this view is looking north up SW 5th Avenue toward downtown. This view has been retired because there is no significant view or prominent publicly-owned focal feature.



Current Photo

Historic Photo

No historic photo

NE BROADWAY STREET AT 16TH AVENUE

Old ID: Gateway 48

New ID: N/A

Retired. Historically, this was Gateway/Focal Point 48. It is assumed that this view is looking west on NE Broadway Street toward the grain mill and West Hills. This view has been retired because there is no significant view or prominent publicly-owned focal feature.



Current Photo

Historic Photo

No historic photo

HOLLADAY ST AT 16TH AVENUE

Old ID: Gateway 49

New ID: View Street

Redesignated as a view street. Historically, this was Gateway/Focal Point 49. This view has been retained in the current inventory update as a View Street looking west from NE 16th Avenue under the Interstate 84 off-ramp toward the Oregon state domed building.



Current Photo

Historic Photo

No historic photo

BROADWAY AT UNION AVENUE (NOW MLK)

Old ID: Gateway 50

New ID: N/A

Retired. Historically, this was Gateway/Focal Point 50. It is assumed that this view is looking west on NE Broadway Street toward the grain mill and West Hills. This view has been retired because there is no significant view or prominent publicly-owned focal feature.



Current Photo

Historic Photo

No historic photo

E BURNSIDE AND SANDY BLVD AT 12TH AVE

Old ID: Gateway 51

New ID: N/A

Retired. Historically, this was Gateway/Focal Point 51. It is unclear whether the view was meant to be down SE Sandy Boulevard or E Burnside Street. Because the view down E Burnside Street was already in the 1989 inventory as VC24-51, it was assumed that this view was down SE Sandy Blvd. This view has been retired because there is no significant view or prominent focal feature. The view down E Burnside Street (VC24-51) remains in the inventory as a View Street.



Current Photo

Historic Photo

No historic photo

POWELL BLVD AT THE ROSS ISLAND BRIDGE

Old ID: Gateway 52

New ID: N/A

Retired. Historically, this was Gateway/Focal Point 52. It is assumed that this view is looking north up OR Route 99E. This view has been retired because there is no significant view or prominent focal feature from this location.



Current Photo

Historic Photo

No historic photo

SW MACADAM AVE AT BANCROFT ST

Old ID: Gateway 53

New ID: N/A

Retired. Historically, this was Gateway/Focal Point 53. It is assumed that this view is looking north up SW Macadam Avenue toward the city. This view has been retired because there is no significant view or prominent focal feature.



Current Photo

No historic photo

Historic Photo

PANORAMIC VIEW FROM FREMONT BRIDGE

Old ID: VP17-08; CCPV33&3

New ID: N/A

Retired. Historically, there were three viewpoints identified on the Fremont Bridge, one from the 1989 SRI and two from the Central City Plan. The bridge is not accessible by sidewalk or bike lane. While driving across the Fremont Bridge, there are panoramic views to the north and south; however, there is no safe or legal place to pull over to document or enjoy the view. Consequently, these viewpoints have been retired.



Current Photo

No historic photo

Historic Photo

BROADWAY BRIDGE FROM THE RAIL YARDS

Old ID: VB24-30

New ID: CCNW18

Relocated. Historically, this was a view of the Broadway Bridge, the McCormick Pier Apartments, Albers Mill, and Union Station from the rail yards to the southwest of the station. Today, this viewpoint is not publicly accessible and, therefore, does not meet the criteria to be included in the inventory. A similar view was documented from the nearby pedestrian bridge (see CCNW18).



Current Photo



Historic Photo

MT HOOD FROM THE SOUTH PARK BLOCKS

Old ID: VM24-21

New ID: N/A

Retired. Historically, this was a view of Mt Hood from the South Park Blocks - from approximately the center of the southernmost park block. Mt Hood was visible between buildings and was framed by the trees in the park. Today, the view is completely blocked by new development.



Current Photo



Historic Photo

RIVERPLACE FROM MONTGOMERY STREET STAIRS

Old ID: VC24-44

New ID: N/A

Retired. Historically, this was described as a view of Riverplace from the top of the SW Montgomery Street Stairs. It was noted that the RiverPlace development, the Marquam Bridge, and the river were all visible. Today, the view is completely blocked by new development and street trees (even during leaf-off). A small section of the Marquam Bridge is still visible but new development on the right obscures a majority of the bridge. The river is no longer visible at all.



