

APPENDICES

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

(Added at City Council adoption)

APPENDIX B. Scenic Resources Inventory Numbering Crosswalk

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

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

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

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

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

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

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

APPENDIX C. Relocated and Retired Viewpoints

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

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

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

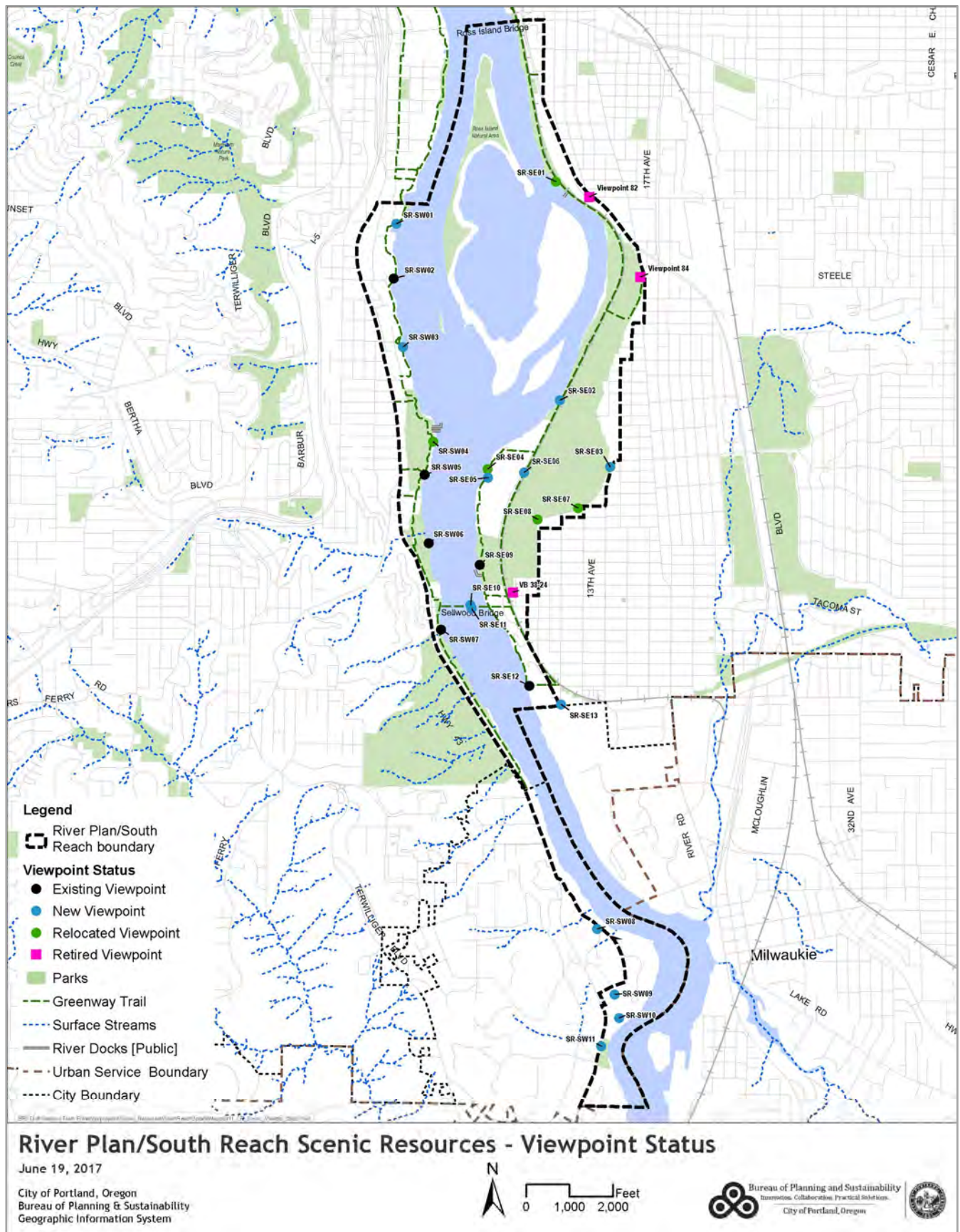
Below is a general description of possible reasons the various type of change may have been made.