Current Photo



Historic Photo

MT ST HELENS FROM JEFFERSON STREET OVERPASS

Old ID: VM24-22

New ID: N/A

Retired. Historically, this was a view of Mt St Helens from the SW Jefferson Street overpass above the I-405 freeway. Today, new development has blocked this view of the mountain.



Current Photo



Historic Photo

MT ST HELENS FROM GAZEBO AT SW FRONT AVE

Old ID: VM24-19

New ID: N/A

Retired. Historically, this was described as a view of Mt St Helens from the gazebo at SW Front Avenue. Today, the view is completely blocked by street trees and trees in Waterfront Park, even during leaf off. The very tops of the Hawthorne Bridge towers are still visible.



Current Photo



Historic Photo

MT HOOD FROM NW LOVEJOY STREET

Old ID: VM24-42

New ID: N/A

Retired. Historically, this was a view of Mt Hood from the NW Lovejoy Street on-ramp to the Broadway Bridge. The view also included Union Station and the Steel and Broadway Bridges. Today, the view of Mt Hood is completely blocked by new Pearl Waterfront development and the raised on-ramp. Minimal views of Union Station and the Broadway and Steel Bridges remain but there's significant discordance. Due to the discordance and because the primary view, Mt Hood, is no longer visible, this viewpoint has been retired.



Current Photo



Historic Photo

SW SPRING ST AT SW 15TH

Old ID: VC23-34

New ID: N/A

Retired. Historically, this viewpoint was located along a foot path at the eastern end of SW Spring Street but the path is no longer there and a private driveway and residence has been developed to the north of where the path used to be. Staff scouted the area and were able to see Mt Adams and the downtown skyline through the vegetation, but just barely. This viewpoint was removed because, though technically in the public right-of-way, it is on a steep, undeveloped piece of land that is difficult to access and has a very limited view.



Current Photo

No historic photo

Historic Photo

MORRISON BRIDGE - NORTH SIDE, CENTER

Old ID: CCPV20

New ID: CCSE06

Relocated. The original viewpoint was located on the north side of the Morrison Bridge in the center. There is no pedestrian refuge at this location, no guardrail separating the sidewalk from traffic lanes, and the sidewalk is very narrow. The Morrison Bridge has two pedestrian refuges on the north side, one east of center and one west of center. This viewpoint was relocated to the eastern pedestrian refuge on the north side and is included in this inventory as CCSE06.

No current photo

No historic photo

VIEW OF ST HELENS FROM VETERAN'S HOSPITAL

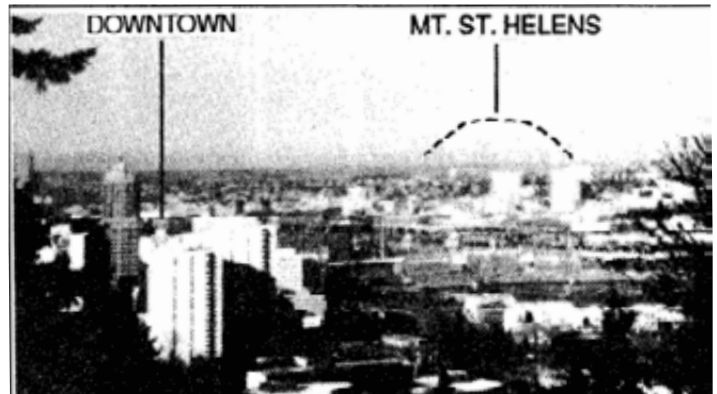
Old ID: VM31-21

New ID: CCSW63

Relocated. Historically, this was described as a view of downtown, the Willamette River, the east side, and Mt St Helens. The viewpoint was located “behind the new Veteran’s Hospital at the edge of the loading area.” Today, Mt St Helens is mostly obscured by vegetation and the sky bridge from this location. This view has been relocated to the Veterans Hospital/OHSU sky bridge and is included in this inventory as CCSW63.



Current Photo



Historic Photo

VIEW OF MT HOOD FROM OHSU

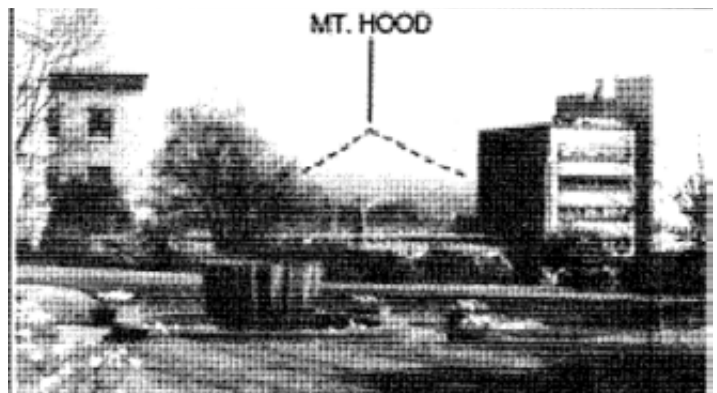
Old ID: VM31-25

New ID: CCSW54 & 55

Relocated. Historically, the vantage point for this view of Mt Hood was from “the fountain in front of the Oregon Health Sciences University off of SW Sam Jackson Park Road.” Today, the view from the fountain is completely blocked by development. When the building was constructed, this viewpoint was moved to the Peter O. Kohler Pavilion and is retained in this inventory as CCSW54 and CCSW55 (lower and upper pavilion, respectively).



Current Photo



Historic Photo

VIEW OF MT HOOD FROM THE BROADWAY BRIDGE

Old ID: VM24-38

New ID: CCNW14

Relocated. Historically, this view of Mt Hood was taken from the north sidewalk on the Broadway Bridge looking through the bridge supports. The viewpoint has been moved to the south side of the bridge to remove the discordance of the bridge supports and allow for the photo to be taken as a panorama. The relocated viewpoint is included in this inventory as CCNW14.

No current photo



Historic Photo

Current Photo

MARQUAM & RI BRIDGES FROM WATERFRONT PARK

Old ID: VB24-24

New ID: CCSW27

Relocated. Historically, there were two viewpoints in the Hawthorne Bowl. This viewpoint was located in “the open area in Waterfront Park north of the RiverPlace development”; the other was in the grassy area in the center of the Bowl (see VB24-35, below). This viewpoint has been moved from the Hawthorne Bowl to the developed viewpoint just north of the Bowl and is included in this inventory as CCSW27. The current view was taken as a panorama and includes the Marquam and Ross Island Bridges, as well as the Hawthorne Bridge.



Current Photo



Historic Photo

HAWTHORNE BRIDGE FROM WATERFRONT PARK

Old ID: VB24-35

New ID: CCSW28

Relocated. Historically, there were two viewpoints in the Hawthorne Bowl. This viewpoint was in the grassy area in the center of the Bowl near the water; the other was in the grassy area in the north section of the Bowl (see VB24-24, above). This viewpoint has been moved to the developed viewpoint with the palm tree planting near SW Columbia Street and is included in this inventory as CCSW28. The current view was taken as a panorama and includes the Hawthorne Bridge as well as the Marquam and Ross Island Bridges.



Current Photo



Historic Photo

MT HOOD FROM SOUTH OF MORRISON BRIDGE

Old ID: VM24-46

New ID: CCSW11

Relocated. Historically, this viewpoint was located along the Greenway Trail at SW Morrison Street, with “Mt Hood visible above the eastern off-ramps of the Morrison Bridge.” The view of Mt Hood is less obscured if the viewer moves a bit south due to the relative positioning of the off-ramps and the mountain. Thus, this viewpoint was relocated south of the original to the Greenway Trail between SW Morrison and SW Yamhill Streets. There are also benches at this new viewpoint location. This viewpoint is retained in the inventory as CCSW11.