Relocated Viewpoints

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

Retired Viewpoints

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



SCENIC RESOURCES INVENTORY | RELOCATED & RETIRED VIEWS

SPRINGWATER CORRIDOR, ROSS ISLAND LAGOON

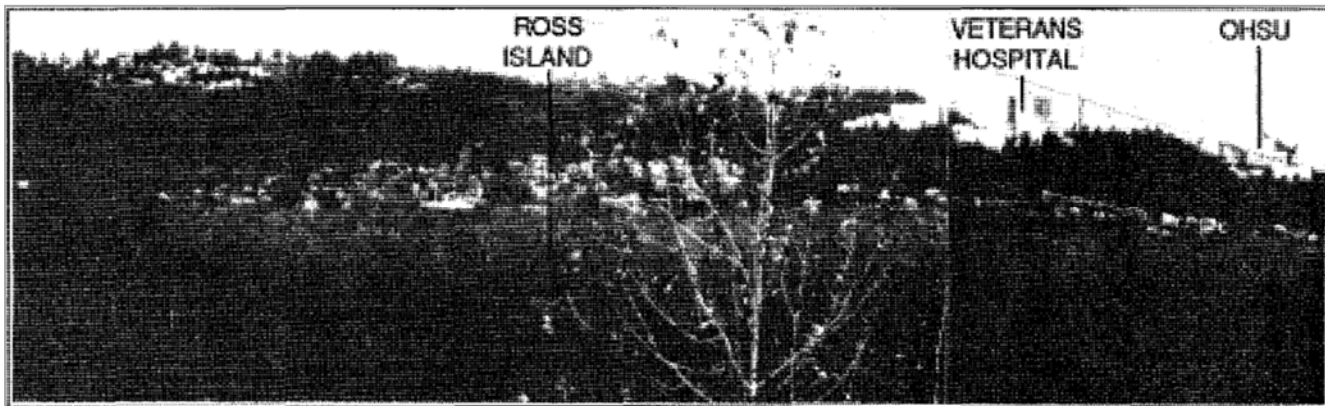
Old ID: VP31-37

New ID: SRSE01

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



Current photo.



Historic photo.

SCENIC RESOURCES INVENTORY | RELOCATED & RETIRED VIEWS

SE MCLOUGHLIN BOULEVARD RIGHT OF WAY at SE HOLGATE BOULEVARD

Old ID: 82 (GVP)

New ID: N/A

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



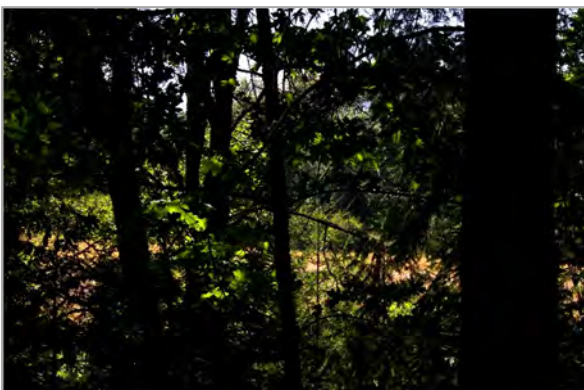
Photographs of viewpoint location showing high traffic volumes and no available sidewalk.

OAKS BOTTOM TRAILHEAD (at SE MITCHELL STREET)

Old ID: 84 (GVP)

New ID: N/A

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



Current view.

SCENIC RESOURCES INVENTORY | RELOCATED & RETIRED VIEWS

WILLAMETTE PARK – BOAT LAUNCH

Old ID: 85 (GVP)

New ID: SRSW04

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



Current view.

OAKS AMUSEMENT PARK BEACH

Old ID: 86 (GVP)

New ID: SRSE04

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



Current view.

SCENIC RESOURCES INVENTORY | RELOCATED & RETIRED VIEWS

SELLWOOD BOULEVARD – OAKS BOTTOM

Old ID: VP38-03

New ID: SRSE07

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



Current view.



Historic view.

SCENIC RESOURCES INVENTORY | RELOCATED & RETIRED VIEWS

SELLWOOD PARK

Old ID: VC38-30

New ID: SRSE08

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



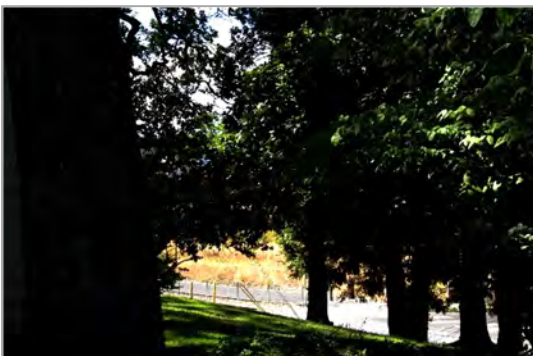
Current view.

OAKS PIONEER CHURCH

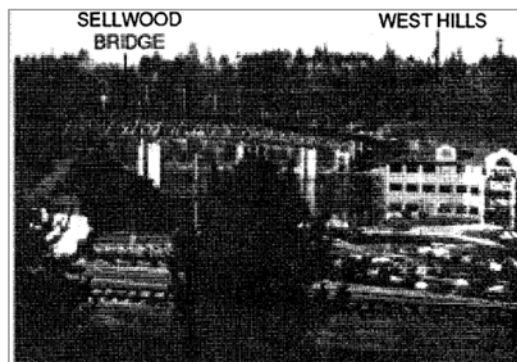
Old ID: VB38-24

New ID: N/A

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



Current view.



Historic view.

APPENDIX D. RETIRED VIEW CORRIDORS AND GATEWAYS

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

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

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

View corridors were retired for one of the following reasons:

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

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