Current Photo



Historic Photo

SW TERWILLIGER BLVD VIEWPOINT 74

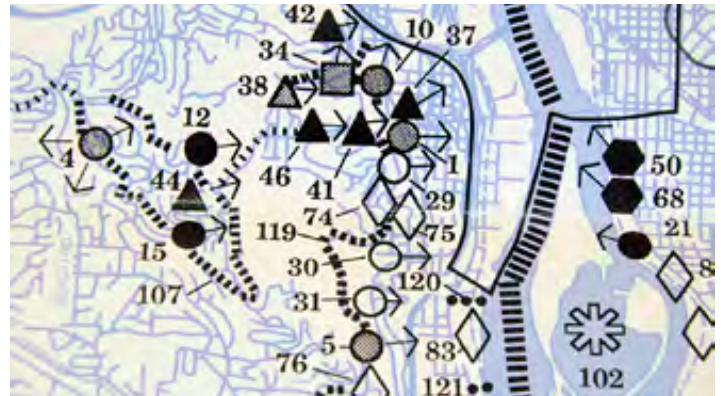
Old ID: Viewpoint 74

New ID: CCSW61

Consolidated. This was one of two marked viewpoints along the section of SW Terwilliger Blvd between SW Campus Drive and SW Condor Lane (the other is viewpoint 75, below); the exact location of this viewpoint is unclear from the map. Staff interpretation is that the viewpoints mark the pull-outs and that Viewpoint 74 is the pull-out south of SW Campus Drive. Viewpoints and views have been consolidated in this inventory update; the view from this pull-out is retained as CCSW61.



Current Photo



Historic Photo

SW TERWILLIGER BLVD VIEWPOINT 75

Old ID: Viewpoint 75

New ID: CCSW62 & 64A

Consolidated. This was one of two marked viewpoints along the section of SW Terwilliger Blvd between SW Campus Drive and SW Condor Lane (the other is viewpoint 74, above); the exact location of this viewpoint is unclear from the map. Staff interpretation is that the viewpoints mark the pull-outs and this is the pull-out north of SW Condor Ave. Viewpoints and views have been consolidated in this inventory update; there are two views from the 1989 inventory along this stretch of Terwilliger that remain in the inventory: CCSW62 (VP31-29) and CCSW64 (29).



CCSW62



CCSW64

Current Photo



Historic Photo

HAWTHORNE BRIDGE FROM EASTBANK ESPLANADE

Old ID: VB24-25

New ID: CCSE10

Relocated. Historically, this viewpoint was located along the Eastbank Esplanade south of the Morrison Bridge between SE Yamhill and SE Taylor Streets. Since then, a large, two-block long viewing platform has been developed at SE Salmon Street, stretching from SE Main Street to SE Taylor Street. This viewpoint has been relocated to the developed viewpoint and the view was taken from the center of the viewing platform where it aligns with SE Salmon Street. The viewpoint is retained in the inventory as CCSE10.



Current Photo



Historic Photo

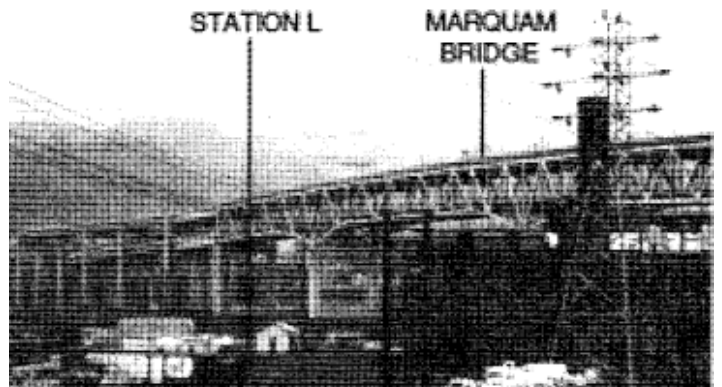
VIEW OF MARQUAM BRIDGE FROM STATION L

Old ID: VB24-49

New ID: CCSE14

Relocated. Historically, this viewpoint was on “the east side of the Station L site, the future location of OMSI” depicted on the old map as being just west of SE 3rd Ave at SE Stephens St. Today, the property just west of SE 3rd Ave at SE Stephens St is private property and blocks a view of the Marquam Bridge. This viewpoint has been relocated to the public ROW on the SE corner of SE 3rd Ave and SE Stephens St and the viewpoint is retained in the inventory as CCSE14 but the view is no longer of Marquam Bridge; it is of Tilikum Crossing and the West Hills.

No current photo



Current Photo

Historic Photo

VIEW OF ROSS ISLAND BRIDGE FROM SE MCLOUGHLIN

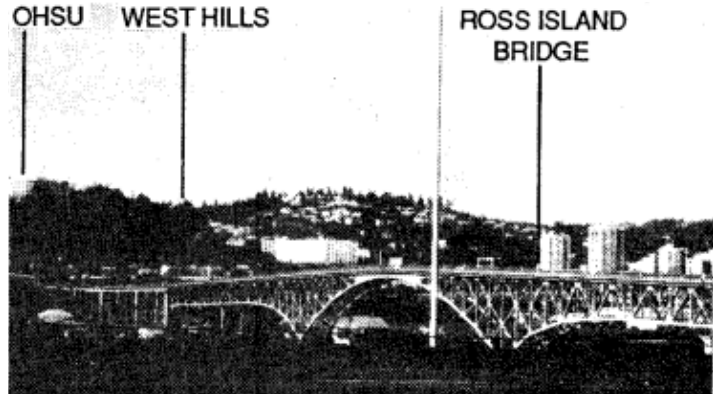
Old ID: VB31-05

New ID: CCSE25

Relocated. Historically, this viewpoint was “taken from SE McLoughlin northbound at the approximate alignment of SE Franklin.” SE McLoughlin Boulevard is a busy street with multiple traffic lanes and a concrete divider that dominate the view. This viewpoint has been relocated to the NW corner of the Brooklyn Community Garden and the viewpoint is retained in the inventory as CCSE25.



Current Photo



Historic Photo

SW TERWILLIGER NORTH OF SW CAMPUS DRIVE

Source Plan: Terwilliger Landscape Concept Plan

Based on the 1983 Proposed Terwilliger Landscape Concept Plan, this was a view of Mt St Helens and also part of a panoramic view that included a view of Mt Hood. Today, neither mountain is visible through the trees. This is not a developed viewpoint nor is there an automobile pull-out. Two views just south of this viewpoint were retained in the inventory (CCSW57 and CCSW61), one of which includes a view of Mt St Helens and an automobile pull-out; therefore, this viewpoint was not included.



Current Photo



Source Plan

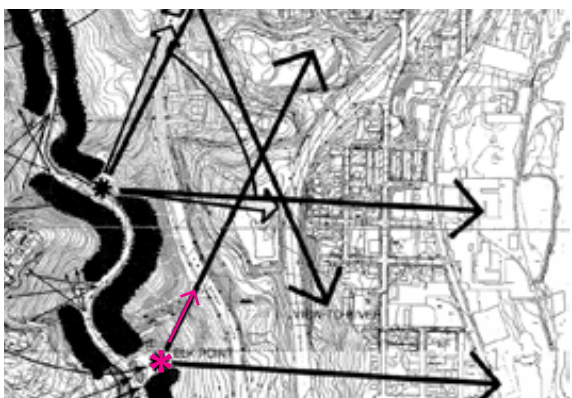
SW TERWILLIGER AT ELK POINT - MT ST HELENS VIEW

Source Plan: Terwilliger Landscape Concept Plan

Based on the 1983 Proposed Terwilliger Landscape Concept Plan, this was a view of Mt St Helens. Though this viewpoint is outside of the Central City boundary, it was considered because a view of Mt St Helens would have crossed the Central City. However, significant vegetation has grown up and blocked the view. A view of Mt Hood remains but was not included in this inventory as it does not cross the Central City. This viewpoint was not included in the current inventory because there are no existing views that cross the Central City.



Current Photo



Source Plan

SW TERWILLIGER NORTH OF ELK POINT

Source Plan: Terwilliger Landscape Concept Plan

Based on the 1983 Proposed Terwilliger Landscape Concept Plan, this was a panoramic view that included views of Mt St Helens and Mt Hood. Though there is a bench, a thick layer of vegetation has grown up and would require significant thinning for a view to be restored. This viewpoint was not included.



Current Photo

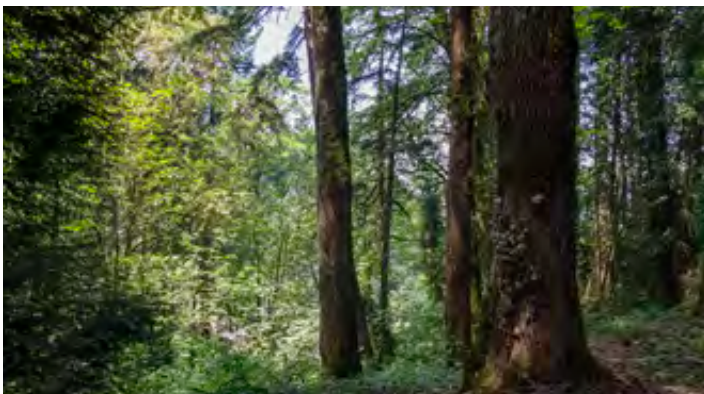


Source Plan

SW TERWILLIGER NORTH OF EAGLE POINT

Source Plan: Terwilliger Landscape Concept Plan

Based on the 1983 Proposed Terwilliger Landscape Concept Plan, this was a view of Mt St Helens. The plan notes call to “selectively thin to improve view of Mount St. Helens.” Today, there is a thick layer of trees blocking this view and significant thinning would be needed to restore the view. It is not a developed viewpoint nor is there an automobile pull-out. Eagle’s Point (CCSW68) sits directly to the south of this viewpoint; it also has a view of Mt St Helens and will be developed as a viewpoint. Therefore, this viewpoint was not included in the inventory.



Current Photo



Source Plan

GREENWAY TRAIL WEST AT SW WHITAKER STREET

Source Plan: N/A

Though this point along the South Waterfront Greenway Trail was developed with a bench and an overlook, there are many similar views along this stretch of the Greenway Trail between the Ross Island Bridge and Central City’s southern boundary. Three of these similar views are on the South Waterfront Greenway Public Access map (Map 510-15) and included in this inventory (CCSW59, 67, and 71). A fourth view from this stretch is also included (CCSW65). This viewpoint is not in the Public Access plan and, therefore, was not included in this inventory.



Current Photo



Source Plan

GREENWAY TRAIL WEST AT SW PENNOYER STREET

Source Plan: N/A

Though this point along the South Waterfront Greenway Trail was developed with an overlook, there are many similar views along this stretch of the Greenway Trail between the Ross Island Bridge and Central City’s southern boundary. Three of these similar views are on the South Waterfront Greenway Public Access map (Map 510-15) and included in this inventory (CCSW59, 67, and 71). A fourth view from this stretch is also included (CCSW65). This viewpoint is not in the Public Access plan and, therefore, was not included in this inventory.



Current Photo



Source Plan

SW TERWILLIGER NORTH OF SW VA HOSPITAL ROAD

Source Plan: Terwilliger Landscape Concept Plan

Based on the 1983 Proposed Terwilliger Landscape Concept Plan, this was a view of Mt Hood. Today, there is a thick layer of trees blocking this view and significant thinning would be needed to restore the view. It is not a developed viewpoint nor is there an automobile pull-out. There are two other views of Mt Hood nearby which remain in the inventory: Eagle’s Point (CCSW68), just to the south, and SW Terwilliger Boulevard north of SW Condor Lane (CCSW62), to the north. Therefore, this viewpoint was not included in the inventory.



Current Photo



Source Plan

VIEW OF MT HOOD FROM VETERANS' MED CENTER

Old ID: VM31-26

New ID: N/A

Retired. Historically, there was a view of Mt Hood from this location, which was described as a pedestrian walkway adjacent to the drive that leads past the Veterans Medical Center near stairs to a lower parking level and a few steps from the bus stop. Today, a view from the bus stop area is blocked by development. One can catch a glimpse of Mt Hood just below the bus pull-out area; however, the view is almost entirely obscured by vegetation and there is no sidewalk on the east side of the street.



Current Photo

Historic Photo

GREENWAY AT SW ANKENY

Old ID: N/A

New ID: N/A

This viewpoint remains in the inventory for its eastern view (see CCSW01); however, the view looking west was removed as it was determined to not meet the criteria required to remain in the inventory. The view west is a view of a singular private building. The historic views from this location (CCPV21 and VB24-26) look east out over the Willamette River and remain in the inventory as CCSW01.

No current photo



Current Photo

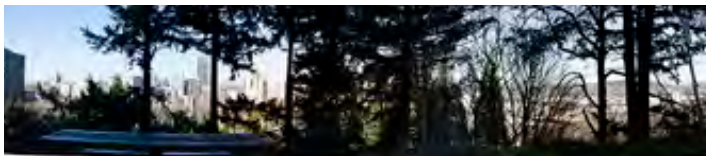
Historic Photo

VIEW FROM SW TERWILLIGER ABOVE DUNIWAY PARK

Old ID: VP31-30

New ID: N/A

Retired. Historically, there was a panoramic view adjacent to the northernmost pull-out along Terwilliger Blvd above Duniway Park. The view included Mt St Helens, Mt Hood, downtown, the east side of the City, the Willamette River, and several bridges. Today, there is no longer a panoramic view due to vegetation. However, there are still two views from this pull-out, CCSW50 (VC31-31) and CCSW51 (VM31-38), that include views of Mt Hood, Mt St Helens, the downtown skyline, the Willamette River, and two bridges.



Current Photo



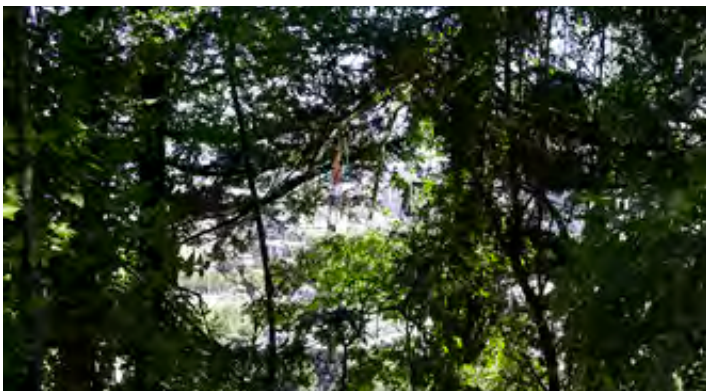
Historic Photo

CITY PANORAMA FROM SW VISTA

Old ID: VP23-27

New ID: CCSW13

Relocated. Historically, this viewpoint was along SW Vista Avenue north of the intersection of SW Montgomery Drive along the section of the sidewalk with an iron fence. The 1990 ESEE acknowledged that the property below would be developed but that a view of Mt St Helens should be preserved. The original viewpoint was placed adjacent to the northern portion of the property. The viewpoint has been relocated to XX as this was determined to be the best vantage point for viewing Mt St Helens; it is included in this inventory as CCSW13.



Current Photo

No historic photo

Historic Photo

APPENDIX E: RELOCATED, RE-DESIGNATED AND RETIRED VIEW CORRIDORS AND GATEWAYS

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

1. *Central City Plan* (1988)
2. *Willamette Greenway Plan* (1987)
3. *Scenic Views, Sites and Drives Inventory* (1989)
4. *Scenic Resource Inventory Map* (1989)
5. *Scenic Resources Protection Plan* (1991)

The following map shows all of the existing view streets, some of which were retained or re-designated from previous plans, and retired view corridors.

Some view corridors were relocated if an alternative view street was determined to offer one of the following:

- A similar but more prominent view of the same focal terminus.
- A similar view that goes with, rather than against, the flow of traffic.

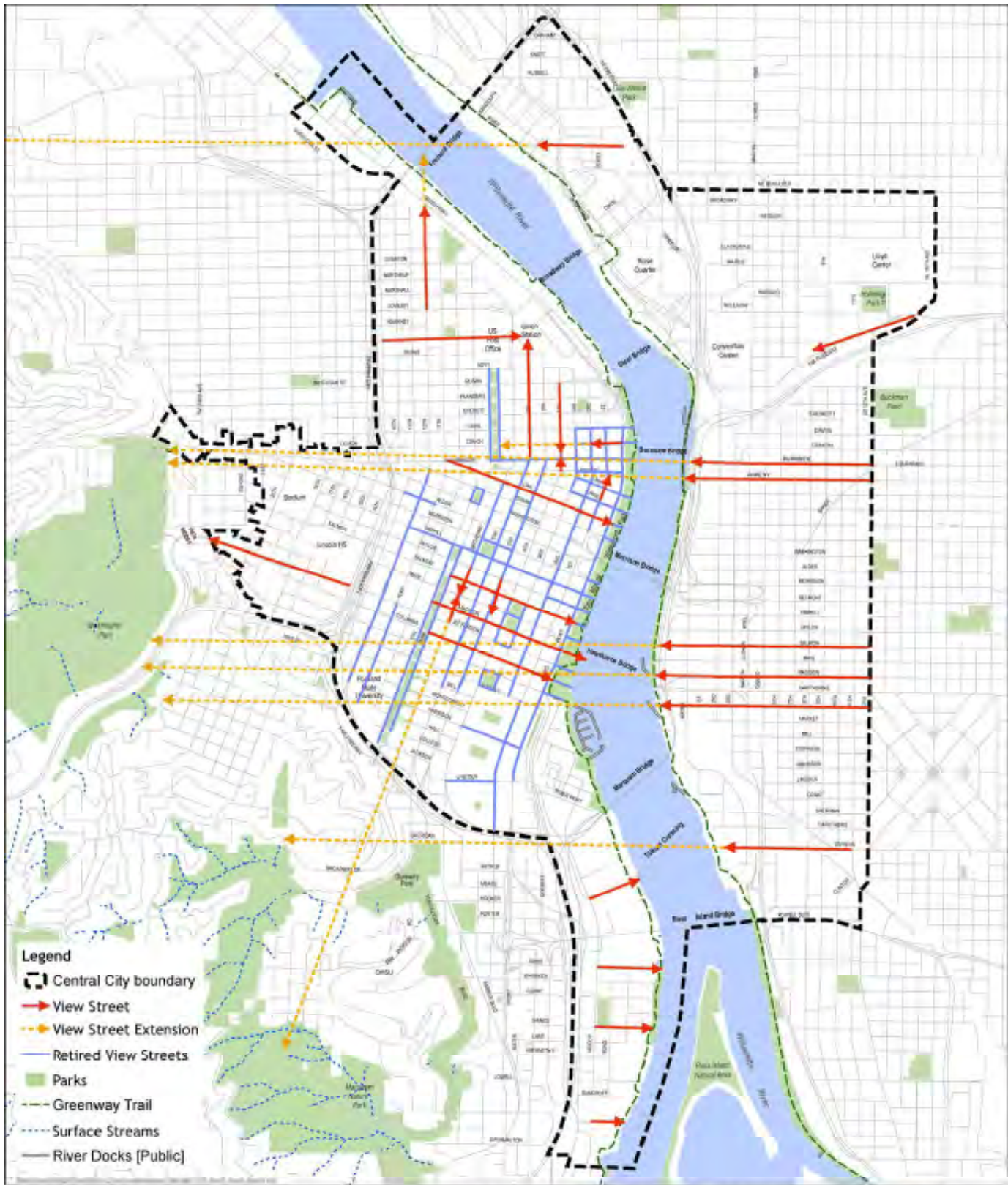
The old view corridors that were retained as view streets have been updated to include the full extent of the view. Some view streets were extended because the focal terminus could be seen from a further distance, while other view streets were shortened because vegetation or development obscures the view from a further distance.

A couple of the view corridors were re-designated as scenic corridors in the CCSRI:

- North Park Blocks
- South Park Blocks

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.
- The purpose of the corridor is to provide wayfinding to the Willamette Greenway/Tom McCall Waterfront Park. These corridors will be re-evaluated with the update of the *Willamette Greenway Plan*.



Central City Scenic Resources - View Streets (Existing & Retired)

February 10, 2017

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System





“... beauty cannot be a remote and just an occasional pleasure. We must bring it into the daily lives of all our people. Children, in the midst of cities, must know it as they grow. Adults, in the midst of work, must find it near. All of us, in the midst of increasing leisure, must draw strength from its presence.”

-Lyndon B. Johnson, President, First White House Conference on Natural Beauty, May 25, 1965.

WHAT'S IN THE CENTRAL CITY 2035 PLAN?

Volume 1: Goals and Policies

Volume 2A: Zoning Code and Map Amendments

- Part 1: Central City Plan District
- Part 2: Willamette River and Trails
- Part 3: Environmental and Scenic

Volume 2B: Transportation System Plan Amendments

Volume 3A: Scenic Resources Protection Plan

- Part 1: Summary, Results and Implementation
- Part 2: Scenic Resources Inventory
- Part 3: Economic, Social, Environmental and Energy Analysis

Volume 3B: Willamette River Central Reach Natural Resources Protection Plan

Volume 4: Background Materials

Volume 5A: Implementation - Performance Targets and Action Plans

Volume 5B: Implementation - The Green Loop

Volume 6: Public Involvement